

**Agenda**  
**Regular Meeting of the Mayor and Council**  
**City of Chattahoochee Hills, Georgia**  
**September 1, 2020 / 6:00 p.m.**

*Note: Meeting is being held as a virtual meeting only. Please visit [www.chatthillsga.us](http://www.chatthillsga.us) for information on accessing the meeting via teleconference or videoconference.*

**Call to Order**

**Review and Approval of Agenda**

**Approval of Minutes**

1. Minutes of the Regular Meeting of August 4, 2020
2. Minutes of the Special Called Meeting of August 20, 2020

**Presentations / Proclamations**

1. Southern Fulton Comprehensive Transportation Plan – Keli Kemp
2. Councilmember Alan Merrill resignation announcement
3. National Suicide Prevention Month Proclamation

**Public Comments**

**Staff Reports**

Financial Update: Robbie Rokovitz  
Fire Department Report: Greg Brett  
Police Department Report: Jim Little  
Public Works/Parks Report: Darold Wendlandt  
Community Development Report: Mike Morton

**Public Hearing**

1. **Item 20-010:** Public Hearing and Action on Ordinance to Amend the Official Zoning Map to Rezone Ten Acres from the RL (Rural) District to the HM-MU (Mixed-Used Hamlet) District – property is ten acres in two parcels on the west side of Atlanta Newnan Road between Selborne Way and Selborne Lane.

**Unfinished Business** *(None)*

**New Business**

1. **Item 20-027:** Ordinance for a Variance to the Required Zoning District Buffer – application is to eliminate the required district buffer. Property is ten acres in two parcels on the west side of Atlanta Newnan Road between Selborne Way and Selborne Lane. *First read only. No action will be taken.*
2. **Item 20-028:** Approval of the Southern Fulton Comprehensive Transportation Plan.

*The City of Chattahoochee Hills Mayor and City Council encourage citizen participation in the government process. Should you by reason of a disability need a special accommodation or need accessibility information, please contact the City Clerk's office at 770-463-8881.*

3. **Item 20-029:** Resolution Adopting Revisions to the Fiscal Year 2020 Budget.
4. **Item 20-030:** Ordinance Requiring the Use of Masks or Face Coverings in Public During the COVID-19 Outbreak.
5. **Item 20-031:** Resolution Accepting a Donation from K.D. McMurrain, M.D., in the Form of Two 72-inch Skag Diesel Lawnmowers.
6. **Item 20-032:** Resolution for a Special Election to Fill the Council Seat for District 4.

**Mayor and Council Comments**

**Executive Session** *(None)*

**Adjourn Meeting**

**Town Hall Session**

**Minutes  
Regular Meeting of the Mayor and Council  
City of Chattahoochee Hills, Georgia  
August 4, 2020 / 6:00 p.m.**

**Call to Order**

*Mayor Reed called the meeting to order at 6:00 p.m. Councilmembers in attendance were Ruby Foster, Richard Schmidt, Laurie Searle, and Alan Merrill. Troy Bettis arrived at 6:10 p.m. Also present was City Attorney Rick Lindsey. The meeting was held via videoconference/teleconference for the public.*

**Review and Approval of Agenda**

*Mayor Reed called for a motion to amend the agenda as follows:*

- 1. Add Item 20-025, Approval of Joint Representation and Cost Sharing Agreement with the cities of Fulton County against Fulton County regarding CARES Act Funding*
- 2. Add a report on the City's Policing Policies by Councilmember Foster and Councilmember Merrill.*

*Councilmember Schmidt made a motion to approve the agenda as amended. Councilmember Foster seconded. The motion passed unanimously.*

**Approval of Minutes**

- 1. Minutes of the Regular Meeting of July 7, 2020*

*Councilmember Searle made a motion to approve the minutes of the Regular Meeting of July 7, 2020. Councilmember Merrill seconded. The motion passed unanimously.*

**Presentations/Proclamations**

- 1. Report on the City's Policing Policies – Councilmember Foster and Councilmember Merrill*

*Councilmember Merrill said in light of George Floyd's death and Black Lives Matter protests, he and Councilmember Foster looked into the City's policing practices and policies. Chief Little's leadership sets the tone for the department, and he consistently advocates for community policing with the goal of enhancing the quality of life for citizens and visitors. Some of the practices he has put into place are changing the uniforms to be consistent with community-oriented policing, department policies now accessible on a digital system, and added training to provide EMS support as first responders.*

*Councilmember Foster said Chief Little's policies include high speed chases only allowed in extreme cases and issuing tickets for offenses that effect the safety of the public and not to be a profit center. All officers wear body cameras, and Chief Little reviews random samples of each officer's body cam footage every month. The department is currently working toward becoming a state accredited department. Officers keep in touch with citizens through self-initiated calls, professional interactions with everyone, and Facebook*

*These minutes are provided as a convenience and service to the public, media, and staff. It is not the intent to transcribe proceedings verbatim. Any reproduction of this summary must include this notice. Public comments are noted and heard by Council, but not quoted. This is an official record of the City of Chattahoochee Hills City Council Meeting proceedings.*

**posts.**

*Both Councilmembers Foster and Merrill commend our policing practices and policies and Chief Little's commitment to community policing and continuous improvement.*

*Councilmember Bettis arrived at 6:10 p.m.*

### **Public Comment**

*There was no public comment.*

### **Staff Reports**

**Financial Update: City Manager Robbie Rokovitz**

*Mr. Rokovitz reported on the updated financials as of July 31, 2020. The city is 8.5 percent through the new fiscal year. Not much revenue has been collected since we are at the start of a new fiscal year. Total expenditures for all funds are 6.9%. The city is currently in the middle of preparing for the audit. Most of the audit will be completed remotely via a new software called Suralink. He also said he will start including a report on Municipal Court activities each month. The monthly court date has been changed from the first Tuesday to the first Thursday of the month.*

**Fire Department Report: Greg Brett**

*Chief Brett reported that there were 49 incidents for July. Confirmed and suspected COVID related calls account for 54 percent of medical calls. The Lucas Chest Compression device has been put into service. The City of South Fulton City Council approved the Automatic Aid Agreement on July 28<sup>th</sup>. He is continuing to work with the Fulton County Emergency Services on the development of a cell tower that will expand public safety's signaling. He also gave an update on COVID statistics for Georgia and Fulton County.*

**Police Department Report: Jim Little**

*Chief Little reported that calls in July were down about ten percent from the same time last year. One officer is back from light duty and Officer Queen has completed field training, so the numbers for self-initiated calls should go back up. Citations and warnings are down, but the officers are focusing more on aggressive driving behavior. The motorcycle that was stolen from Serenbe was recovered by Palmetto Code Enforcement and has been returned to the owner.*

**Public Works/Parks Report: Darold Wendlandt**

*Mr. Wendlandt reported that work on the Campbellton boat ramp has started and should be complete in two to three months. He met with T2, the company that provides service to the kiosk at Cochran Mill Park, to discuss upgrades to the system. The old John Deere tractor is down, and one of the New Holland tractors is getting repaired and will be back in-service next week. Crews have cleaned out cross drainpipes on several roads.*

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**Community Development: Mike Morton**

*Mr. Morton reported there were a total of 22 building permits issued in July, with 13 of them for single family dwellings. There also were six certificates of occupancy issued during the month. The Campbellton Historic Crossroads planning is still ongoing. He encouraged everyone to visit the project website. There will be a public hearing for the Deer Hollow rezoning application at the next Planning Commission meeting. The first read was at the April City Council meeting, and the second public hearing will be at the September 1<sup>st</sup> City Council meeting.*

**Public Hearing**

1. **Item 20-022:** Public Hearing on an Ordinance to fix the Ad Valorem Tax Rate for Fiscal Year 2021. *(No action taken.)*

*Mayor Reed opened the public hearing.*

*There was no public comment.*

*Mayor Reed closed the public hearing.*

*City Manager Robbie Rokovitz presented the item. Due to the timing of the required advertisements, the public hearing and adoption of the millage rate has been postponed. There will be a special called meeting for a public hearing and adoption of the millage rate on August 20<sup>th</sup> at 6:00 p.m. Two additional administrative public hearings will be held on August 13<sup>th</sup> at 11:00 a.m. and 5:00 p.m. The recommended millage rate remains at 10.00 mills.*

*There was no action taken.*

**Unfinished Business**

*There was no unfinished business.*

**New Business**

1. **Item 20-023:** Award contract for Wayfinding Signs Program Services to ASI Signage Innovations.

*City Manager Robbie Rokovitz presented the item. Staff recommends the contract be awarded to ASI Signage Innovations. They provided a proposal for both design and an estimated fabrication in the amount of \$107,700. The project will be paid for using Hotel Motel funds. David Bodzy from ASI Signage Innovations was available via videoconference and answered questions from the councilmembers.*

*Mayor Reed called for a motion on Item No. 20-023. Councilmember Merrill made a motion to approve Item No. 20-023. Councilmember Foster seconded. The motion passed unanimously.*

- 2. Item 20-024:** Resolution Authorizing, Among Other Things, the Execution of Documents Relating to the Acquisition of Land and Disposition of Land for a Park and for Other Related Purposes.

*City Attorney Rick Lindsey presented the item. The resolution gives the Mayor and City Clerk the authority to sign the closing documents.*

*Mayor Reed called for a motion on Item No. 20-024. Councilmember Schmidt made a motion to approve Item No. 20-024. Councilmember Bettis seconded. The motion passed unanimously.*

- 3. Item 20-025:** Approval of Joint Representation and Cost Sharing Agreement with the cities of Fulton County against Fulton County regarding CARES Act Funding. Mayor Reed presented the item. Per the language of the CARES Act, the distribution of COVID Relief funds goes to the county when there are larger population numbers in the county. Fulton County received the funds that should have been distributed to the cities (except for City of Atlanta, which received the funds directly due to their population size). However, Fulton County budgeted to spend the funds instead of distributing them to the cities. The cities of Fulton County have joined to file a lawsuit against the county. This agreement lays out the terms of the agreement and cost sharing, which is based on population. Mayor Reed said he is asking for authorization to sign the agreement once it is in its final draft.

*Mayor Reed called for a motion on Item No. 20-025. Councilmember Merrill made a motion to approve Item No. 20-025. Councilmember Searle seconded. The motion passed unanimously.*

*Mayor Reed said that before moving to Mayor and Council comments, he wanted to mention the discussion in the Work Session regarding adding two people to the Public Works staff. There is a consensus among councilmembers that two additional staff should be added to the department. City Manager Robbie Rokovitz said that the additional salary and benefit costs can be handled with a budget adjustment. Mayor Reed directed staff to start the hiring process now.*

### **Mayor and Council Comments**

*Councilmember Searle said she wanted to follow up on the recent discussion regarding allowing the use of city owned equipment for gravel road maintenance on private roads. She said she initially supported the idea but has changed her opinion after giving it more thought.*

*Councilmember Schmidt said he knows that staff puts in a lot of hard work but he would appreciate more transparency. He said the job as elected official is to report to the citizens, and it is staff's job to make sure they have the correct information.*

*Councilmember Foster thanked the staff for their work and thanked Chief Little for giving her and Councilmember Merrill the opportunity to discuss the policies of the police department.*

*Councilmember Searle announced that the District 3 Town Hall meeting will be on September 17<sup>th</sup>.*

*Mayor Reed commented on the internet situation in the city. He said it is particularly important to people now because kids are getting ready to start back to school virtually. There has not been any great change in a good direction, but there are several possibilities that might help a year from now, such as Greystone service, new public safety tower, Starlink, and AT&T wireless internet and rural internet programs.*

*Councilmember Schmidt asked if it would be a safe option to open city hall up for citizens to use the internet as was discussed before. Mayor Reed asked staff to come up with a procedure for safely managing that service.*

#### **Executive Session**

*Councilmember Schmidt made a motion to move to into Executive Session to discuss legal matters. Councilmember Bettis seconded. The motion passed unanimously at 8:10 p.m.*

*Councilmember Merrill made a motion to convene the Executive Session. Councilmember Foster seconded. The motion passed unanimously.*

*Councilmember Merrill made motion to come out of Executive Session. Councilmember Schmidt seconded. The motion passed unanimously at 8:55 p.m.*

*Councilmember Searle made a motion to reconvene the Regular Meeting. Councilmember Foster seconded. The motion passed unanimously.*

#### **Adjourn Meeting**

*Councilmember Merrill made a motion to adjourn the meeting. Councilmember Bettis seconded. The motion passed unanimously, and the meeting adjourned at 9:00 p.m.*

**Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2020.**

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**Dana Wicher, City Clerk**

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**Tom Reed, Mayor**

**Minutes**  
**Special Called Meeting of the Mayor and Council**  
**City of Chattahoochee Hills, Georgia**  
**August 20, 2020 / 6:00 p.m.**

**Call to Order**

*Mayor Reed called the meeting to order at 6:02 p.m. Councilmembers in attendance were Ruby Foster, Laurie Searle, and Alan Merrill. Councilmembers absent were Richard Schmidt and Troy Bettis. The meeting was held via videoconference/teleconference.*

**Review and Approval of Agenda**

*Councilmember Merrill made a motion to approve the agenda. Councilmember Searle seconded. The motion passed unanimously.*

**Public Hearing**

1. **Item 20-022:** Public Hearing and Action on an Ordinance to fix the Ad Valorem Tax Rate for Fiscal Year 2021.

*City Manager Robbie Rokovitz presented the item. Staff recommends setting the millage rate at 10.00 mills which equates to a .29 mill increase.*

*Mayor Reed read the rules and opened the public hearing.*

*The following person spoke on the item:*

*Rebekah Michaels, 9068 Selborne Lane – said it was a good decision to keep the millage rate at 10.00.*

*There was no other public comment.*

*Mayor Reed closed the public hearing.*

*Mayor Reed called for a motion on Item No. 20-022. Councilmember Merrill made a motion to approve Item No. 20-022. Councilmember Searle seconded. The motion passed unanimously.*

**New Business:**

1. **Item 20-026:** Resolution of the Mayor and City Council of the City of Chattahoochee Hills Requesting the Carroll County Board of Commissioners Extend the Public Comment Period by Thirty Days Concerning the Location of a Possible Quarry and for Other Related Purposes.

*Mayor Reed presented the item. The location of the proposed quarry is in Carroll County across the Chattahoochee River from the new park land. He said he received a call early*

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**today from Carroll County officials who asked if the city would consider doing the request in the form of a letter instead of a resolution.**

**Mayor Reed called for a motion on Item 20-026. Councilmember Merrill made a motion to approve item 20-026 and to give the Mayor authority to change the format of the document if necessary. Councilmember Foster seconded. The motion passed unanimously.**

**Adjourn Meeting**

**Councilmember Searle made a motion to adjourn the meeting. Councilmember Merrill seconded. The motion passed unanimously, and the meeting adjourned at 6:17 p.m.**

**Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2020.**

\_\_\_\_\_  
**Dana Wicher, City Clerk**

\_\_\_\_\_  
**Tom Reed, Mayor**





6505 Rico Road Chattahoochee Hills Georgia 30268

MAYOR  
Tom Reed

CITY COUNCIL  
Ruby Foster  
Richard Schmidt  
Laurie Searle  
Alan Merrill  
Troy Bettis

CITY MANAGER  
Robert T. Rokovitz

[www.chathillsga.us](http://www.chathillsga.us)

(770) 463-8881

Fax (770) 463-8550

August 24, 2020

Dear Mayor and Fellow Council Members:

I am resigning my position as Council Member representing District 4 effective at the end of the Council Meeting on September 1, 2020. I will be moving out of District Four in early 2021. My resigning now enables the citizens of District 4 to elect my successor.

In early 2021, Lynn and I will be moving to Presbyterian Village - Athens. There, Presbyterian Homes of Georgia is completing the construction of an entire life care community, providing all levels of care for seniors. All of the 300-400 residents will be moving to the campus during the first quarter, 2021.

We know Presbyterian Homes well, and trust our care to its capable staff. We are 76 years old, and we know that the best time to make such a move is before we have a need. We look forward to moving into our new cottage and helping to shape a new community, just as we have in Serenbe and Chatt Hills.

Public service changed my life for the better. I have many wonderful memories and feel great satisfaction. It is not a thankless job; I have been thanked often for what I've done. In District 4, the South side of Chatt Hills, live people for whom I have great respect, admiration and affection. They have been a blessing in my life!

Here are five lessons from my 13 years of civic involvement:

- A respectful Council can attract and retain talented City staff;
- Growth is required to fund home rule, especially road maintenance;
- Dense quality development can preempt urban sprawl;
- Collaboration with state, county and other city governments and NGO's is required for both tangible and intangible infrastructure;
- Good things happen when citizens become volunteers.

Sincerely,

*Alan R. Merrill*  
Alan R. Merrill



## **HOPE FOR THE DAY'S 2020 National Suicide Prevention + Action Month Proclamation**

**WHEREAS;** September is known globally as “Suicide Prevention Month”, the **National Suicide Prevention + Action Month Proclamation** was created to raise the visibility of the mental health resources and suicide prevention services available in our community. The goal is to speak openly about the importance of mental health and the impacts of suicide to help remove the surrounding stigmas, and to direct those in need to the appropriate support services; and

**WHEREAS;** Suicidal thoughts can affect anyone regardless of age, gender, race, orientation, income level, religion, or background; and according to the American Foundation for Suicide Prevention (AFSP), Suicide is the 10<sup>th</sup> leading cause of death among adults, and the 2<sup>nd</sup> leading cause of death among individuals between the ages of 10 and 34 in the US; and

**WHEREAS;** more than 47,000 people died by suicide across the United States in 2017, which, according to the CDC, was more than twice the number of homicides, with an average of 129 suicides completed daily, which includes active military and veterans accounting for 13.5% of all suicides nationally; and

**WHEREAS;** each and every suicide directly impacts a minimum of 100 individuals, including family, friends, co-workers, neighbors, and community members; and

**WHEREAS;** Chattahoochee Hills, Georgia is no different than any other community across the country, but chooses to publicly place our full support behind local educators, mental health professionals, athletic coaches, law enforcement officers, and parents, as partners in supporting our community in simply being available to one another; and

**WHEREAS;** global organizations like Hope For The Day (HFTD) and our local partner, Georgia Suicide Prevention Resource Center, are on the front lines of a war that many still refuse to discuss, as suicide and mental health remain too uncomfortable to talk about; and

**WHEREAS,** every member of our community should understand that throughout life’s struggles we all need the occasional reminder that we are all fighting our own battles; and

**WHEREAS,** I encourage all residents to take the time to check in with their family, friends, and neighbors on a regular basis and to honestly communicate their appreciation for their existence by any gesture they deem appropriate. A simple phone call, message, handshake, or hug can go a long way towards helping someone realize that suicide is not the answer.

**NOW, THEREFORE,** be it resolved that I, Mayor Tom Reed, do hereby proclaim the month of September 2020, as National Suicide Prevention + Action Month in the City of Chattahoochee Hills.

Date this 1<sup>st</sup> day of September, 2020.

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Tom Reed, Mayor

**City of Chattahoochee Hills, GA**  
**FY2021 Budget**  
**Budget to Actual as of Aug 24 2020 - 15% of Year Lapsed**

| Revenues:                            | FY2020       | FY2020 (YTD) | %         | FY2021       | FY2021 (YTD) | %         |
|--------------------------------------|--------------|--------------|-----------|--------------|--------------|-----------|
|                                      | Amended      | Aug 24       | Collected | Adopted      | Aug 24       | Collected |
| Property Taxes                       | \$ 1,750,000 | \$ -         | 0.0%      | \$ 1,750,000 | \$ 117       | 0.0%      |
| L.O.S.T.                             | \$ 660,000   | \$ -         | 0.0%      | \$ 480,000   | \$ -         | 0.0%      |
| Intangible Tax                       | \$ 27,000    | \$ 1,846     | 6.8%      | \$ 30,000    | \$ -         | 0.0%      |
| Motor Vehicle Tax                    | \$ 6,400     | \$ -         | 0.0%      | \$ 10,000    | \$ -         | 0.0%      |
| Motor Vehicle Tax - Ad Valorem       | \$ 19,038    | \$ -         | 0.0%      | \$ 20,000    | \$ -         | 0.0%      |
| Real Estate Transfer Tax             | \$ 10,000    | \$ 1,540     | 15.4%     | \$ 10,000    | \$ -         | 0.0%      |
| Business & Occupation Tax            | \$ 16,000    | \$ 2,065     | 12.9%     | \$ 25,000    | \$ 761       | 3.0%      |
| Insurance Premium Tax                | \$ 200,615   | \$ 300       | 0.1%      | \$ 180,000   | \$ -         | 0.0%      |
| Alcohol Beverage Tax                 | \$ 20,000    | \$ -         | 0.0%      | \$ 15,000    | \$ -         | 0.0%      |
| Franchise Fees                       | \$ 145,228   | \$ -         | 0.0%      | \$ 145,000   | \$ -         | 0.0%      |
| Licenses & Permits                   | \$ 100,000   | \$ 9,086     | 9.1%      | \$ 80,000    | \$ 14,100    | 17.6%     |
| Charges for Service                  | \$ 75,000    | \$ 5,443     | 7.3%      | \$ 60,000    | \$ 8,892     | 14.8%     |
| Charges for Service (Parking Fees)   | \$ 60,000    | \$ 14,436    | 24.1%     | \$ 60,000    | \$ 14,617    | 24.4%     |
| Charges for Service (Hunting Lease)  | \$ -         | \$ -         | 0.0%      | \$ -         | \$ -         | 0.0%      |
| Intergovernmental (Conservation)     | \$ 651,540   | \$ -         | 0.0%      | \$ 125,000   | \$ -         | 0.0%      |
| Intergovernmental (CDBG)             | \$ -         | \$ -         | 0.0%      | \$ -         | \$ -         | 0.0%      |
| Intergovernmental (LMIG Grant)       | \$ 110,102   | \$ -         | 0.0%      | \$ 138,801   | \$ -         | 0.0%      |
| Intergovernmental (RTP)              | \$ -         | \$ -         | 0.0%      | \$ -         | \$ -         | 0.0%      |
| Intergovernmental (CDAP)             | \$ -         | \$ -         | 0.0%      | \$ -         | \$ -         | 100.0%    |
| Fines & Forfeitures                  | \$ 145,000   | \$ 17,371    | 12.0%     | \$ 125,000   | \$ 17,467    | 14.0%     |
| Insurance Proceeds                   | \$ 28,729    | \$ -         | 0.0%      | \$ -         | \$ -         | 0.0%      |
| Contributions & Donations            | \$ 1,000     | \$ -         | 0.0%      | \$ -         | \$ 19,640    | 100.0%    |
| Interest                             | \$ 18,000    | \$ 1,230     | 6.8%      | \$ 7,000     | \$ 273       | 3.9%      |
| Other Revenues                       | \$ 16,125    | \$ 8,320     | 0.0%      | \$ -         | \$ -         | 0.0%      |
| PoliceTech Fees                      | \$ -         | \$ 1,740     | 100.0%    | \$ -         | \$ 2,128     | 100.0%    |
| Proceeds from Capital Lease          | \$ -         | \$ -         | 0.0%      | \$ -         | \$ -         | 0.0%      |
| Running Fund Balance From Prior Year | \$ 1,609,630 | \$ 935,780   | 58.1%     | \$ 1,108,152 | \$ 1,309,847 | 118.2%    |
| GF Revenue Subtotal:                 | \$ 5,669,407 | \$ 999,157   | 17.6%     | \$ 4,368,953 | \$ 1,387,843 | 31.8%     |

| Other Financing Sources:          | FY2020       | FY2020 (YTD) | %     | FY2021       | FY2021 (YTD) | %    |
|-----------------------------------|--------------|--------------|-------|--------------|--------------|------|
|                                   |              | Aug 24       |       | Adopted      | Aug 24       |      |
| Hotel/Motel Tax                   | 155,000      | 12,818       | 8.3%  | \$ 75,000    | \$ 61        | 0%   |
| Hotel/Motel Tax Fund Balance      | \$ 189,239   | 189,239      | 0.0%  | \$ 90,000    | \$ 237,389   | 100% |
| TSPLOST                           | 450,000      | 424          | 0.1%  | \$ 350,000   | \$ 79        | 0%   |
| TSPLOST Fund Balance              | \$ 120,431   | 14,765       | 0.0%  | \$ 303,250   | \$ 306,744   | 100% |
| Subtotal Other Financing Sources: | \$ 914,670   | \$ 217,247   | 23.8% | \$ 818,250   | \$ 544,273   | 67%  |
| Total Operating Revenue:          | \$ 6,584,077 | \$ 999,157   | 15.2% | \$ 5,187,203 | \$ 1,932,117 | 37%  |

| Expenditures:                       | FY2020       | FY2020 (YTD) | %        | FY2021       | FY2021 (YTD) | %        |
|-------------------------------------|--------------|--------------|----------|--------------|--------------|----------|
|                                     | Amended      | Aug 24       | Expended | Adopted      | Aug 24       | Expended |
| Mayor & Council                     | \$ 125,284   | \$ 15,168    | 12.1%    | \$ 126,546   | \$ 14,381    | 11.4%    |
| City Clerk                          | \$ 56,231    | \$ 6,625     | 11.8%    | \$ 61,576    | \$ 6,391     | 10.4%    |
| City Manager                        | \$ 145,403   | \$ 23,249    | 16.0%    | \$ 146,397   | \$ 24,464    | 16.7%    |
| General Administration              | \$ 159,065   | \$ 20,499    | 12.9%    | \$ 147,575   | \$ 21,597    | 14.6%    |
| IT                                  | \$ 31,968    | \$ 5,302     | 16.6%    | \$ 33,385    | \$ 5,910     | 17.7%    |
| Non-Departmental Insurance          | \$ 91,593    | \$ 45,379    | 49.5%    | \$ 69,992    | \$ 37,133    | 53.1%    |
| Municipal Court                     | \$ 99,806    | \$ 11,380    | 11.4%    | \$ 92,095    | \$ 13,379    | 14.5%    |
| Police                              | \$ 889,292   | \$ 173,379   | 19.5%    | \$ 863,513   | \$ 125,178   | 14.5%    |
| Fire                                | \$ 909,279   | \$ 165,450   | 18.2%    | \$ 845,578   | \$ 164,344   | 19.4%    |
| Public Works                        | \$ 528,114   | \$ 108,795   | 20.6%    | \$ 524,255   | \$ 67,942    | 13.0%    |
| Engineering                         | \$ 5,000     | \$ -         | 0.0%     | \$ 5,000     | \$ -         | 0.0%     |
| Parks & Recreation                  | \$ 99,422    | \$ 18,018    | 18.1%    | \$ 104,986   | \$ 12,392    | 11.8%    |
| Community Development               | \$ 245,529   | \$ 16,019    | 6.5%     | \$ 219,140   | \$ 24,264    | 11.1%    |
| Contingency - Reserved Fund Balance | \$ 1,083,297 | \$ -         | 0.0%     | \$ 384,738   | \$ -         | 0.0%     |
| Unclassified                        | \$ -         | \$ -         | 0.0%     | \$ -         | \$ -         | 0.0%     |
| Subtotal:                           | \$ 4,469,284 | \$ 609,263   | 13.6%    | \$ 3,624,778 | \$ 517,375   | 14.3%    |

| Other GF Financing Uses: | FY2020       | FY2020 (YTD) | %     | FY2021       | FY2021 (YTD) | %     |
|--------------------------|--------------|--------------|-------|--------------|--------------|-------|
|                          |              | Aug 24       |       | Adopted      | Aug 24       |       |
| Interest - Capital Lease | \$ 16,504    | \$ 5,927     | 35.9% | \$ 11,868    | \$ 3,034     | 25.6% |
| Capital Lease Payment    | \$ 145,341   | \$ 67,665    | 46.6% | \$ 126,866   | \$ 46,827    | 36.9% |
| Capital Fund             | \$ 957,331   | \$ 36,121    | 3.8%  | \$ 341,640   | \$ -         | 0.0%  |
| Grants                   | \$ 202,072   | \$ -         | 0.0%  | \$ 263,801   | \$ -         | 0.0%  |
| Subtotal:                | \$ 1,321,248 | \$ 109,714   | 8.3%  | \$ 744,175   | \$ 49,861    | 6.7%  |
| Total GF Expenditures    | \$ 5,790,532 | \$ 718,976   | 12.4% | \$ 4,368,953 | \$ 567,236   | 13.0% |

|  |              |            |        |            |
|--|--------------|------------|--------|------------|
| <b>GF Revenues in Excess of Expenditures</b> | \$ (121,125) | \$ 280,181 | \$ (0) | \$ 820,607 |
|--|--------------|------------|--------|------------|

| Other Financing Uses:          | FY2020     | FY2020 (YTD) | %    | FY2021     | FY2021 (YTD) | %    |
|--------------------------------|------------|--------------|------|------------|--------------|------|
|                                |            | Aug 24       |      | Adopted    | Aug 24       |      |
| Hotel Motel                    | \$ 223,115 | \$ 293       | 0.1% | \$ 165,000 | \$ 1,000     | 0.6% |
| TSPLOST                        | \$ 570,431 | \$ -         | 0.0% | \$ 653,250 | \$ -         | 0.0% |
| Subtotal Other Financing Uses: | \$ 793,546 | \$ 293       | 0.0% | \$ 818,250 | \$ 1,000     | 0.1% |

|   |              |            |        |              |              |       |
|---|--------------|------------|--------|--------------|--------------|-------|
| <b>Total ALL FUNDS Expenditures</b>       | \$ 6,584,078 | \$ 719,270 | 10.9%  | \$ 5,187,203 | \$ 568,236   | 11.0% |
| <b>Total ALL FUNDS Revenues</b>           | \$ 6,584,077 | \$ 999,157 | 15%    | \$ 5,187,203 | \$ 1,932,117 | 37%   |
| <b>Revenues in Excess of Expenditures</b> | \$ (1)       | \$ 279,887 | \$ (0) | \$ 1,363,881 |              |       |

| Capital Category         | Expenditure |
|--------------------------|-------------|
| Police (Vehicles)        | \$ -        |
| Police (Capital)         | \$ -        |
| Fire (Apparatus/Capital) | \$ -        |
| PW Vehicle(s)            | \$ -        |
| LMIG (Capital)           | \$ -        |
| Off System Safety Grant  | \$ -        |
| PW Capital (TSPLOST)     | \$ -        |
| TSPLOST (Contract Mgt)   | \$ -        |
| TSPLOST Fund             | \$ -        |
| Land Acquisition         | \$ -        |

| Capital Category | Expenditure |
|------------------|-------------|
| RTP Grant        | \$ -        |
| LMIG             | \$ -        |

| Month To Date                | Cash Flow  |
|------------------------------|------------|
| July 27, 2020 (Balance)      | \$ 904,059 |
| August 24, 2020 (Balance)    | \$ 820,607 |
| September 20, 2020 (Balance) |            |
| October 28, 2020 (Balance)   |            |
| November 8, 2020 (Balance)   |            |
| December 30, 2020 (Balance)  |            |
| January 27, 2021 (Balance)   |            |
| March 2, 2021 (Balance)      |            |
| March 31, 2021 (Balance)     |            |
| April 17, 2021 (Balance)     |            |
| May 31, 2021 (Balance)       |            |
| June 29, 2021 (Balance)      |            |

**GF Bank Account**





6505 Rico Road Chattahoochee Hills Georgia 30268

MAYOR  
Tom Reed

CITY COUNCIL  
Ruby Foster  
Richard Schmidt  
Laurie Searle  
Alan Merrill  
Troy Bettis

CITY MANAGER  
Robert T. Rokovitz

[www.chatthillsga.us](http://www.chatthillsga.us)

(770) 463-8881

Fax (770) 463-8550

**Date:** September 1, 2020  
**To:** Mayor and City Council  
**From:** Mike Morton, Community Development Director  
**Subject:** Serenbe Deer Hollow rezoning

### **Rezoning Request**

John Reid has requested a rezoning of ten acres from RL (Rural) to HM-MU (Mixed-Use Hamlet) to expand the Serenbe hamlet.

### **Property Description**

The property is ten acres in two parcels on the west side of Atlanta Newnan Road between Selborne Way and Selborne Lane. It has about 400 feet of frontage on Atlanta Newnan Road and averages about 1100 feet deep. It is zoned RL and is vacant, with an old shed and a freestanding chimney. There is a cleared area in the front of the property but the majority is wooded. The owner of the property is John Reid, who has authorized the applicant to make the application.

The property is surrounded to the south and west by the Serenbe hamlet, zoned HM-MU (Mixed-Use Hamlet). The land that lies to the north of the western half of the property is more of the Serenbe Hamlet (zoned HM-MU), and the land that lies directly north of the eastern half of the property is vacant land owned by Serenbe Properties LLC and zoned RL (Rural). Across Atlanta Newnan Road to the east is a large undeveloped parcel, zoned RL and under separate ownership. Off the back corner of the property to the south is the crossroads neighborhood of Serenbe, and off the back corner to the north is Augusta Lane, a gravel drive in Serenbe serving three residential lots, two of which are currently undeveloped.

### **Discussion**

The applicant seeks a rezoning of ten acres to expand the Serenbe Hamlet. The plan shows three half-acre lots, one 1 ½ acre lot, and seven acres of open space on the property. If approved, the rezoning would provide a development right for each acre rezoned, for a total of ten. According to the proposal only four of those rights would be applied on the subject property.

The zoning requires district buffer with a minimum depth of 150 feet (and an average of 300 feet) where the property meets the RL district. This means a buffer would be required covering the majority of the two easternmost proposed lots. There are two ways that this problem could be solved. One solution is to rezone the neighboring property to HM-MU so that the required buffer would be on other property. Though the adjacent property will probably be the subject of a future rezoning application, it is not proposed now. The other possible solution would be a variance to the buffer requirements. The applicant is interested in pursuing the variance option.

Since the proposed plan for the property to be rezoned is so wrapped up in the variance, it makes sense to consider both the rezoning proposal and the variance proposal at the same time.

**Therefore, both the applicant and staff propose continuing the public hearing and the review of the zoning proposal until the variance request can be advertised for its own public hearing.** Consideration of the concept plan approval could take place at the same time.

The applicant has an approved minor subdivision of the subject property that was approved before this proposal to rezone. This minor subdivision, if recorded, would create three lots of 3+ acres in the RL district. A page from the draft of that plat is attached at the end of this packet. If the proposed rezoning is not approved, staff expects the applicant to record the minor subdivision.

### **Zoning Action Review Standards**

According to Section 1.5.9 of the Zoning Ordinance, the Director, the Planning Commission and the City Council shall consider the following standards governing the exercise of the Zoning power whenever deliberating over any changes to the Official Zoning Map pursuant to this Zoning Ordinance.

1. Whether the Zoning Proposal will result in a use which will or could cause an excessive or burdensome use of utilities, public facilities or Schools;
2. Whether the Zoning Proposal will result in a Use which will or could cause City Thoroughfares or transportation facilities to be unable to meet the transportation policies of the Comprehensive Plan due to excess traffic congestion;
3. Whether the Zoning Proposal is in conformity with the policy and intent of the Comprehensive Plan;
4. Whether there are other existing or changing conditions affecting the use and Development of the Property which gives supporting grounds for either approval or disapproval of the Zoning Proposal.
5. The existing uses and Zoning of nearby Property;
6. The extent to which Property values are diminished by their particular Zoning restrictions;
7. The extent to which the possible reduction of Property values of the subject Property promotes the health, safety, morals or general welfare of the public;
8. The relative harm to the public as compared to the Hardship imposed upon the individual Property owner;
9. The suitability of the subject Property for the Zoning proposed;
10. Consistency with any adopted county and City wastewater treatment plans, including the feasibility and impacts of serving the Property with public wastewater treatment service and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method will have a detrimental impact on the environment or will negatively affect other public concerns;

11. The length of time the Property has been vacant as zoned, considered in the context of land Development in the vicinity of the Property;
12. Whether the Zoning Proposal will permit a use that is suitable in view of the use and Development of adjacent and nearby Property;
13. Whether the Zoning Proposal will adversely affect the existing use or usability of adjacent or nearby Property;
14. Whether the Property to be affected by the Zoning Proposal has a reasonable economic use as currently zoned;
15. In instances involving district expansion, whether the proposed change is supported by the Home Owner Associations or official neighborhood associations within the expanding district; and
16. In instances involving Developments of Regional Impact, whether the proposed change is supported by ARC and/or GRTA.

### **Analysis**

1. Whether the Zoning Proposal will result in a use which will or could cause an excessive or burdensome use of utilities, public facilities or Schools;
  - *The ten development rights that come with the rezoning of the ten acres will not result on an excessive burden on utilities or public facilities. In addition to the four lots proposed on the subject property six additional development rights are available for eventual application in the hamlet.*
2. Whether the Zoning Proposal will result in a Use which will or could cause City Thoroughfares or transportation facilities to be unable to meet the transportation policies of the Comprehensive Plan due to excess traffic congestion;
  - *The traffic likely to be generated by the proposal would not be excessive. Ten acres added to the hamlet would allow an additional ten residential units. Standard trip generation models assume ten daily trips per household. Anecdotal evidence suggests that Serenbe residents generate less trips than average, though a traffic study would be required to verify this. Some portion of trips generated would be confined within the hamlet. Levels of Service on surrounding roads are well within the standards in the Comp Plan.*
3. Whether the Zoning Proposal is in conformity with the policy and intent of the Comprehensive Plan;
  - *The central intent in the Comprehensive Plan is to remain deliberately rural. To achieve this goal the plan allows for pockets of density that are hidden from view and that provide permanent preservation of open space or create demand for preservation through the TDR program. The proposal adds ten acres to the hamlet. The 70% preservation requirement would be met on the subject property, adding seven acres of open space. Without the rezoning, the property could be subdivided into three developable lots without any Open Space or buffers.*

4. Whether there are other existing or changing conditions affecting the use and Development of the Property which gives supporting grounds for either approval or disapproval of the Zoning Proposal.
  - *The subject property has been approved for a subdivision into three separate lots, without the proposed rezoning. The proposed rezoning would result in one additional residential lot and seven acres of preserved open space on the property.*
5. The existing uses and Zoning of nearby Property;
  - *The land immediately to the south and west, and to the north of the back half of the subject property are all zoned HM-MU (Mixed-Use Hamlet) and used for single-family residential and open space. The land to the north of the front half of the subject property and across Atlanta Newnan Road to the east is zoned RL (Rural) and is vacant. All of these surrounding uses are consistent with the uses proposed for the subject property.*
6. The extent to which Property values are diminished by their particular Zoning restrictions;
  - *Property values in the existing HM-MU district are significantly higher than in the RL district.*
7. The extent to which the possible reduction of Property values of the subject Property promotes the health, safety, morals or general welfare of the public;
  - *The current zoning of the subject property does not promote the health, safety, morals, or general welfare to a greater degree than the proposed zoning would*
8. The relative harm to the public as compared to the Hardship imposed upon the individual Property owner;
  - *There is no harm to the general public. The proposal would have a smaller visual impact than if the property were to remain zoned RL.*
9. The suitability of the subject Property for the Zoning proposed;
  - *The property is practically surrounded by the existing Serenbe Hamlet. The rear portion of the property contains challenging topographic features that make the clustering-and-preservation development pattern very suitable.*
10. Consistency with any adopted county and City wastewater treatment plans, including the feasibility and impacts of serving the Property with public wastewater treatment service and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method will have a detrimental impact on the environment or will negatively affect other public concerns;
  - *The City has not adopted a wastewater treatment plan. Fulton County has planned a sewer line down Atlanta Newnan road that will carry wastewater from Serenbe to the*

*county's treatment facilities. Expansion of Serenbe and additional potential development in the area were taken into account when planning this service.*

11. The length of time the Property has been vacant as zoned, considered in the context of land Development in the vicinity of the Property;
  - *The property has been vacant since before the city was incorporated. There are remnants of former structures on the property. The ten acres has been a notable vacant space at the doorstep of Serenbe.*
12. Whether the Zoning Proposal will permit a use that is suitable in view of the use and Development of adjacent and nearby Property;
  - *The adjacent land is either developed as a mixed-use hamlet or is undeveloped open land. The proposal is consistent with these uses and the development pattern.*
13. Whether the Zoning Proposal will adversely affect the existing use or usability of adjacent or nearby Property;
  - *The proposal should not adversely affect the existing use or usability of adjacent properties. The proposed lot layout will require a variance to the city's district buffer requirement where the property borders the RL land to the north. However, if a variance were to be issued by the city, it should not have any impact on the usability of that property since it is owned by Serenbe Properties LLC and is slated for eventual inclusion in the hamlet. If that rezoning is approved by City Council, the buffer requirement on the north side of the ten-acre subject property would be eliminated anyway.*
14. Whether the Property to be affected by the Zoning Proposal has a reasonable economic use as currently zoned;
  - *The subject property has a reasonable economic use with the current RL zoning. The owner has an approved plat to divide it into three lots without the proposed rezoning.*
15. In instances involving district expansion, whether the proposed change is supported by the Home Owner Associations or official neighborhood associations within the expanding district;
  - *Serenbe Development currently is the voice of the homeowner's association and it is in favor of the proposal.*
16. In instances involving Developments of Regional Impact, whether the proposed change is supported by ARC and/or GRTA.
  - *N/A*

### **Concept Plan**

A concept plan must be approved by the City Council before any development can occur on the property. The proposed concept is shown in the site plan attached here. The formal consideration of concept plan approval will be considered by the Planning Commission and City Council concurrent with the variance.

### **Staff Recommendations**

Staff recommends that the Mayor and Council continue the public hearing until the rezoning and the variance can be considered together. If the City Council chooses to approve of the rezoning at this time, staff recommends adding a condition that the approval is conditioned on the approval of a buffer variance within 90 days, +along with the attached list of conditions.

### **City Council Action**

The City Council held a first read of the ordinance on May 2<sup>nd</sup>.

### **Planning Commission Action**

The Planning Commission held a public hearing on the proposal on August 13<sup>th</sup>. At that meeting the Planning Commission voted 4-1 to recommend approval of the proposed ordinance conditioned on approval of a buffer variance and concept plan within 90 days, along with the recommended conditions (attached). The draft minutes of the Planning Commission hearing are attached.

### **Attachments:**

Recommended Conditions  
Planning Commission draft minutes  
Rezoning Ordinance  
Location Map  
Application materials  
Surrounding Zoning map  
Minor Subdivision Alternative Exhibit

## 20Z-001 Deer Hollow Rezoning Proposed Conditions

1. A gross residential density of one unit per acre zoned, for a total of ten new residential units available for development in the district.
2. To the site plan received by the Department of Community Development on July 24, 2020. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Ordinance and these conditions prior to the approval of a Land Disturbance Permit.
3. All recreational and common areas which may be held in common shall be accessible via dedicated roadways, easements, sidewalks, trails, etc. and shall be maintained by a mandatory homeowners association, whose proposed documents of incorporation shall be submitted to the Director of the Department of Community Development for review and approval prior to the recording of the first final plat.
4. Development Standards:
  - a. Minimum Lot Size 500 square feet
  - b. Minimum Lot Width 12 feet
  - c. Minimum Front Yard Setback 0 Feet
  - d. Minimum Side Yard Setback 0 Feet
  - e. Minimum Rear Yard Setback 0 Feet
  - f. Minimum Building Separation determined by Building Code and Fire Code
5. Dedications and improvements  
The owner shall reserve for the City of Chattahoochee Hills along the frontage of Atlanta Newnan Road 45 feet from the centerline of Atlanta Newnan Road.
6. Traffic and entrances
  - a. Development entitled in this zoning action shall count toward thresholds for traffic impact study requirements in future zoning applications in this district.
  - b. If additional deceleration lanes and or left turn lanes are required, they shall be constructed by the developer and the additional right-of-way necessary for such improvements shall be dedicated to the city at no cost.
  - c. Any proposed access to Shell Road must be approved by the Coweta County Transportation & Engineering Department.
7. Storm Water Management and Light Imprint design
  - a. Generate and submit a Storm Water Concept Plan  
This concept plan shall indicate the preliminary location of the storm water management facilities intended to manage the quality and quantity of storm water. The concept plan shall specifically address the existing downstream off-site drainage conveyance system(s) that the proposed development surface runoff will impact, and the discharge path(s) from the outlet of the storm water management facilities to the off-site drainage system(s) and/or appropriate receiving waters.
  - b. Drainage from all disturbed areas which does not infiltrate on site shall be collected and conveyed to a storm water management facility provided as part of the development. All

systems of collection, conveyance, and management shall be consistent with Light Imprint storm water design. The Storm Water Concept Plan shall identify any proposed areas with incidental and minor release of storm water not conveyed to such facilities. Plans for any land disturbance permit shall show all proposed drainage patterns for the proposed development after its completion. Bypass flows will not be permitted except from undisturbed areas within a buffer or other protected easement. Final plans shall provide for collection, conveyance and treatment of all approved incidental flows from developed lots or parcels, individual residences or building structures.

c. Sheet Flow

Where storm water currently drains by sheet flow and it is proposed to be collected to and/or discharged at a point, such that the discharge from the storm water management facility outlet crosses a property line, such discharge shall mimic pre-development sheet flow conditions. A description of the method proposed to achieve post-development sheet flow conditions shall be provided as part of the Storm Water Concept Plan.

d. Parking Lot Filtration

Where paved parking areas (including access aisles) are proposed to exceed 5,000 square feet, the Light Imprint storm water management facilities shall be incorporated to reduce pollutants such as oil, grease and other automobile fluids that may leak from vehicles. A detailed design of such facilities shall be included in applicable documents for a land disturbance permit.

8. All Open Space shown on the site plan will be protected according to the requirements of the city before a building permit is issued on the fourth lot.



## Excerpts from the Planning Commission draft minutes

August 13, 2020

### Public Hearings

#### **2. Proposed rezoning of ten acres from RL to HM-MU.**

*Mr. Simpson read the rules for the Public Hearings.*

The applicant, Mr. John Reid (8390 Hearn Road), said the purpose of the rezoning would be to preserve the open space. He has worked with Serenbe on the plan for the property and Serenbe is in favor of the project. The plan proposes Three parcels of ½ an acre and 1 parcel at 1 & ½ acres. The zoning request would need a variance to be approved because the buffer required on the northern side of the property must be reduced to make the project viable. Mr. Reid requested that the rezoning move forward conditioned on the variance.

Steve Nygren (9070 Selbourne Lane) spoke for the application and stated the project fits into the Chatt Hills plans and mentioned the buffer issue on the project. Mr. Nygren stated he was in favor of the application.

Mike Morton read an e-mail from John Pepper Bullock into the record: “As a co-owner of three properties on Atlanta Newnan Road, I would like to support the rezoning request of ten acres for RL to HM-MU on the site near the intersection of Selborne Road and Atlanta Newnan Road.”

No one spoke in opposition.

Mr. Morton stated staff recommended the Planning Commission continue the public hearing until the rezoning and the variance could be considered together. If the planning Commission chooses to recommend approval of the rezoning at this time, staff recommends adding a condition that the approval is conditioned on the approval of a buffer variance along with the attached list of conditions.

Bob Simpson wanted to know if they choose to make a motion to approve the rezoning with conditions would it speed the application along? Mr. Morton replied that the application would still take an extra month behind because it would need two meetings for everything to be completed.

Mr. Simpson closed the public hearing.

Bob Simpson stated that he had no issue with the zoning changes but did not have the variance request to discuss. Mr. Simpson asked the planning commission for any comments.

Mark Prater asked for clarification of the parcels, language regarding punitive damages and asked about where the fourth parcel entrance would be?

Mike Morton clarified the parcels within the documents, stated the punitive damage language was just boilerplate language and stated the fourth lot would have entrances on Augusta Lane and on Atlanta Newnan road. Mr. Morton also went over boundary buffers that would be required for the project.

Jim Hancock asked what happens to unused development rights and why the north property could not just be rezoned? Mr. Morton responded that they have 10 development rights. Four would be used to create the four proposed lots. The other six development rights belong to the property owner and could be applied elsewhere in Serenbe by agreement. The City would have to receive a copy of the agreement before those rights could be applied.

Steve Nygren stated for tax purposes they did not rezone the north part of the property but when they are ready to develop it then they will come in for that. Mr. Nygren stated they would not rezone it unless they needed development rights.

Jett Hattaway stated there were two parties that were amiable to the project and that the commission should make a good faith effort to move the application forward. There were no major red flags.

**Jim Hancock made a motion to recommend approval of the rezoning conditioned on approval of a buffer variance and concept plan within 90 days, along with the recommended conditions. Jett Hattaway seconded the motion. The motion passed 4-1. Prater opposed.**

**AN ORDINANCE TO AMEND THE OFFICIAL ZONING MAP TO  
REZONE TEN ACRES FROM THE RL (RURAL) DISTRICT TO THE  
HM-MU (MIXED-USE HAMLET) DISTRICT**

**WHEREAS**, John Reid is the owner of certain property within the City of Chattahoochee Hills, Georgia; and

**WHEREAS**, John Reid has submitted an application to rezone approximately ten acres from RL (Rural) District to the HM-MU (Mixed-Use Hamlet) District; and

**WHEREAS**, the City has conducted public hearings before the Planning Commission and the City Council; and

**WHEREAS**, notice has been published in the newspaper and a sign has been posted as required on the property containing the date, time, place and purpose of the public hearing; and

**WHEREAS**, the Mayor and City Council have approved of the application to amend the zoning map.

**NOW, THEREFORE, THE COUNCIL OF THE CITY OF CHATTAHOOCHEE HILLS HEREBY ORDAINS** that:

**Section 1:** The property described in the attached Exhibit “A” be rezoned to HM-MU (Mixed-Use Hamlet) so that the Serenbe hamlet is expanded;

**Section 2:** That the within rezoning shall become effective upon its adoption; and

**Section 3:** All other ordinances or parts of ordinances in conflict with this rezoning are hereby repealed to the extent of such conflict.

**ORDAINED** this the X day of X, 2020.

Approved:

\_\_\_\_\_  
Tom Reed, Mayor

Attest:

\_\_\_\_\_  
Dana Wicher, City Clerk  
(Seal)

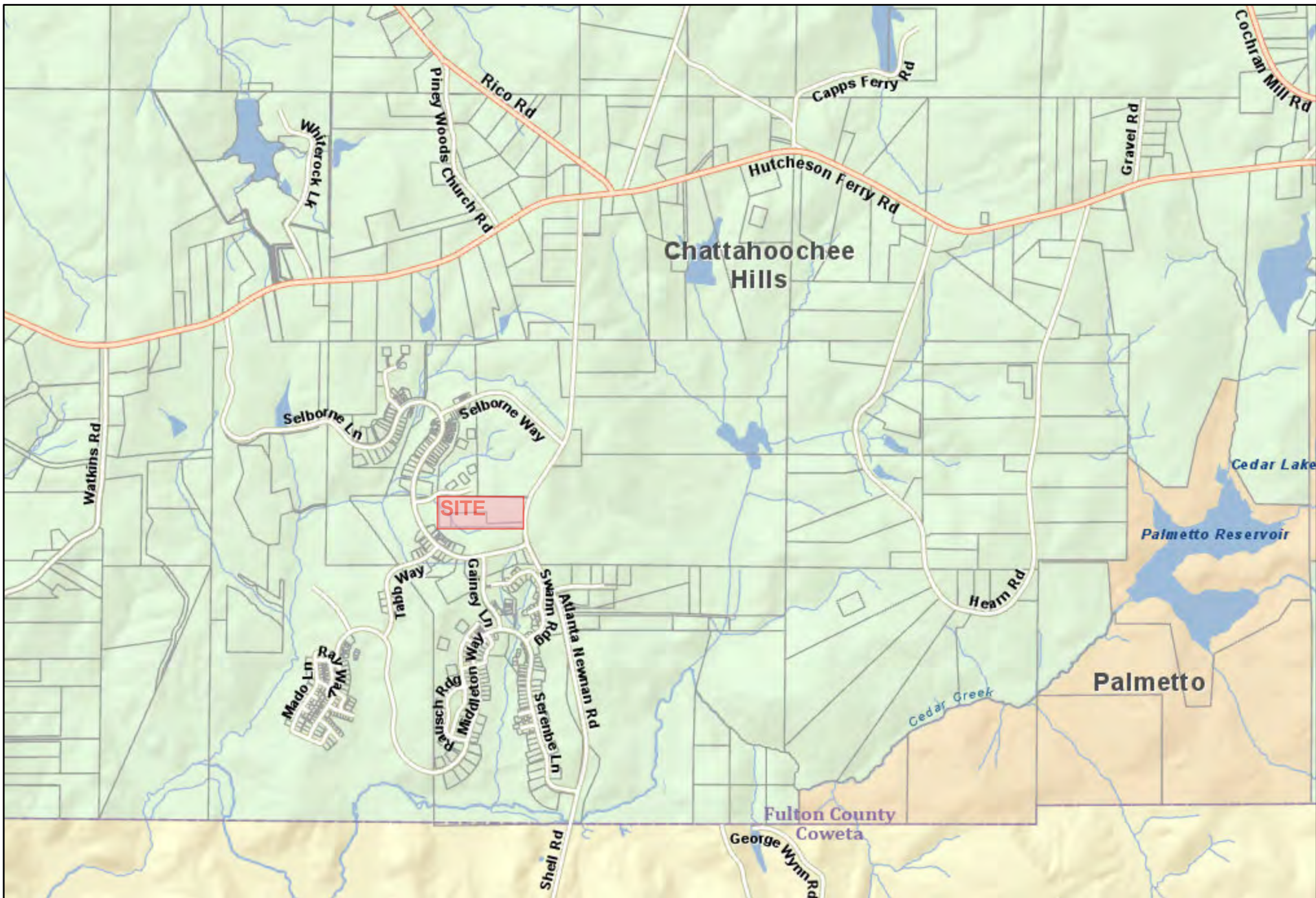
## Exhibit A

### LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 45 OF THE 8TH DISTRICT OF ORIGINALLY COWETA, THEN CAMPBELL, NOW FULTON COUNTY, GEORGIA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A #4 RE-BAR FOUND ON THE WESTERN RIGHT-OF-WAY LINE OF ATLANTA-NEWNAN ROAD (APPARENT 60' RIGHT-OF-WAY), 177.93 FEET NORTH AS MEASURED ALONG SAID RIGHT-OF-WAY FROM THE INTERSECTION WITH THE NORTHERN RIGHT-OF-WAY LINE OF SELBORNE LANE (PRIVATE VARIABLE ACCESS/UTILITY EASEMENT); THENCE DEPARTING SAID RIGHT-OF-WAY AND PROCEEDING NORTH 89 DEGREES 38 MINUTES 28 SECONDS WEST A DISTANCE OF 1069.69 FEET TO A #4 RE-BAR FOUND; THENCE NORTH 00 DEGREES 21 MINUTES 32 SECONDS EAST A DISTANCE OF 400.00 FEET TO A POINT; THENCE SOUTH 89 DEGREES 38 MINUTES 28 SECONDS EAST A DISTANCE OF 1141.02 FEET TO A POINT ON THE AFOREMENTIONED WESTERN RIGHT-OF-WAY LINE OF ATLANTA-NEWNAN ROAD; THENCE PROCEEDING ALONG SAID RIGHT-OF-WAY AND AN ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 792.23 FEET, 221.60 FEET (SAID ARC BEING SUBTENDED BY A CHORD HAVING A BEARING OF SOUTH 16 DEGREES 33 MINUTES 14 SECONDS WEST A DISTANCE OF 220.88 FEET; THENCE SOUTH 08 DEGREES 32 MINUTES 48 SECONDS WEST A DISTANCE OF 18.58 FEET TO A POINT; THENCE ALONG AN ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 839.62 FEET, 169.93 FEET (SAID ARC BEING SUBTENDED BY A CHORD HAVING A BEARING OF SOUTH 02 MINUTES 44 MINUTES 56 SECONDS WEST A DISTANCE OF 169.64 FEET) TO A #4 RE-BAR FOUND AND THE TRUE POINT OF BEGINNING.

SAID PROPERTY CONTAINS 435,600 SQ FT OR 10.00 ACRES, MORE OR LESS



Date: 4/24/2020  
 Map Size: 8.5x11 (LETTER)



## Fulton County GIS

Fulton County provides the data on this map for your personal use "as is". The data are not guaranteed to be accurate, correct, or complete. The feature locations depicted in these maps are approximate and are not necessarily accurate to surveying or engineering standards. Fulton County assumes no responsibility for losses resulting from the use these data, even if Fulton County is advised of the possibility of such losses.







2470 Sandy Plains Rd  
Marietta, GA 30066  
Phone (770) 321-3936  
Fax (770) 321-3935  
info@seengineering.com

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April 13, 2020

Mike Morton  
City of Chattahoochee Hills  
6505 Rico Road, Suite A  
Chattahoochee Hills, Ga. 30268

**RE:** John C. Reid Rezoning  
Letter of Intent

Dear Mike,

SEI is submitting this application for a rezoning on behalf of John C. Reid. The subject property is within Land Lot 45 of the 8th District, inside the City of Chattahoochee Hills, Fulton County. The subject properties are currently zoned RL. The proposed zoning is HM-MU. The subject properties have frontage along Atlanta-Newnan Road, which has a sixty-foot right-of-way. The proposed rezoning matches the surrounding HM-MU category of the Serenbe community. A concept plan is included for the proposed development and shall be part of this application. Please refer to the supporting documents for more information. If you have any questions, please feel free to call.

Sincerely,

Christopher O'Shea, PE  
Southeastern Engineering, Inc.



## **John C. Reid Rezoning Application**

The current rezoning application is in harmony with the policies and intent of the Zoning Ordinance and Comprehensive Plan. The requested rezoning will not result in harm to the health, safety, or welfare of the general public and particularly not to adjoining property owners. The appropriateness of this rezoning application and the constitutional assertions of the Applicant are more particularly stated and set forth below and are made a part of this application by reference.

### **Appropriateness of Application and Constitutional Assertions**

The refusal to approve the rezoning requested will result in a taking of the Applicant's valuable property rights in violation of the just compensation clause of the Constitution of Georgia 1983, Article 1, Section 3, Paragraph 1 and the just compensation clause of the Fifth Amendment to the United States Constitution. Further, such refusal to approve the requested rezoning discriminates in an arbitrary, unreasonable, capricious, and unconstitutional manner between the Applicant and the owners of similarly situated property in violation of Article 1, Section, Paragraph 2, of the Constitution of the State of Georgia and in violation of the equal protection clause of the Fourteenth Amendment of the United States Constitution. Additionally, such refusal to approve the requested rezoning would constitute a gross abuse of discretion and would constitute a violation of the Applicant's rights to substantive and procedural due process as guaranteed by the Constitution of the State of Georgia 1983, Article 1, Section 1, Paragraph 1, as well as the Fifth Amendment and Fourteenth Amendment to the United States Constitution.

Any approval of the rezoning request subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting the Applicant utilization of the subject property would also constitute an arbitrary, capricious, and discriminatory act and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove. The refusal to approve this requested rezoning would result in a real, substantial, and significantly detrimental hardship to be borne by the Applicant without any corresponding public benefit or legitimate connection to public health, safety, morals, and general welfare. The community at large would not be affected by the approval of the requested rezoning.





2470 Sandy Plains Rd  
Marietta, GA 30066  
Phone (770) 321-3936  
Fax (770) 321-3935  
info@seengineering.com

---

April 13, 2020

Mike Morton  
City of Chattahoochee Hills  
6505 Rico Road, Suite A  
Chattahoochee Hills, Ga. 30268

**RE:** John C. Reid Rezoning  
Narrative Description

The application consists of two lots to expand the HM-MU district, with total rezoning lot area of 10.0 Acres.

The 10.0 acre assemblage is along the Atlanta Newnan Road Right of Way to the East. The property is bordered to the north by undeveloped land in the RL district owned by Serenbe CH Partners. To the West and South are existing Serenbe developed lots and open space. The parcel(s) is undeveloped and partially wooded and regular shaped.

The concept plan included in the submittal is to divide four individual 0.5 Acre Lots. Utilities and driveways will be extended to the individual lots.

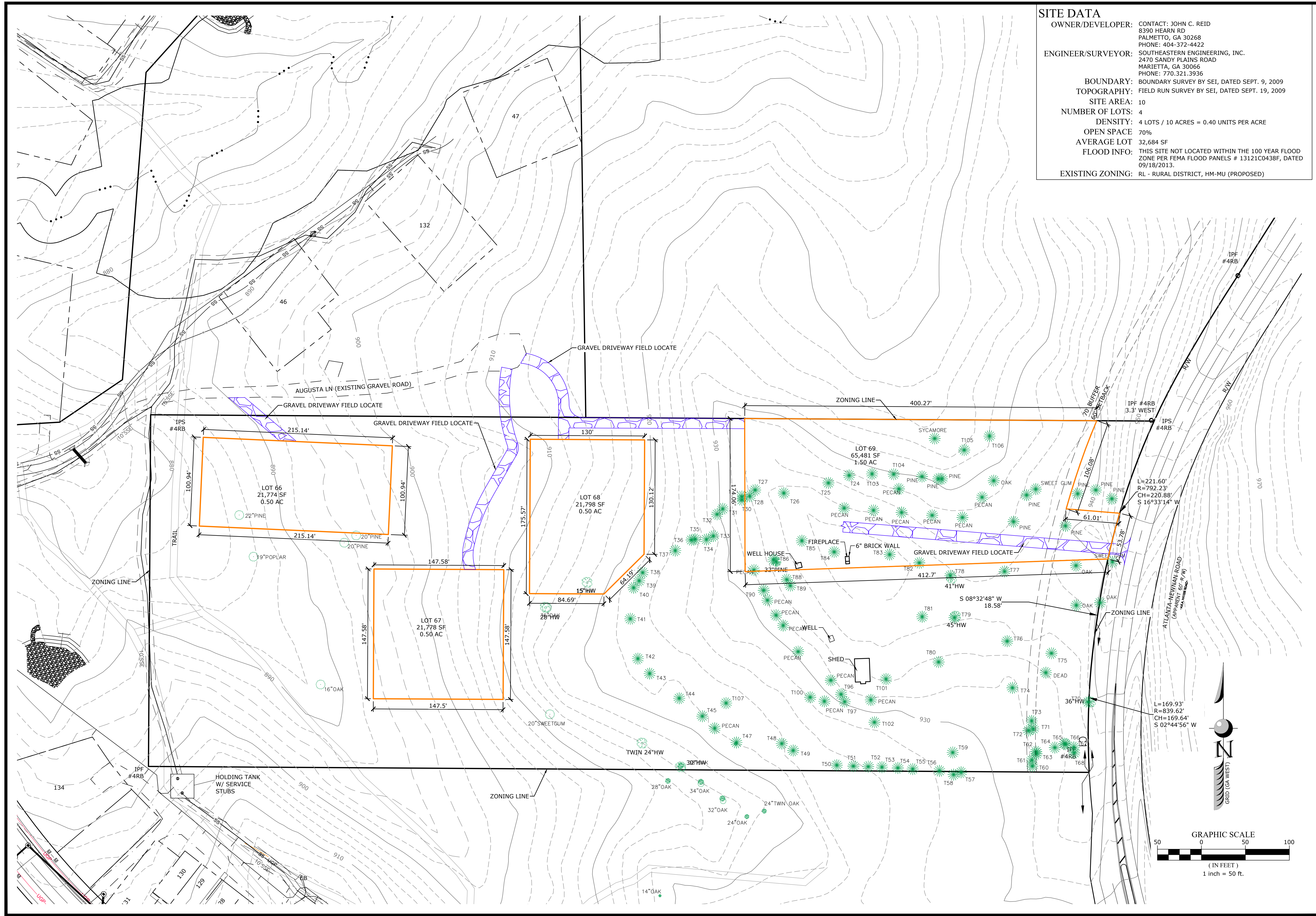
Christopher O'Shea, PE  
Southeastern Engineering, Inc.







FILE NAME: I:\CUSTOMERS\_PROJECTS\938-20-056 Serenbe 10 Acres\Eng\Construction\938-20-056-C-PLAN-SITE.dwg PLOT DATE: 7/15/2020 USER: CHRIS OSHEA



| SITE DATA          |   |
|--------------------|---|
| OWNER/DEVELOPER:   | CONTACT: JOHN C. REID<br>8390 HEARN RD<br>PALMETTO, GA 30268<br>PHONE: 404-372-4422                         |
| ENGINEER/SURVEYOR: | SOUTHEASTERN ENGINEERING, INC.<br>2470 SANDY PLAINS ROAD<br>MARIETTA, GA 30066<br>PHONE: 770.321.3936       |
| BOUNDARY:          | BOUNDARY SURVEY BY SEI, DATED SEPT. 9, 2009   |
| TOPOGRAPHY:        | FIELD RUN SURVEY BY SEI, DATED SEPT. 19, 2009   |
| SITE AREA:         | 10  |
| NUMBER OF LOTS:    | 4   |
| DENSITY:           | 4 LOTS / 10 ACRES = 0.40 UNITS PER ACRE   |
| OPEN SPACE:        | 70%   |
| AVERAGE LOT:       | 32,684 SF   |
| FLOOD INFO:        | THIS SITE NOT LOCATED WITHIN THE 100 YEAR FLOOD ZONE PER FEMA FLOOD PANELS # 13121C0438F, DATED 09/18/2013. |
| EXISTING ZONING:   | RL - RURAL DISTRICT, HM-MU (PROPOSED)   |

**SOUTHEASTERN ENGINEERING, INC.**  
2470 Sandy Plains Road Marietta, Georgia 30066  
4175 Johnson Road Marietta, Georgia 30066  
Tel: 770-321-3936  
www.seengineering.com

| No. | DATE | ISSUED DESCRIPTION |
|-----|------|--------------------|
|     |      |                    |
|     |      |                    |
|     |      |                    |
|     |      |                    |
|     |      |                    |

**PROJECT OWNED/DVELOPED BY:**  
**JOHN C. REID**  
8390 HEARN RD  
PALMETTO, GA 30268  
PHONE: 404-372-4422  
REIDCURTIS@ICLOUD.COM  
24-HOUR CONTACT INFORMATION  
JOHN C. REID 404-372-4422

**SITE PLAN**  
SERENBE 10-ACRES REZONING  
PROJECT LOCATED AT:  
LL 45, 8 DISTRICT  
8200 ATLANTA NEWNAN ROAD  
CHATTAHOOCHEE HILLS, GA 30268  
FULTON

FOR REVIEW ONLY  
NOT FOR CONSTRUCTION

Project No.: 938-20-056  
Designed By: CLO  
Issue Date: 07/15/20

**C1.0.1**

Know what's below.  
Call before you dig.

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. IT IS THE OWNER/DEVELOPER'S RESPONSIBILITY TO VERIFY EXISTING UTILITY CAPACITY PRIOR TO INITIATING DESIGN. THE ENGINEER MAKES NO GUARANTEES, NEITHER EXPRESSED OR IMPLIED, REGARDING EXISTING UTILITY LOCATION, CAPACITY OR CONDITION.

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## **Zoning Impact Analysis - Proposed Rezoning Land Lot 45, 8th District, Fulton County**

Per the City of Chattahoochee Hills Zoning Ordinance, Section 35-109, the following items are to be considered regarding rezoning applications:

1. **Whether the Zoning Proposal will result in a use which will or could cause an excessive or burdensome use of utilities, public facilities, or schools.** The zoning proposal will result in additional homes in the Serenbe community. Regarding utilities, Serenbe's potable water is provided by the City of Atlanta, which has a 24" main on Atlanta-Newnan Road. Said main has capacity for the proposed new residences. Wastewater treatment is provided for onsite and will not put a burden on the community. Serenbe has three means of access to public roads currently.
2. **Whether the Zoning Proposal will result in a Use which will or could cause city thorough fares or transportation facilities to be unable to meet the transportation policies of the Comprehensive Plan due to excess traffic congestion.** Residential use is proposed for these lots to become part of Serenbe. The proposed use is not one that would cause excessive congestion of existing transportation facilities.
3. **Whether the Zoning Proposal is in conformity with the policy and intent of the Comprehensive Plan.** Residential lots with large amount of open space are proposed for this phase of the community. Large open areas with smaller dense lots comply with the Comprehensive Plan.
4. **Whether there are other existing or changing conditions affecting the use and development of the property which gives supporting grounds for either approval or disapproval of the Zoning Proposal.** The zoning proposal meets the required density per city standards and would result in approved uses.
5. **The existing uses and Zoning of nearby property.** The surrounding properties are zoned RL and HM-MU, with single-family residential use.
6. **The extent to which property values are diminished by their particular zoning restrictions.** Property values of surrounding lands would increase by the expansion of the Serenbe community. Serenbe has caused property values to increase.
7. **The extent to which the possible reduction of the property values of the subject property promotes the health, safety, morals, or general welfare of the public.** Reducing the scope of the current zoning proposal would not promote the health, safety, morals, or general welfare of the public.
8. **The relative harm to the public as compared to the Hardship imposed upon the individual property owner.** No harm is anticipated to the public from this Public Rezoning.
9. **The suitability of the subject property for the Zoning proposed.** The subject properties are suitable for rezoning to a HM-MU classification. The intent of this application is to include the subject properties into the Serenbe Hamlet, so the rezoning to HM-MU is suitable.

10. **Consistency with any adopted county and city wastewater treatment plans, including the feasibility and impacts of serving the property with public wastewater treatment service and, if an alternative wastewater treatment method is proposed, whether such wastewater treatment method will have a detrimental impact on the environment or will negatively affect other public concerns.** Serenbe is not serviced by public wastewater treatment. No public systems exist in the vicinity. Said private system is approved by the Georgia EPD.
11. **The length of time the property has been vacant as zoned, considered in the context of land development in the vicinity of the property.** The subject properties have had single family residences constructed previously.
12. **Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property.** The proposed rezoning would not result in a use that would adversely impact the zoning classifications or development of adjacent or nearby properties.
13. **Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property.** The proposed rezoning would not adversely the usability of uses of adjacent or nearby property.
14. **Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.** The subject properties are zoned RL, which does not allow for housing development. The rezoning proposal would allow Serenbe to expand within the city's approved density of one unit per acre. The subject properties were purchased with the intent of supporting the Serenbe community and cannot do that while zoned RL.
15. **In instances involving district expansion, whether the proposed change is supported by the Home Owners Association or official neighborhood associations within the expanding district.** The Serenbe HOA supports the proposed rezoning and district expansion.
16. **In instances involving Developments of Regional Impact, whether the proposed change is support by ARC and/or GRTA.** The DRI threshold for housing is 400 new units. This proposal does not meet the DRI thresholds.







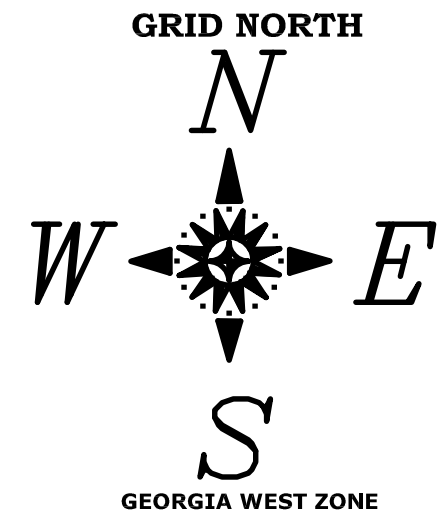
AS PER F.I.R.M. FLOOD MAPS FOR FULTON COUNTY, GEORGIA; MAP NUMBER 13121C0438F, EFFECTIVE DATE SEPT. 18, 2013. THIS PROPERTY IS NOT LOCATED IN A FEDERALLY DESIGNATED FLOOD HAZARD AREA.

FULTON COUNTY GPS MONUMENT F492

(NOT TO SCALE)  
N 72°59'12"W 3007.76'

PROJECT BENCHMARK  
FULTON COUNTY GPS MONUMENT F392  
ELEVATION = 868.80

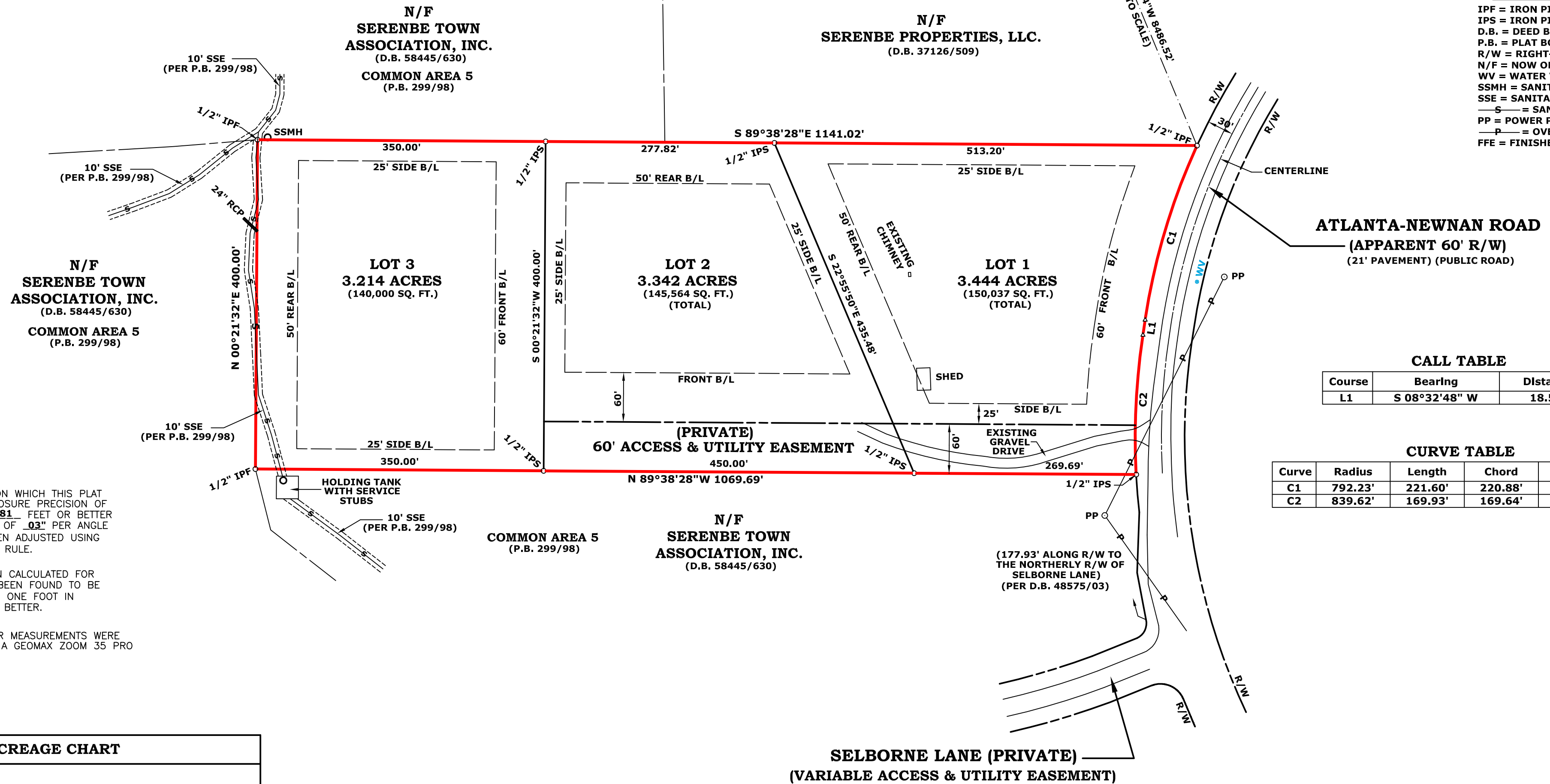
Draft Page from Minor Subdivision Plat



This block is reserved for the Clerk of the Superior Court.

**LEGEND:**

- IPF = IRON PIN FOUND
- IPS = IRON PIN SET
- D.B. = DEED BOOK
- P.B. = PLAT BOOK
- R/W = RIGHT-OF-WAY
- N/F = NOW OR FORMERLY
- WV = WATER VALVE
- SSMH = SANITARY SEWER MANHOLE
- SSE = SANITARY SEWER EASEMENT
- S = SANITARY SEWER LINE
- PP = POWER POLE
- P = OVERHEAD POWER LINE
- FFE = FINISHED FLOOR ELEVATION



**CALL TABLE**

| Course | Bearing       | Distance |
|--------|---------------|----------|
| L1     | S 08°32'48" W | 18.58'   |

**CURVE TABLE**

| Curve | Radius  | Length  | Chord   | Chord Bear.   |
|-------|---------|---------|---------|---------------|
| C1    | 792.23' | 221.60' | 220.88' | S 16°33'14" W |
| C2    | 839.62' | 169.93' | 169.64' | S 02°44'56" W |

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 21,781 FEET OR BETTER AN ANGULAR ERROR OF 03" PER ANGLE POINT, AND HAS BEEN ADJUSTED USING THE LEAST SQUARES RULE.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND HAS BEEN FOUND TO BE ACCURATE TO WITHIN ONE FOOT IN 245,125 FEET OR BETTER.

ANGULAR AND LINEAR MEASUREMENTS WERE OBTAINED BY USING A GEOMAX ZOOM 35 PRO TOTAL STATION.

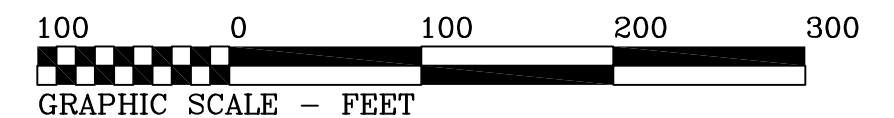
| ACREAGE CHART                               |  |
|---|--|
| <b>LOT 1</b>                                | <b>3.444 AC.</b> (150,037 SQ. FT.) (TOTAL)<br>- <b>0.388 AC.</b> (16,892 SQ. FT.) IN INGRESS/EGRESS/UTILITY ESM'T<br><b>3.056 AC. NET</b> (133,145 SQ. FT.) "USEABLE AREA" |
| <b>LOT 2</b>                                | <b>3.342 AC.</b> (145,564 SQ. FT.)<br>- <b>0.602 AC.</b> (26,221 SQ. FT.) IN INGRESS/EGRESS/UTILITY ESM'T<br><b>2.740 AC. NET</b> (119,343 SQ. FT.)                        |
| <b>LOT 3</b>                                | <b>3.214 AC.</b> (140,000 SQ. FT.) (TOTAL)<br>- <b>0.070 AC.</b> (3,067 SQ. FT.) "NON-USEABLE AREA" SEWER ESM'T<br><b>3.144 AC. NET</b> (136,933 SQ. FT.)                  |
| <b>10.000 TOTAL ACRES</b> (435,601 SQ. FT.) |  |

**SURVEYORS CERTIFICATION**

As required by subsection (d) of O.C.G.A. Section 15-6-67, this plat has been prepared by a land surveyor and approved by all local jurisdictions for recording as evidenced by approval certificates, signatures, stamps, or statements hereon. Such approvals or affirmations should be confirmed with the appropriate governmental bodies by any purchaser or user of this plat as to intended use of any parcel. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

*Jason D. Turner*  
Jason D. Turner GA. R.L.S. # 2795

11-12-2019  
Date



**TURNER & ASSOCIATES LAND SURVEYORS, P.C.**  
10 SHACK HUNTER RD. SHARPSBURG, GEORGIA 30277  
TELE: (770) 683-5300 EMAIL: turnerlandsurveyors@gmail.com  
JASON D. TURNER GEORGIA REGISTERED LAND SURVEYOR NO. 2795

**MINOR SUBDIVISION PLAT FOR:**  
**DEER HOLLOW**

LOCATED IN LAND LOT 45 8th LAND DISTRICT  
FULTON COUNTY, GEORGIA CITY OF CHATTAHOOCHEE HILLS

|  |                     |   |
|--|---------------------|---|
| SCALE: 1" = 100'                                     | PLAT DATE: 11-12-19 | REVISED:  |
| DATES OF FIELD WORK:<br>10-18-19; 10-22-19; 11-06-19 |                     | DISK #: 20003<br>DRAWING #: 19061<br>(SHEET 2 OF 3) |



6505 Rico Road Chattahoochee Hills Georgia 30268

MAYOR  
Tom Reed

CITY COUNCIL  
Ruby Foster  
Richard Schmidt  
Laurie Searle  
Alan Merrill  
Troy Bettis

CITY MANAGER  
Robert T. Rokovitz

[www.chatthillsga.us](http://www.chatthillsga.us)

(770) 463-8881

Fax (770) 463-8550

**To: Mayor and City Council**  
**From: Mike Morton, Community Development Director**  
**Subject: Deer Hollow Buffer Variance Application – FIRST READ**  
**Date: September 1, 2020 Meeting**

**This is a First Read only – No action at this meeting**

**Variance Request**

John Reid, the owner of the property on Atlanta Newnan Road currently under consideration for rezoning from RL to HM-MU, has requested a variance to Zoning Ordinance Section 35-272 to eliminate the required district buffer. The result would be no buffer along the northern property line and the 70 foot thoroughfare buffer along Atlanta Newnan Road.

**Property Description**

The property is ten acres in two parcels on the west side of Atlanta Newnan Road between Selborne Way and Selborne Lane. It has about 400 feet of frontage on Atlanta Newnan Road and averages about 1100 feet deep. It is zoned RL and is vacant, with an old shed and a freestanding chimney. There is a cleared area in the front of the property but the majority is wooded. The owner of the property is John Reid, who has authorized the applicant to make the application.

The property is surrounded to the south and west by the Serenbe hamlet, zoned HM-MU (Mixed-Use Hamlet). The land that lies to the north of the western half of the property is more of the Serenbe Hamlet (zoned HM-MU), and the land that lies directly north of the eastern half of the property is vacant land owned by Serenbe Properties LLC and zoned RL (Rural). Across Atlanta Newnan Road to the east is a large undeveloped parcel, zoned RL and under separate ownership. Off the back corner of the property to the south is the crossroads neighborhood of Serenbe, and off the back corner to the north is Augusta Lane, a gravel drive in Serenbe serving three residential lots, two of which are currently undeveloped.

**Proposal**

The property owner, John Reid, has submitted an application to rezone the property from RL to HM-MU. If the rezoning is approved, the frontage along Atlanta Newnan Road and the eastern portion of the property's northern property line would become the zoning district boundary lines. The zoning ordinance requires buffers along these boundaries a minimum of 150 feet deep and an average of 300 feet deep.



The site plan for the rezoning includes two residential lots along the property's northern property line. Mr. Reid is seeking an elimination of the district buffer to allow construction on these lots. Elimination of the buffer would result in no buffer along the property line shared with Serenbe Properties LLC and a 70 foot Thoroughfare Buffer where a buildable lot fronts Atlanta Newnan Road.

### **Zoning Excerpt**

#### **Sec. 35-272. - Buffers.**

(a) *Buffer areas to be provided.* Buffer areas shall be provided in accordance with the provisions of the following subsections:

- (1) *Amount.* The minimum amount of required buffer areas shall be as set forth in Table [35-272](#). In case of conflicting buffer dimension requirements, the largest buffer requirement shall be considered the effective buffer dimension requirement.

[Table 35-272 requires district buffers to have a minimum width of 150 feet and an average width of 300 feet]

### **Variance Criteria**

Section 35-116(b)(3) of the City of Chattahoochee Hills Zoning Ordinance states that:

- 3 The City Council may authorize Variances from the terms of this Zoning Ordinance only upon making all of the following findings:
  - a. There are extraordinary and exceptional conditions pertaining to the particular Property in question because of its size, shape or topography;
  - b. The application of this Zoning Ordinance to the particular piece of Property would create an unnecessary Hardship;
  - c. Such conditions are peculiar to the particular piece of Property involved;
  - d. Such conditions are not the result of any actions of the Property owner; and
  - e. Relief, if granted, would not cause substantial detriment to the public good nor impair the purposes or intent of this Zoning Ordinance.

#### ***Additional Code:***

- *Section 35-71 of the zoning ordinance defines hardship as “The existence of extraordinary and exceptional conditions pertaining to the size, shape, or topography of a particular Property, because of which the Property cannot be developed in strict conformity with the provisions of the Zoning Ordinance.”*

### **Additional Action**

The Planning Commission will hold a public hearing on this application on Thursday, September 10th at 6:30 p.m. The public hearing before the City Council is scheduled for October 6<sup>th</sup>.

**This is a first read only**

### **Attachments:**

Variance Ordinance  
Application Materials

**AN ORDINANCE FOR A VARIANCE TO THE REQUIRED ZONING  
DISTRICT BUFFER**

**WHEREAS**, John C Reid is the owner of certain property within the City of Chattahoochee Hills, Georgia located on Atlanta Newnan Road, more specifically described in the attached Exhibit “A”; and

**WHEREAS**, Mr. Reid has submitted an application for a variance to the zoning district buffer requirements found in City Code Section 35-272 to eliminate the district buffer, as shown on the attached Exhibit “B”; and

**WHEREAS**, the City has conducted two public hearings, one before the Planning Commission and the second before the City Council; and

**WHEREAS**, notice has been published in the newspaper and signs have been posted as required on the property containing the date, time, place and purpose of the public hearing; and

**WHEREAS**, the Mayor and City Council have approved of the application for a primary variance.

**NOW, THEREFORE, THE COUNCIL OF THE CITY OF CHATTAHOOCHEE HILLS HEREBY ORDAINS** that:

**Section 1:** A variance to Zoning Ordinance section 35-272 for the following property described in the attached Exhibit “A” and Exhibit “B” be issued so that the district buffer is eliminated, leaving the 70 foot thoroughfare buffer along Atlanta Newnan Road, and

**Section 2:** That the within variance shall become effective upon its adoption; and

**Section 3:** All other variances, ordinances or parts of ordinances in conflict with this variance are hereby repealed to the extent of such conflict.

**ORDAINED** this the X day of X, 2020.

Approved:

---

Tom Reed, Mayor

Attest:

---

Dana Wicher, City Clerk  
(Seal)

## LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 45 OF THE 8TH DISTRICT OF ORIGINALLY COWETA, THEN CAMPBELL, NOW FULTON COUNTY, GEORGIA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A #4 RE-BAR FOUND ON THE WESTERN RIGHT-OF-WAY LINE OF ATLANTA-NEWNAN ROAD (APPARENT 60' RIGHT-OF-WAY), 177.93 FEET NORTH AS MEASURED ALONG SAID RIGHT-OF-WAY FROM THE INTERSECTION WITH THE NORTHERN RIGHT-OF-WAY LINE OF SELBORNE LANE (PRIVATE VARIABLE ACCESS/UTILITY EASEMENT); THENCE DEPARTING SAID RIGHT-OF-WAY AND PROCEEDING NORTH 89 DEGREES 38 MINUTES 28 SECONDS WEST A DISTANCE OF 1069.69 FEET TO A #4 RE-BAR FOUND; THENCE NORTH 00 DEGREES 21 MINUTES 32 SECONDS EAST A DISTANCE OF 400.00 FEET TO A POINT; THENCE SOUTH 89 DEGREES 38 MINUTES 28 SECONDS EAST A DISTANCE OF 1141.02 FEET TO A POINT ON THE AFOREMENTIONED WESTERN RIGHT-OF-WAY LINE OF ATLANTA-NEWNAN ROAD; THENCE PROCEEDING ALONG SAID RIGHT-OF-WAY AND AN ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 792.23 FEET, 221.60 FEET (SAID ARC BEING SUBTENDED BY A CHORD HAVING A BEARING OF SOUTH 16 DEGREES 33 MINUTES 14 SECONDS WEST A DISTANCE OF 220.88 FEET; THENCE SOUTH 08 DEGREES 32 MINUTES 48 SECONDS WEST A DISTANCE OF 18.58 FEET TO A POINT; THENCE ALONG AN ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 839.62 FEET, 169.93 FEET (SAID ARC BEING SUBTENDED BY A CHORD HAVING A BEARING OF SOUTH 02 MINUTES 44 MINUTES 56 SECONDS WEST A DISTANCE OF 169.64 FEET) TO A #4 RE-BAR FOUND AND THE TRUE POINT OF BEGINNING.

SAID PROPERTY CONTAINS 435,600 SQ FT OR 10.00 ACRES, MORE OR LESS







Letter of Intent  
John C. Reid  
August 20,  
2020

**Summary:** My name is John Reid. I own ten vacant acres of land that is currently zoned RL, and is essentially surrounded by Serenbe. I have spent many months and much expense to finalize development plans for the ten acres. I have final approval for a minor sub-division that requires no further action of the City.

I come before the City with a proposal that I believe is better for everyone than my current plan. It preserves highly visible existing open space without compromising my economic viability. In my opinion, the proposal is better aligned with the vision, plans, and ordinances of the City of Chattahoochee Hills.

Staff has advised that the City's approval requires two actions, a rezoning from RL to HM-MU and a buffer variance along the property's northern and eastern borders.

Rezoning would allow for seven acres of open space to be preserved along Deer Hollow's southern border where it can be seen from the road, while restricting residential development to three acres along the northern border.

Two of the four proposed lots are conforming without the variance. The variance would make possible the other two lots, which are critical to the economic viability of the plan to me. They are on the Northern border of the property adjoining Serenbe land. One lot (Lot 69) extends to Atlanta-Newnan (assuming a normal 70' buffer)/ Without the variance to the North and the East, the lots would need to be sited in the open space which we are trying to preserve.

Both actions have been discussed at the Planning Commission meeting on August 13, 2020. The rezoning was approved then. The variance application was discussed, and is to be brought back to them for a public hearing once the variance is advertised. Serenbe is our neighbor along the northern property line, and approves both the rezoning and the variance.

Through the actions proposed above, the City will preserve seven acres of open space and restrict development of the remaining three acres to four residential lots with five development rights (Lot 69 will have two development rights).

**Specifics:** I, John Reid, the applicant, own two parcels on Atlanta-Newnan Road. One of these parcels is 3.0 acres and the other is 7.0 acres. Viewed together, they are a 10-acre parcel known by the community as Deer Hollow. Importantly, both parcels are beautiful open space.

Deer Hollow is surrounded by Serenbe, with few exceptions. It can be readily seen just before you enter Serenbe from Atlanta- Newnan Road. All Serenbe residents are well aware of it - both because of its visibility and because of its use as a venue for many fund-raisers, music events, and performances of the Terminus Ballet.

In addition to its open space, beauty and its use by the community, it is historically important. The Shell family home site was here, and Shell Road was the previous name of Atlanta-Newnan Road.

I have owned the property since 2009, and I now want to develop it. I currently have an approved minor subdivision ("The RL Option") for Deer Hollow, which would divide the parcel into three 3+acre parcels. I now realize that such a sub-division would eliminate the open space on the property, and I think this plan ("The HM-MU Plan") is a way to preserve the open space in a manner that is acceptable to me.

This application is made because I believe the HM-MU Plan is a better plan for Deer Hollow - when compared to the RL option which is already approved. I believe it preserves the economic viability for me, and I believe it is better for Serenbe and for Chattahoochee Hills. The MU Plan

preserves the existing open space, and is more aligned with the vision, plans, and ordinances of the City of Chattahoochee Hills.

I come before the City because The HM-MU Plan requires action from the city for two reasons:

- 1. To request rezoning Deer Hollow from RL to HM-MU.** HM-MU Zoning will preserve 7.0 acres (70%) of open space on the southern side of Deer Hollow, while allowing for four lots on 3.0 acres (30%) on the northern side. This, of course, is not possible with RL zoning. Deer Hollow would become a part of Serenbe as a result of this rezoning.
- 2. To request a buffer variance on the north and east side.** Once the rezoning is approved, the City advises me that The HM-MU Plan requires a buffer variance along part of the north and east sides of Deer Hollow. In my opinion, both variances are simple. To the north, we want the right to build close to a neighbor (Serenbe) that fully agrees. To the east, we simply are asking for a 70" standard buffer for the Lot (Lot 69), instead of the 150" minimum buffer that would be required because we are on the edge of Serenbe. The importance of this variance cannot be underestimated: Two of the lots are sited here, because I wanted to preserve the open space on the southern side. So the buffer variance relates to two of the four lots. And the viability of the HM-MU Plan rests on the creation of four lots, not two lots. My own economic viability cannot be preserved without the variance.

In summary, I respectfully request that the City approve rezoning Deer Hollow from RL to HM-MU, and to waive the above-referenced buffer requirement. Serenbe, the land owner on this northern border of Deer Hollow, supports the rezoning and the variance.

Respectfully submitted,

John C. Reid  
8390 Hearn Road  
Chattahoochee Hills, GA 30268



2470 Sandy Plains Rd  
Marietta, GA 30066  
Phone (770) 321-3936  
Fax (770) 321-3935  
info@seengineering.com

---

August 18, 2020

Mike Morton  
City of Chattahoochee Hills  
6505 Rico Road, Suite A  
Chattahoochee Hills, Ga. 30268

**RE:** John C. Reid Deer Hollow  
Variance Compliance Statement  
Zoning Buffer Variance

Dear Mike,

SEI is submitting this application for a variance on behalf of John C. Reid. Following is a statement of variance compliance within the Zoning Ordinance as required for the application.

- A. There are extraordinary and exceptional conditions pertaining to the particular Property in question because of its size, shape or topography.  
*The particular property's topography and vegetation lends the natural subdividing of land as presented in the concept plan submitted.*
- B. The application of this Zoning Ordinance to the particular piece of Property would create an unnecessary Hardship  
*The current landscape and open space benefits the public and is outside the zoning buffer, lending the proposed lots and home sites within said buffer. By platting lots outside this said buffer, this is a hardship to the particular piece of Property and to the public with less benefit to open space.*
- C. Such conditions are peculiar to the particular piece of Property involved  
*This particular conditions with this piece of Property is it lies adjacent to Serenbe owned Property which is the same development nature of the property with variance, which buffer requirements would not be required with future similar zoning.*
- D. Such conditions are not the result of any actions of the Property owner  
*The conditions are a result of the nature of the land, and not the actions of the property owner.*
- E. Relief, if granted, would not cause substantial detriment to the public good nor impair this purposes or intent of this Zoning Ordinance  
*The relief will increase the public good and not impair the purpose nor intent of the Zoning Ordinance.*

Sincerely,

Christopher O'Shea, PE  
Southeastern Engineering, Inc.













6505 Rico Road Chattahoochee Hills Georgia 30268

MAYOR  
Tom Reed

CITY COUNCIL  
Ruby Foster  
Richard Schmidt  
Laurie Searle  
Alan Merrill  
Troy Bettis

CITY MANAGER  
Robert T. Rokovitz

[www.chatthillsga.us](http://www.chatthillsga.us)

(770) 463-8881

Fax (770) 463-8550

To: Mayor and City Council  
From: Mike Morton, Community Development Director  
Date: September 1, 2020  
Agenda Item: South Fulton Comprehensive Transportation Plan

**Staff Recommendation:** Staff recommends approval of the South Fulton Comprehensive Transportation Plan.

**Background and Discussion:** The South Fulton Comprehensive Transportation Plan is a project of the eight cities in Fulton County that lie south of Atlanta. The plan evaluates current and future transportation conditions in the study area and determines transportation needs through the year 2050. The original South Fulton Comprehensive Transportation Plan was adopted in Chatt Hills in June 2014, and it is intended to be updated every five years.

Though the plan does not provide funding for transportation projects, it does identify potential sources of funding. More importantly, by cooperating on a regional transportation plan, the cities in South Fulton and the county will improve their chances of obtaining funding for transportation projects.

The City Councils of the eight cities are being asked to approve the Executive Summary of the plan (attached here). Approval by five of the eight cities will constitute final approval of the plan. Cities that do not approve the plan will not be permitted to reference the CTP as a source document for projects submitted in any future solicitations for federal funds managed by ARC.

Project recommendations in Chattahoochee Hills (including those designated for "all jurisdictions") can be found in the attached appendix on the following pages: 25, 26, 28, 30, 31, 35, 36, 37, 39, 40, 45, 46, 48, 49, 52, 54, 56, 64, and 65. These are recommendations only. Implementation of any projects will require local action and funding.

**Prior Council Action:** The City Council approved the MOA with the Atlanta Regional Commission to enter the planning process in June 2018. The planning team presented to City Council in June 2019 and held a public meeting at City Hall in September 2019.

# SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN

## EXECUTIVE SUMMARY

August 2020



## ACKNOWLEDGMENTS:



The Southern Fulton Comprehensive Transportation Plan was contracted through the Atlanta Regional Commission (ARC), with contributions from the Cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City.



The consultant team was led by Modern Mobility Partners, in association with AECOM, Arcadis, and PEQ.

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# WHAT IS THE SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN?

The Southern Fulton Comprehensive Transportation Plan (SFCTP) was conducted over 20 months from February 2019 to September 2020 to update local transportation plans that are used as input into the regional transportation planning process. The study area for the SFCTP includes the Cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City, as well as the unincorporated portion of Fulton County along Fulton Industrial Blvd.

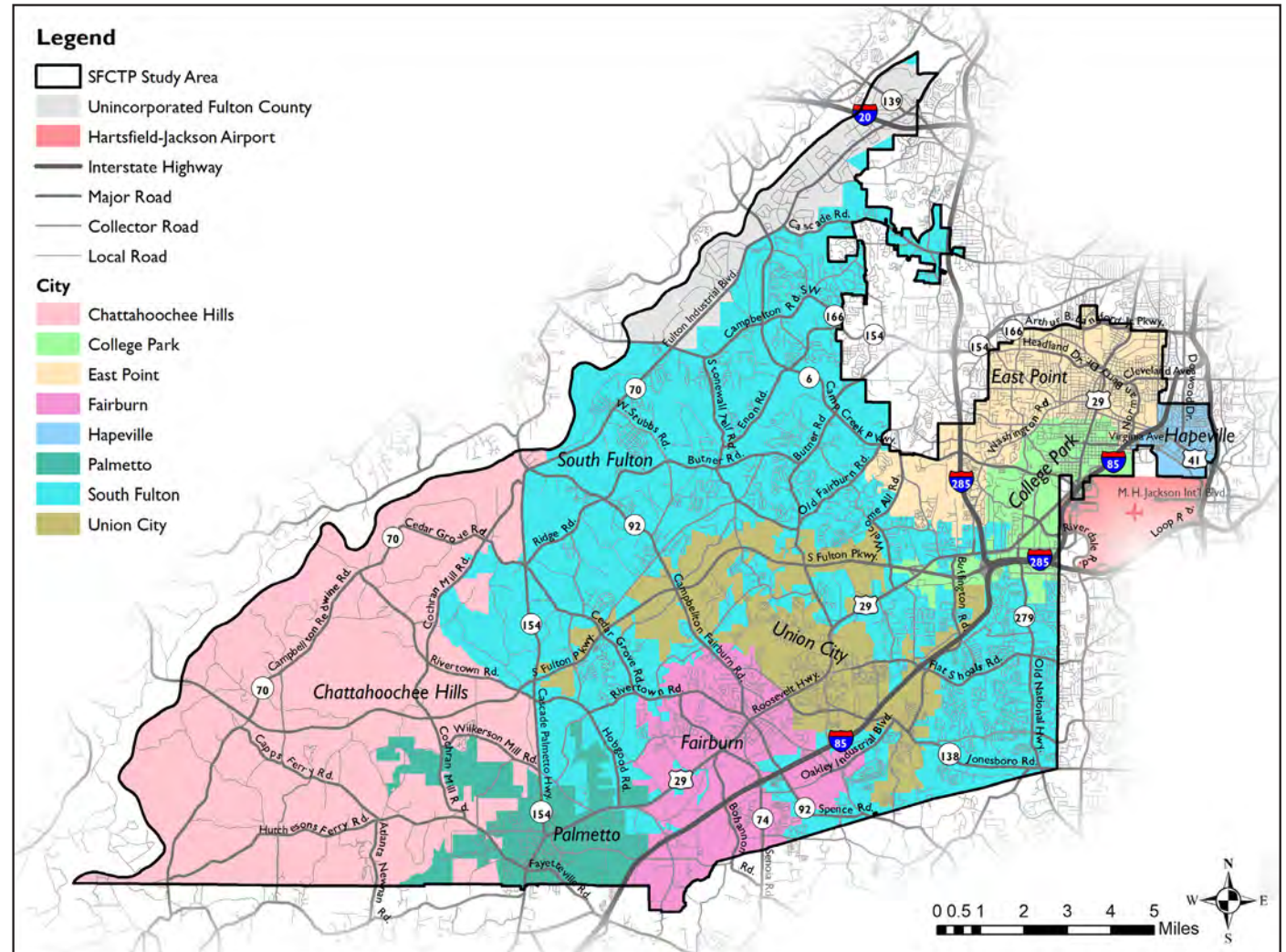


FIGURE 1: SFCTP STUDY AREA

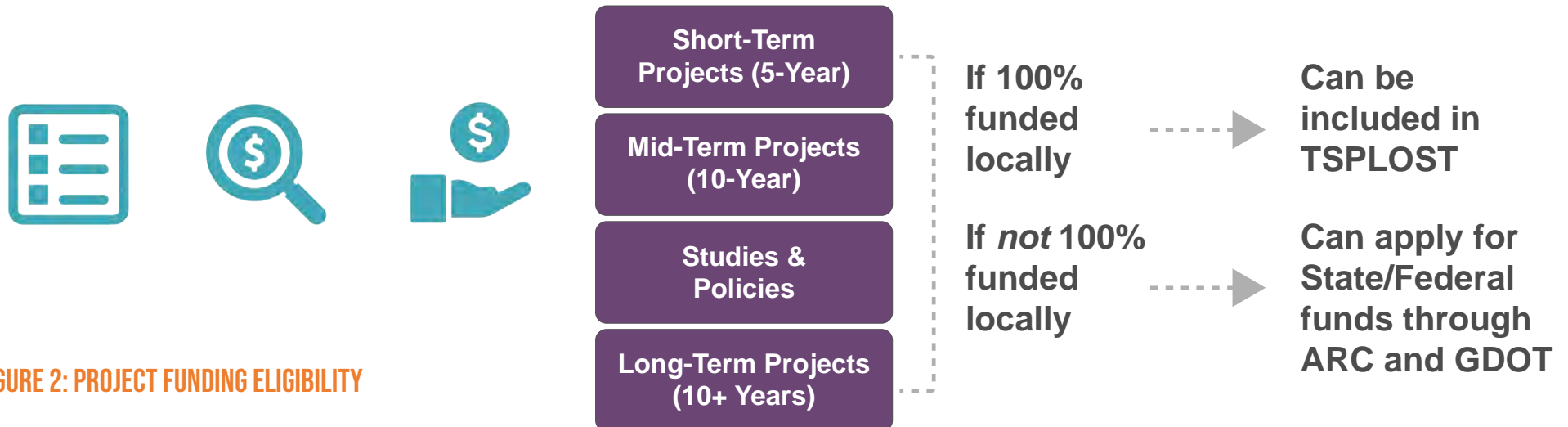


The SFCTP evaluates current and future transportation conditions in the study area and determines transportation needs, across all modes, through the year 2050. The outcome is a recommended list of transportation projects to be implemented in the near-term (1-5 years), mid-term (6-10 years), and long-term (11+ years) for the entire Southern Fulton region, as well as by City, based on anticipated revenues.

As the federally designated Metropolitan Planning Organization (MPO) for the Atlanta region, the Atlanta Regional Commission (ARC) is responsible for developing a short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Plan (RTP) for the entire 20-county Atlanta region. The ARC TIP and RTP include all modes of transportation and meet the Clean Air Act planning requirements for emissions. Unlike Comprehensive Transportation Plans (CTPs), the TIP and RTP are fiscally constrained and have actual funds tied to them. In contrast, CTPs include a list of recommended projects and policies, which local jurisdictions and agencies must then apply for State or Federal funds through the ARC. Project recommendations from the SFCTP will form the basis for future funding requests submitted to ARC and the Georgia Department of Transportation (GDOT).

If transportation projects can be funded entirely without State or Federal money, they can be included in the County or City's future TSPLOST (Transportation Special Purpose Local Option Sales Tax) list.

**TO BE ELIGIBLE FOR FUNDING THROUGH THE ARC, PROJECTS IN SOUTHERN FULTON MUST BE INCLUDED IN THE SFCTP. HOWEVER, THE CTP CAN BE AMENDED IN THE FUTURE, AS IT IS POSSIBLE THAT NEW PROJECTS COULD BE IDENTIFIED THROUGH SUBSEQUENT PLANNING EFFORTS OR TO ADDRESS ADDITIONAL NEEDS THAT MAY ARISE.**



**FIGURE 2: PROJECT FUNDING ELIGIBILITY**



# WHAT IS THE PURPOSE OF THIS REPORT AND WHERE CAN I FIND MORE INFORMATION?

This report serves as a high-level summary of the overall SFCTP process and outcomes. Further detail on the technical analysis can be found online at [www.southernfultonctp.org](http://www.southernfultonctp.org), as follows:

1. *Vision, Goals, Objectives, and Project Prioritization Framework Technical Report, January 2020*
2. *Inventory of Existing Conditions and Trends Technical Report, January 2020*
3. *Short- & Long-Range Needs Assessment & Corridor Analysis Technical Report, June 2020*
4. *Recommendations Technical Report, July 2020*

Previous presentations to the general public and City Councils can also be found at the project website above. The four technical reports above align with the four major milestones of the SFCTP illustrated here.



**FIGURE 3: PROJECT OVERVIEW**

## HOW WERE STAKEHOLDER AGENCIES ENGAGED?



FIGURE 4: STAKEHOLDER ENGAGEMENT BY THE NUMBERS

Many stakeholders, or partner agencies, were involved throughout the SFCTP process from beginning to end. Two key groups were essential in developing the plan, as follows:

- **Project Management Team (PMT)** – The PMT provided overall direction on the CTP and reviewed and approved study processes, outreach activities, and technical reports. PMT members acted as the liaison between the study and the primary funding and review agencies. The PMT included representatives from:
  - ARC
  - Cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City
  - Fulton County
  - Community Improvement Districts (CIDs): Aerotropolis Atlanta CIDs, South Fulton CID, Boulevard CID
  - GDOT

- **Stakeholder Committee (SC)** – This group assisted with the identification of issues and opportunities, development of plan goals and objectives, and review of feasibility and effectiveness of recommendations. Members contributed their respective organizations’ perspective on transportation issues in the study area and provided detail on land use and economic development issues, shared information with their organizations and networks, and encouraged public involvement in the process. This group included the above PMT members, as well as representatives from:

- |   |  |
|---|--|
| - Metropolitan Atlanta Rapid Transit Authority (MARTA)  | - Old National Merchants Association   |
| - State Road and Toll Authority (SRTA)/Georgia Regional Transportation Authority (GRTA)/The Atlanta-Region Transit Link Authority (The ATL) | - Keep South Fulton Beautiful  |
| - Hartsfield-Jackson Atlanta International Airport  | - South Fulton Parkway Alliance  |
| - Airport University (workforce)  | - Cascade Business Association   |
| - CSX Railroad  | - Georgia International Convention Center  |
| - Fulton County Schools   | - Aerotropolis Alliance  |
| - South Fulton Chamber of Commerce  | - Uber   |
| - Airport Area Chamber of Commerce  | - Atlanta Bicycle Coalition  |
|   | - PEDS   |
|   | - City of South Fulton Economic Development, Planning Department, and City Council Districts 1, 3, and 6 |



**FIGURE 5: ORGANIZATIONS ENGAGED THROUGHOUT THE SFCTP PROCESS**

## HOW WAS THE GENERAL PUBLIC ENGAGED?

INITIALLY THE PLAN WAS TO HAVE TWO ROUNDS OF IN-PERSON PUBLIC MEETINGS, BUT DUE TO THE COVID-19 PANDEMIC, THE SECOND ROUND HAD TO BE ONLINE ONLY. TOTAL PARTICIPATION FROM BOTH ROUNDS WERE COMPARABLE.

To ensure a transparent and accessible process, many different public outreach strategies were used to notify the general public of engagement opportunities, including:

- **Press release** – Issued at the beginning of the project and provided general background information for future input opportunities. Additionally, press releases were issued to announce the two rounds of public meetings.
- **Project website** – A website ([www.southernfultonctp.org](http://www.southernfultonctp.org)) was created specifically for the SFCTP and updated throughout the process with information about the plan; a map of the study area; information about how to get involved; public meeting dates, times, and locations; and reports, presentations, and videos.
- **Social media** - Facebook, Twitter, and Instagram were used for posting information and updates about the SFCTP, including public meetings, updates, and events. The handle is SouthernFultonCTP for all three channels. In addition, Facebook Live was used to live-stream both in-person and virtual public meetings.
- **Email database** – A list of approximately 730 email addresses for residents, businesses, schools, neighborhood associations, faith-based organizations, and agencies was maintained, and meeting announcements and other updates were sent out regularly to these contacts.
- **Advertising** – Public meeting announcements were published in the ARC Community Engagement Network, the South Fulton Neighbor Newspaper, the Connect South Fulton network, the City of South Fulton Observer, and to the websites and social media platforms for all the municipalities. Also, several elected officials announced public meetings in their individual newsletters encouraging participation.



- Community Facilities** – Public meeting announcement flyers and hard-copy surveys were provided at community facilities, including Hudson Plaza in Fairburn, Wayfield Foods in South Fulton and College Park, and the Piggly Wiggly grocery store in Palmetto.
- COVID-19 Food Delivery Flyers** – Through coordination with the City of South Fulton’s elected officials and Parks and Recreation Department, the team was allowed to provide 300 flyers for two events in May conducted to provide food assistance for families impacted by COVID-19. The flyers were added to food boxes that were passed out to participants.



**FIGURE 6: PUBLIC ENGAGEMENT BY THE NUMBERS**

## HOW EFFECTIVE WERE THE PUBLIC ENGAGEMENT ACTIVITIES?

To ensure that the engagement strategies were effective, analysis of participation was continuously monitored, and strategies were adjusted to promote involvement in areas with less participation. For example, during the first round of public meetings, participation from the City of South Fulton was less than what would be expected proportional to the city's share of the region. As a result, additional outreach efforts were targeted at groups and organizations in that area, resulting in greater participation in later meetings and survey responses.

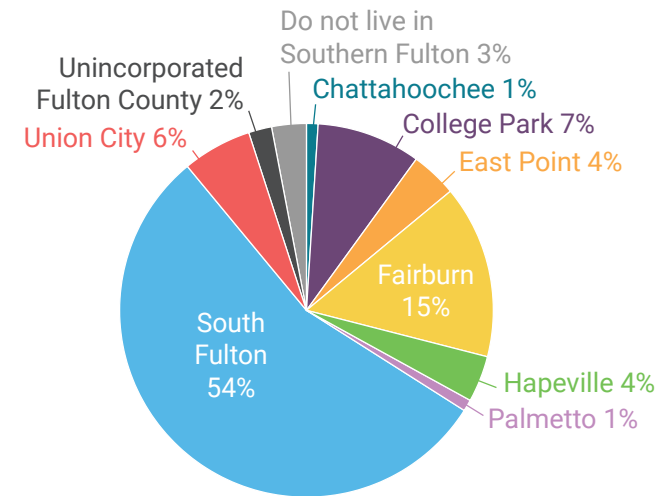
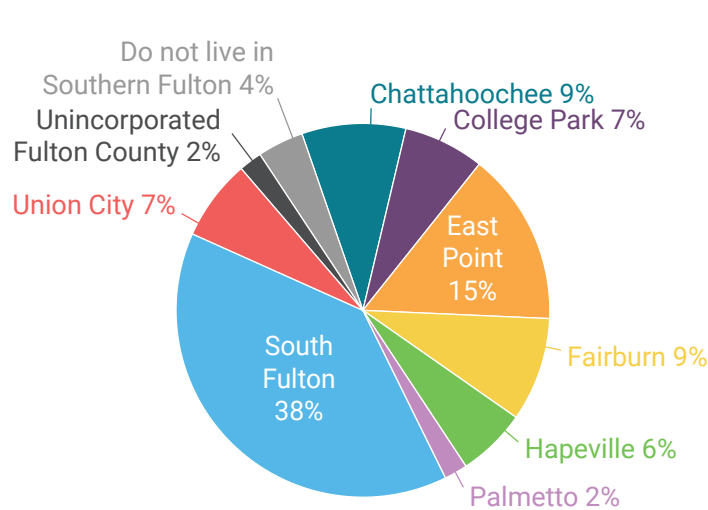
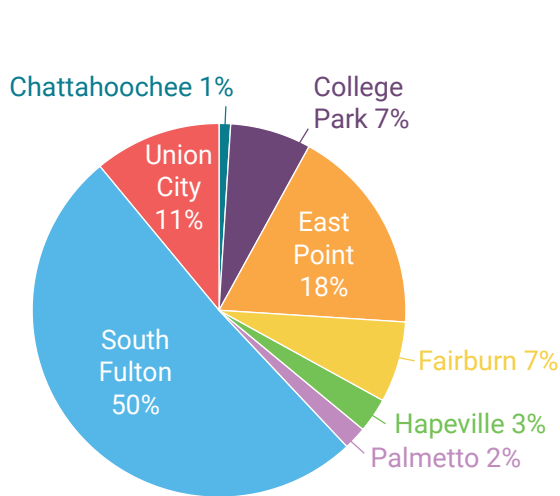


FIGURE 7: POPULATION OF SOUTHERN FULTON

FIGURE 8: SURVEY #1 PARTICIPATION

FIGURE 9: SURVEY #2 PARTICIPATION

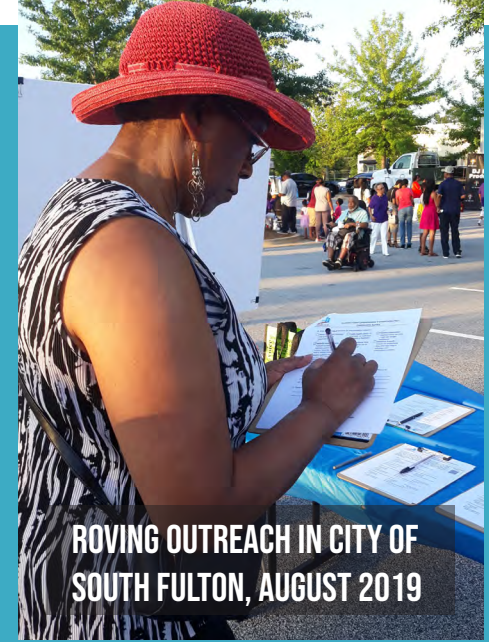




**MAYORS' CHARRETTE, MAY 2019**



**PUBLIC MEETING IN PALMETTO, SEPTEMBER 2019**



**ROVING OUTREACH IN CITY OF SOUTH FULTON, AUGUST 2019**



**BUS TOUR, OCTOBER 2019**



Where are the new projects in the region?

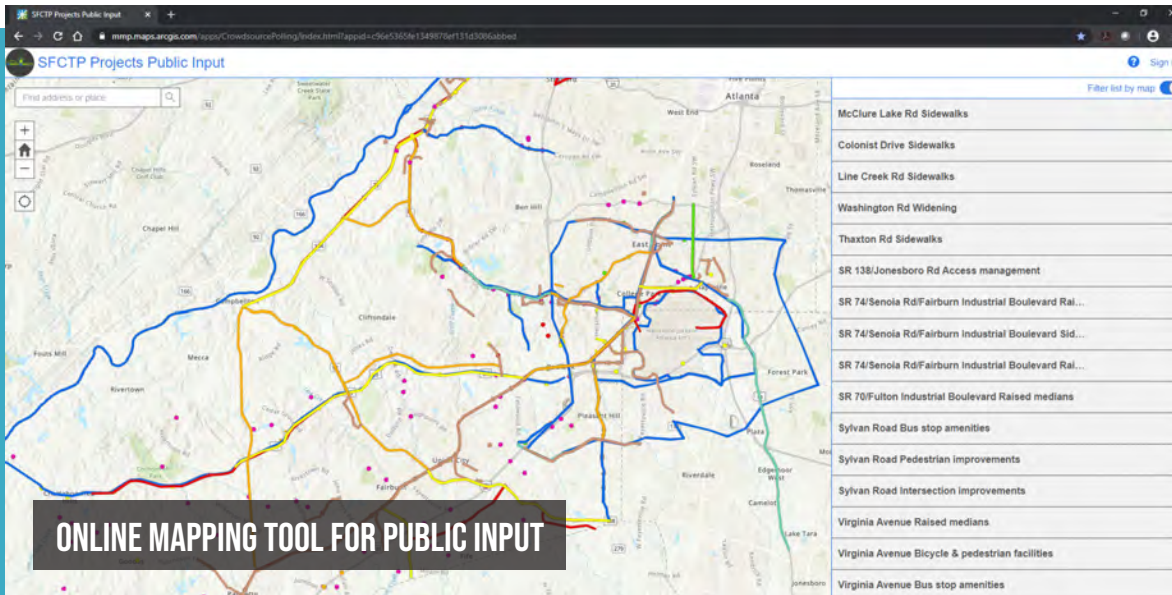


**VIRTUAL PUBLIC MEETING, MAY 2020** our project website on the home page as well so we encourage you if you forget how to do

If you had \$100 to fund transportation projects, how would you divide it among these categories?



**SURVEY #2**

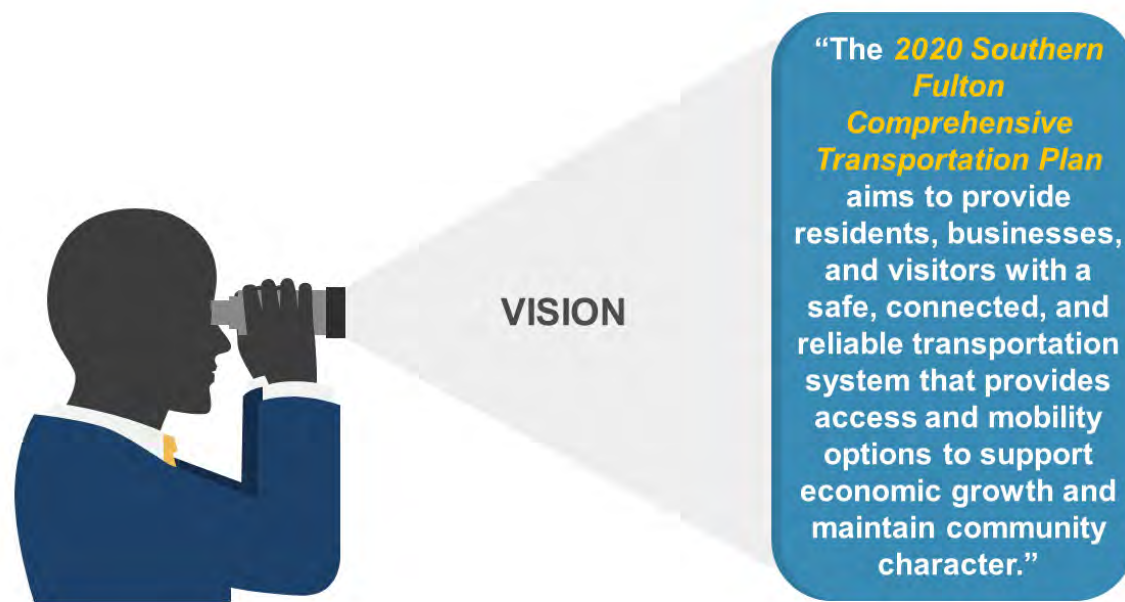


## WHAT ARE THE VISION, GOALS & OBJECTIVES OF THE PLAN?

The vision, goals, and objectives are essential in guiding the planning process and identifying and evaluating potential projects and policies. Specifically:

- **Vision** – The vision is a comprehensive statement describing the intended long-term outcomes of the plan.
- **Goals** – Goals align with the vision and identify specific focus areas and elements to be achieved.
- **Objectives** – Objectives are specific, measurable actions supporting each goal.

The overall vision for the SFCTP, and goals and objectives supporting the vision, were developed based on input from the stakeholder groups, the mayors' charrette, and key themes and priorities identified through the first public survey.



**FIGURE 10: SFCTP VISION STATEMENT**



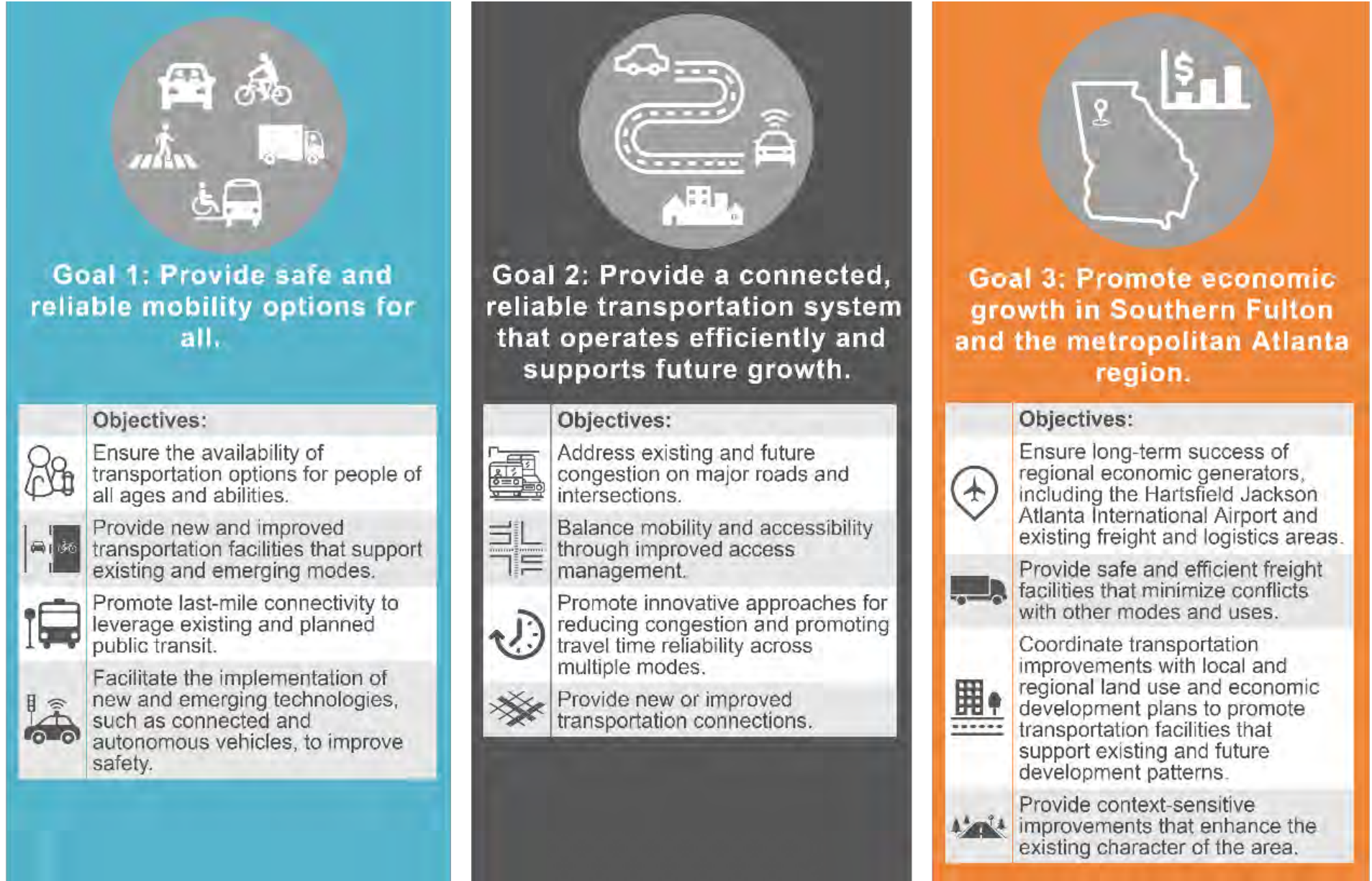


FIGURE 11: SFCTP GOALS AND OBJECTIVES

## HOW DID WE ACCOUNT FOR DIFFERENT USERS ALONG SPECIFIC CORRIDORS?

Corridors meeting specific criteria were categorized into three corridor types, each suited for certain corresponding improvement recommendations, as illustrated in Figure 12.

To arrive at which corridors to focus on and how they were categorized, an extended analysis was conducted with multiple data layers, as illustrated in Figure 13. Existing truck route ordinances were also reviewed to ensure no corridors designated as an Economic/Freight Corridor would fall on a route that prohibits trucks.

**A UNIQUE ASPECT OF THE SFCTP WAS THE DEVELOPMENT OF A CORRIDOR FRAMEWORK FOR CONSIDERATION DURING FUTURE LAND USE AND ZONING DECISIONS AND TO FOCUS THE TYPES OF TRANSPORTATION IMPROVEMENTS ALONG THE CORRIDOR BASED ON THE INTENDED USES.**



### Smart Corridors

Corridors where technology upgrades are most beneficial for improved safety and operations.



### Livability Corridors

Corridors with commercial, residential, and mixed-use land uses, and activity centers. These corridors have high bicycle, pedestrian, and transit volumes.



### Economic Freight Corridors

Corridors where projects focus on improving freight and economic activity. These corridors have heavy commercial vehicle volumes and industrial land uses.

FIGURE 12: SFCTP CORRIDOR TYPES

The corridor analysis served as a deeper dive into key segments of the Southern Fulton transportation network. A total of 17 corridors, or corridor segments, were identified. A corridor profile was documented for each corridor, and short- and long-range needs were identified based on the findings. Later, these needs were considered in development of the draft universe of potential project recommendations. All 17 corridor profiles are included in the **Short- & Long-Range Needs Assessment & Corridor Analysis Technical Report**.

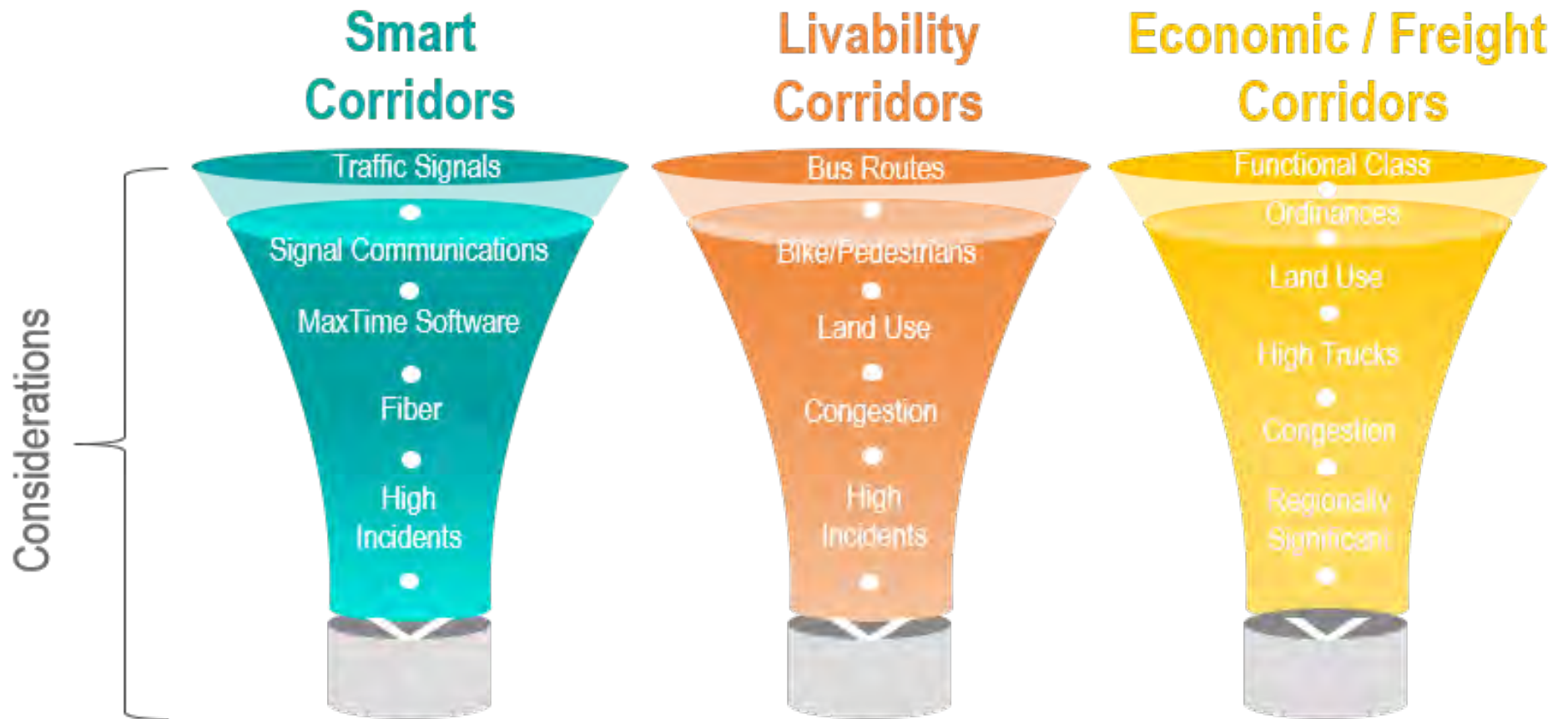
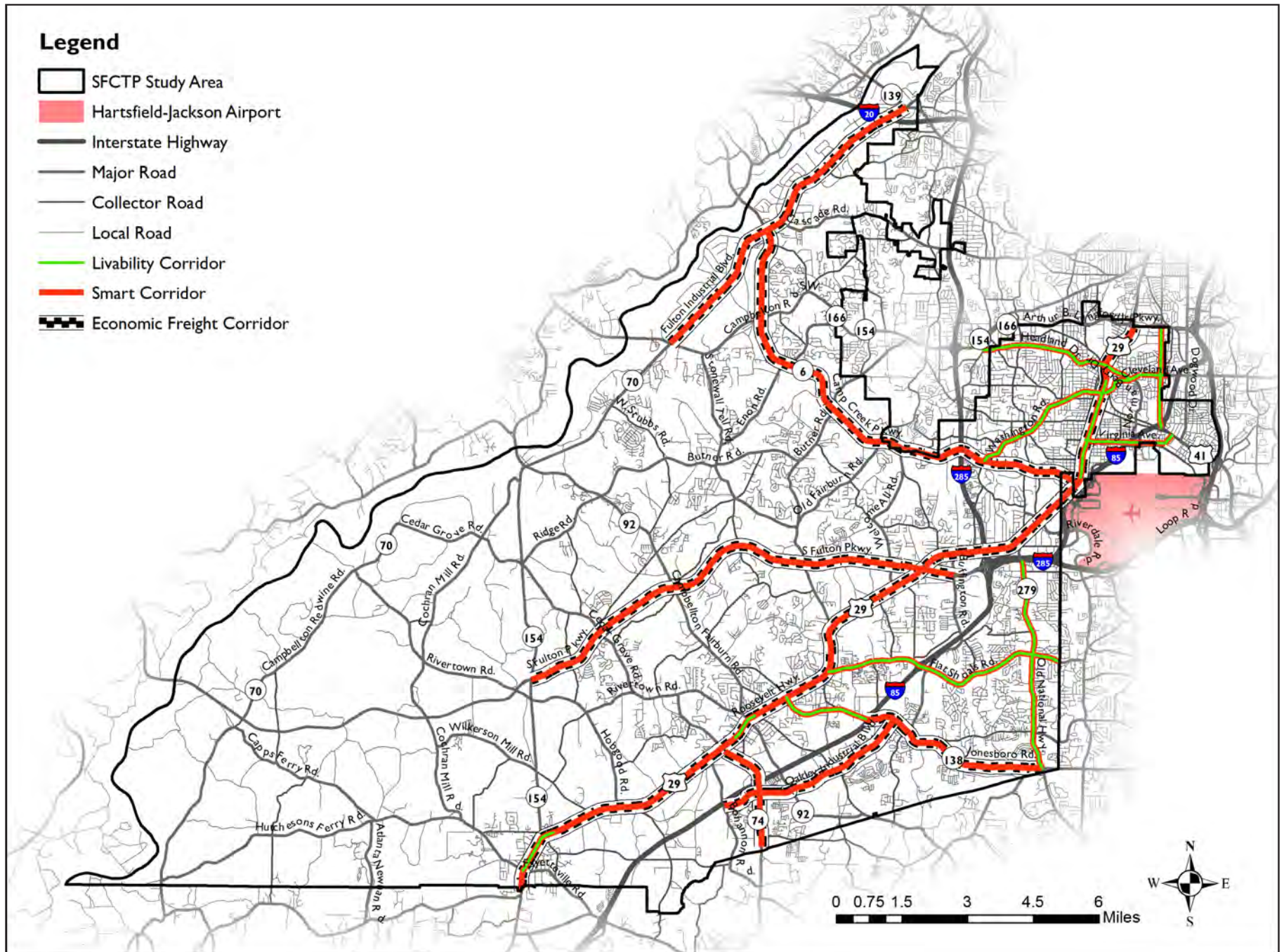


FIGURE 13: DATA EVALUATED WHEN DESIGNATING CORRIDORS



| CORRIDOR DESCRIPTION   | CORRIDOR FOCUS |            |                  | CITIES              |              |            |          |           |          |              |            |                |
|--|----------------|------------|------------------|---------------------|--------------|------------|----------|-----------|----------|--------------|------------|----------------|
|  | SMART          | LIVABILITY | ECONOMIC FREIGHT | Chattahoochee Hills | College Park | East Point | Fairburn | Hapeville | Palmetto | South Fulton | Union City | Unincorporated |
| <b>SR 6/Camp Creek Pkwy.</b><br>from SR 70/Fulton Industrial Blvd. to US 29                                    |                |            |                  |                     | ✓            | ✓          |          |           |          | ✓            |            |                |
| <b>SR 70/Fulton Industrial Blvd.</b><br>from SR 139/MLK Jr. Dr. to SR 154/Campbellton Rd.                      |                |            |                  |                     |              |            |          |           |          | ✓            |            | ✓              |
| <b>Virginia Ave.</b><br>from US 29/Main St. to S. Central Ave.   |                |            |                  |                     | ✓            | ✓          |          | ✓         |          |              |            |                |
| <b>Washington Rd./Cleveland Ave.</b><br>from Springdale Rd. to SR 6/Camp Creek Pkwy.                           |                |            |                  |                     | ✓            | ✓          |          |           |          |              |            |                |
| <b>Sylvan Rd.</b><br>from SR 166/Langford Pkwy. to N. Central Ave.   |                |            |                  |                     |              | ✓          |          | ✓         |          |              |            |                |
| <b>SR 279/Old National Hwy.</b><br>from SR 138/Jonesboro Rd. to I-285  |                |            |                  |                     | ✓            |            |          |           |          | ✓            |            |                |
| <b>Flat Shoals Rd.</b><br>from Westbrook St. to Clayton Co. Line   |                |            |                  |                     |              |            |          |           |          | ✓            | ✓          |                |
| <b>SR 74/Senoia Rd./Fairburn Industrial Blvd.</b><br>from to Fayette Co. to US 29/SW Broad St.                 |                |            |                  |                     |              |            | ✓        |           |          |              |            |                |
| <b>South Fulton Pkwy.</b><br>from SR 154/Cascade Palmetto Pkwy. to Buffington Rd.                              |                |            |                  |                     | ✓            |            |          |           |          | ✓            | ✓          |                |
| <b>SR 138/Jonesboro Rd./Beverly Engram Pkwy.</b><br>from US 29 to I-85   |                |            |                  |                     |              |            |          |           |          |              | ✓          |                |
| <b>SR 138/Jonesboro Rd.</b><br>from I-85 to SR 279 Old National Hwy.   |                |            |                  |                     |              |            |          |           |          | ✓            | ✓          |                |
| <b>Headland Dr./Norman Berry Dr.</b><br>from Ben Hill Rd. to Cleveland Ave.                                    |                |            |                  |                     |              | ✓          |          |           |          |              |            |                |
| <b>US 29/SR 14/SW Broad St/Roosevelt Hwy/Main St.</b><br>from City of Atlanta to Coweta Co. Line               |                |            |                  |                     | ✓            | ✓          | ✓        | ✓         | ✓        | ✓            | ✓          |                |
| <b>US 29/Main St (Livability Node 1: East Point to College Park)</b><br>from W. Cleveland Ave. to Lee St. Con. |                |            |                  |                     | ✓            | ✓          |          |           |          |              |            |                |
| <b>US 29/SR 14/SW Broad St/Roosevelt Hwy (Node 2: Fairburn)</b><br>from Strickland St. to Brooks Dr.           |                |            |                  |                     |              |            | ✓        |           |          |              |            |                |
| <b>US 29/SR 14/SW Broad St/Roosevelt Hwy (Node 3: Palmetto)</b><br>from Walnut Way to Church St.               |                |            |                  |                     |              |            |          |           | ✓        |              |            |                |
| <b>Oakley Industrial Blvd.</b><br>from Jonesboro Rd. to Creekwood Rd.  |                |            |                  |                     |              |            | ✓        |           |          | ✓            | ✓          |                |

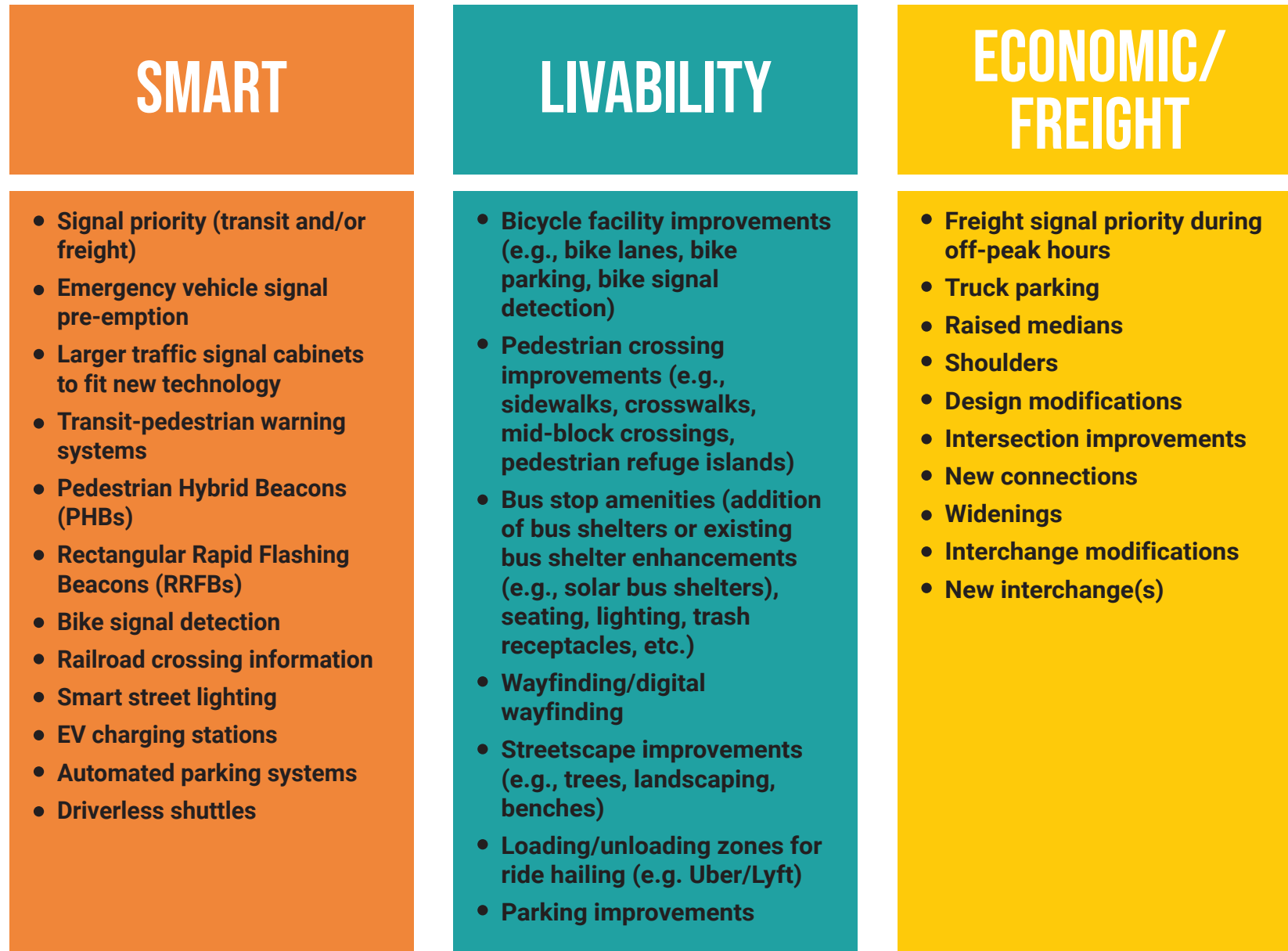
FIGURE 14: CORRIDOR FOCUS BY JURISDICTION



**FIGURE 15: CORRIDORS IDENTIFIED BASED ON CORRIDOR ANALYSIS**



Definitions of each improvement type are included in the **Appendix** of this report.



**FIGURE 16: IMPROVEMENT TYPES BASED ON CORRIDOR TYPE**

## WHAT IS THE CURRENT STATE OF TRANSPORTATION IN SOUTHERN FULTON COUNTY?

To understand the existing transportation conditions, a thorough review was conducted including review of:

- Previous plans and studies
- Demographics (ex. population and employment growth)
- Land use and development patterns
- Roadway conditions
- Safety (crashes and design issues)
- Freight (trucks and at-grade railroad crossings)
- Transit (availability, access, and rider experience)
- Active transportation (sidewalks, trails, and bicycle facilities)
- Intelligent Transportation Systems or ITS, such as traffic signal technology and connected vehicle readiness
- System resiliency and reliability

Demographic and transportation snapshots were created for each city and for the region based on pre-COVID-19 conditions. The snapshots for each city can be found in the **Inventory of Existing Conditions & Trends Technical Report**. Snapshots for the Southern Fulton County region are included here.

**FIGURE 17: SOUTHERN FULTON REGION  
DEMOGRAPHIC SNAPSHOT**

# DEMOGRAPHIC SNAPSHOT

## SOUTHERN FULTON REGION



197,456

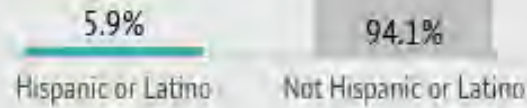
Population <sup>1</sup>



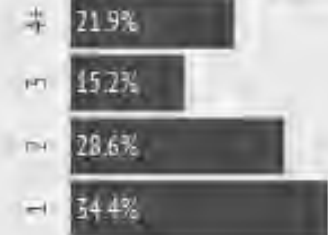
867.2

Population Density  
(people/sq.mi.)

### Ethnicity <sup>1</sup>



### Household Size <sup>1</sup>



227.7

Area (sq.mi.)



85,005

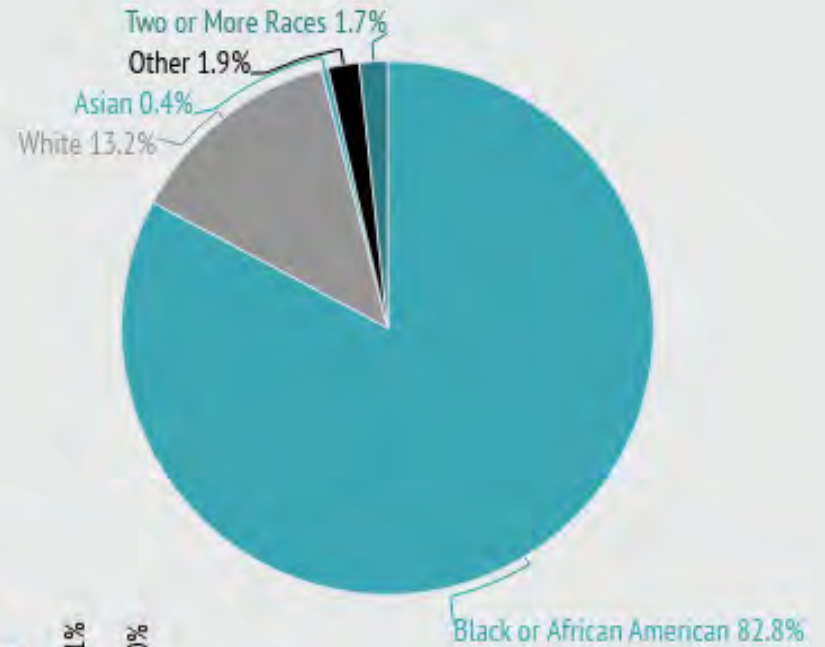
Employed Residents <sup>2</sup>



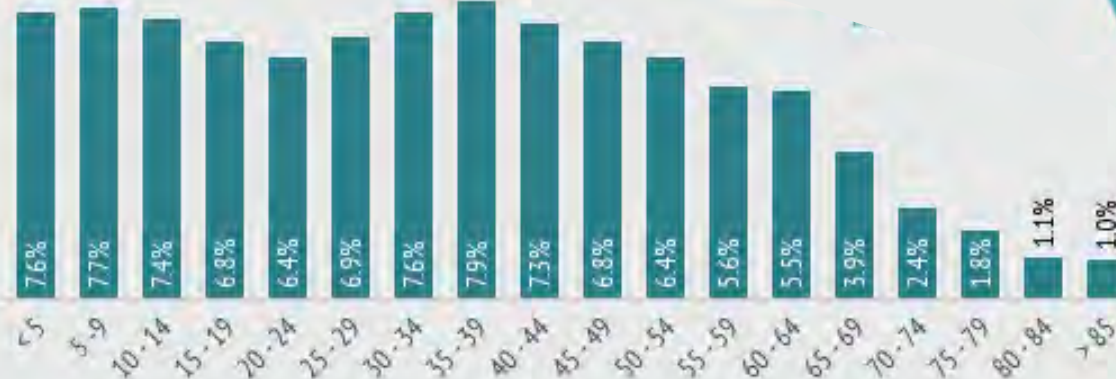
99,874

Jobs <sup>2</sup>

### Race <sup>1</sup>



### Age <sup>1</sup>



Sources: <sup>1</sup> 2013-2017 American Community Survey 5-Year Estimates. <sup>2</sup> U.S. Census Bureau, OnTheMap Application and Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics. 2017.



## Southern Fulton Comprehensive Transportation Plan

Highlights from the city snapshots include:



Sidewalks are located mostly in and around downtown areas with some trails, including the Phoenix Trail in the City of College Park and the East Point Model Mile in the City of East Point.



Dedicated bicycle facilities in Southern Fulton County are lacking with just a few bike lanes in the Cities of College Park and South Fulton.



Residents of the City of College Park take transit to work more than any other residents in Southern Fulton County, with residents of the City of East Point not far behind. This makes sense due to the location of the College Park and East Point MARTA rail stations.



In the Southern Fulton region, 73% of workers drive alone to work. The percentage of commuting alone is highest in Chattahoochee Hills (81%), which has no fixed route transit, and in the City of South Fulton (78%). The percentage is lowest in College Park (56%) and Palmetto (59%).



In the Southern Fulton region, almost 11% of employed residents carpool to work. The percentage is highest in Palmetto (33%), followed by Fairburn (18%) and Hapeville (15%). Chattahoochee Hills has the smallest percentage of workers carpooling to work (6%).



Prior to COVID-19, Chattahoochee Hills workers worked from home more than any other city at 10%, compared to almost 5% for the Southern Fulton region overall.



Commute times are longest in Chattahoochee Hills with 63% of employed residents commuting over 30 minutes to work and 34% commuting over 45 minutes. In the Southern Fulton region, about half of workers have commutes over 30 minutes, and 25% have commutes over 45 minutes.



Of the Southern Fulton cities, Hapeville has the largest percentage of major road miles, excluding interstates, operating at Level of Service (LOS) D or worse in the PM peak period (15%), compared to 6% for the Southern Fulton region. In Palmetto, 0% of roadway miles operate at LOS D or worse in the PM peak period.



The percentage of truck trips is 8% in the Southern Fulton region overall and ranges from 4% in Chattahoochee Hills and East Point to 9% in Union City and 18% in Unincorporated Fulton County.

**FIGURE 18: SOUTHERN FULTON REGION TRANSPORTATION SNAPSHOT**

# TRANSPORTATION SNAPSHOT

## Bicycle, Pedestrian & Transit Facilities



Sidewalks mostly located in and around downtown areas. Some trails, including Phoenix Trail in College Park and Model Mile in East Point.



Few dedicated bicycle facilities, but some bike lanes in College Park and City of South Fulton.



26 fixed bus routes (MARTA and GRTA), two MARTA rail stations (College Park and East Point), and paratransit service.

## Freight Facilities



Miles of Railroad Track 81.9



Number of At-Grade Railroad Crossings 84

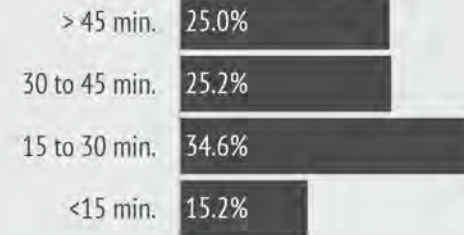


Truck Routes SR 3, SR 6, SR 14, SR 70, SR 92, SR 138, SR 154, SR 166

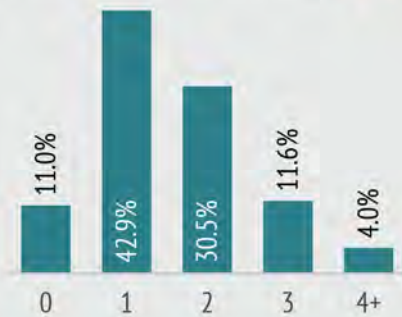


Percent Truck Trips 8%

## Travel Time to Work <sup>3</sup>



## Vehicles per Household <sup>3</sup>



SOUTHERN FULTON REGION

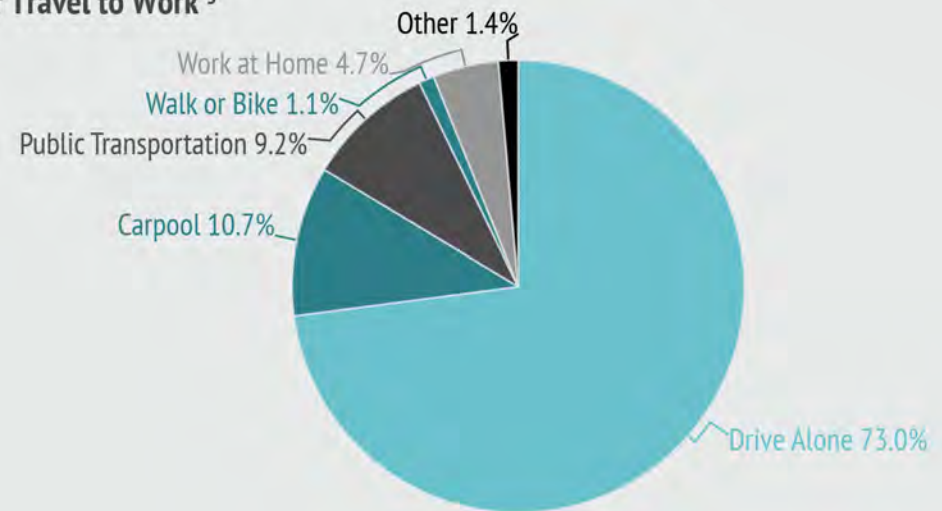
552.6 Major Road Miles <sup>1</sup>



2017 PM Peak Period Congestion <sup>2</sup>



## Mode of Travel to Work <sup>3</sup>



Sources: <sup>1</sup> Linear miles of major roads (including roads functionally classified as collectors and above, excluding local roads). <sup>2</sup> Percentage of major road miles, excluding interstates, operating at Level of Service (LOS) D or worse in PM peak period, 2017. Source: ARC Travel Demand Model. <sup>3</sup> Source: 2013-2017 American Community Survey 5-Year Estimates. <sup>4</sup> Percent Truck Trips. Source: ARC Travel Demand Model, 2017.

## DEMOGRAPHICS

In addition to demographic snapshots, transportation snapshots were developed summarizing existing transportation conditions in the Southern Fulton region and in each city. The Southern Fulton regional snapshot is shown in Figure 18 and snapshots for each city can be found in the **Inventory of Existing Conditions & Trends Technical Report**. Projected change in population and employment based on the ARC Travel Demand Model are shown in Figures 19-22.

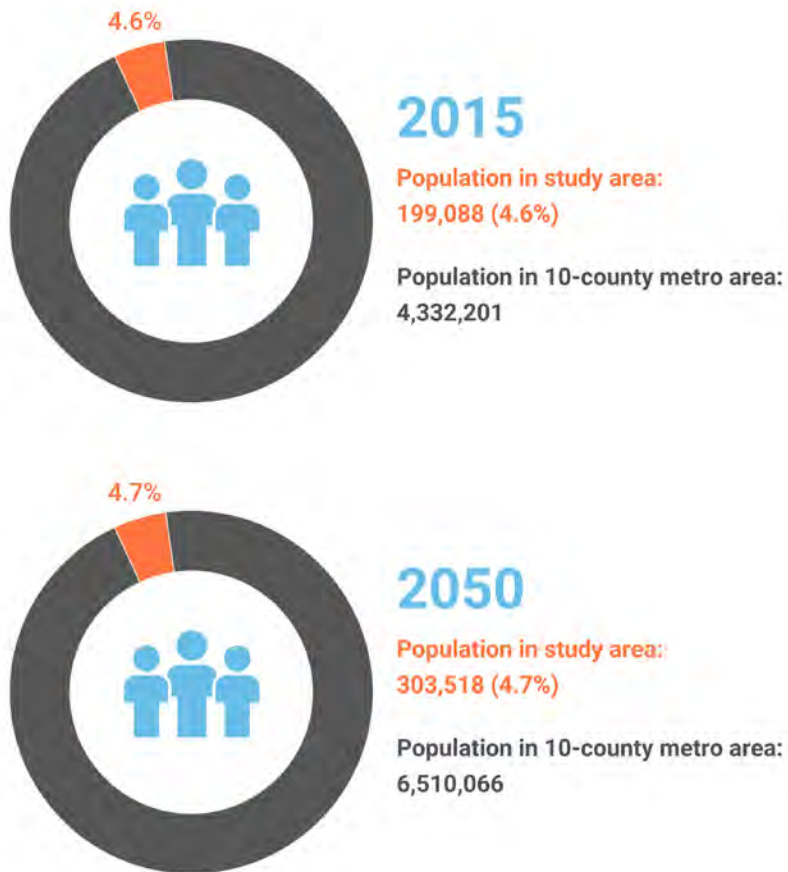


FIGURE 19: 2015 - 2050 POPULATION COMPARISONS

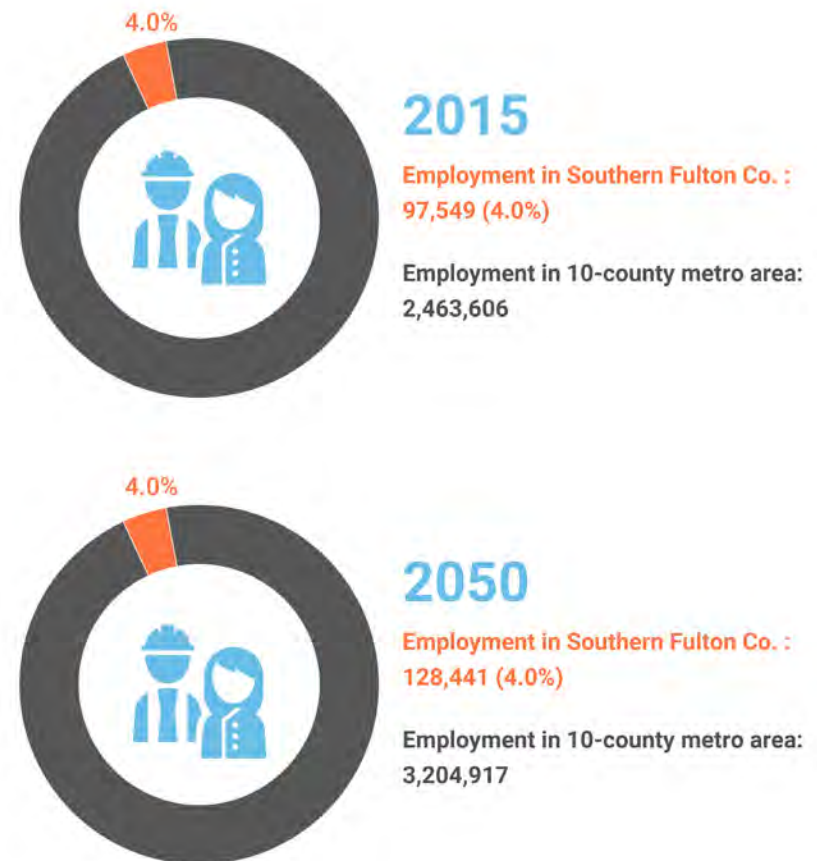


FIGURE 20: 2015 - 2050 EMPLOYMENT COMPARISONS



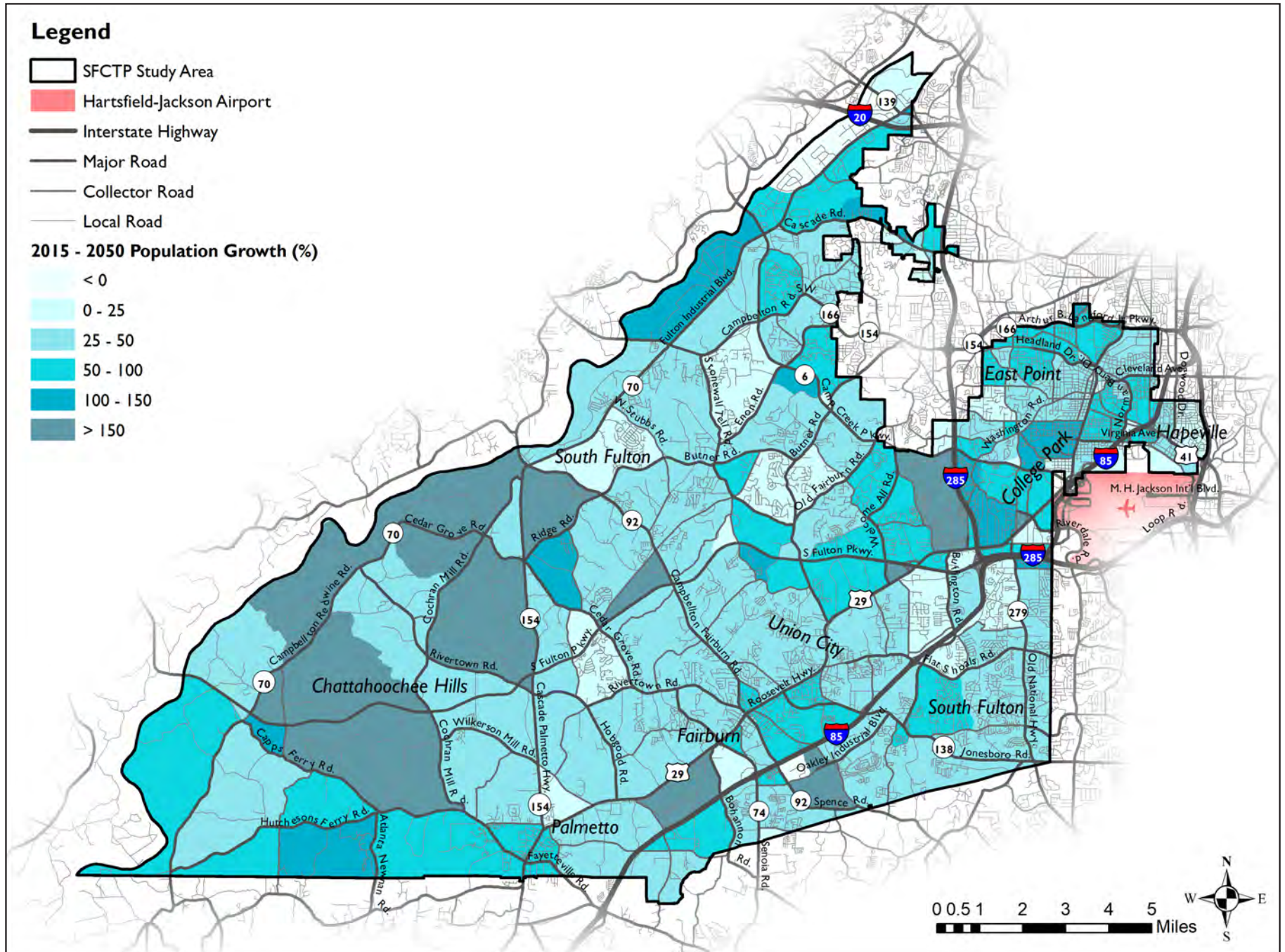


FIGURE 21: 2015-2050 POPULATION GROWTH



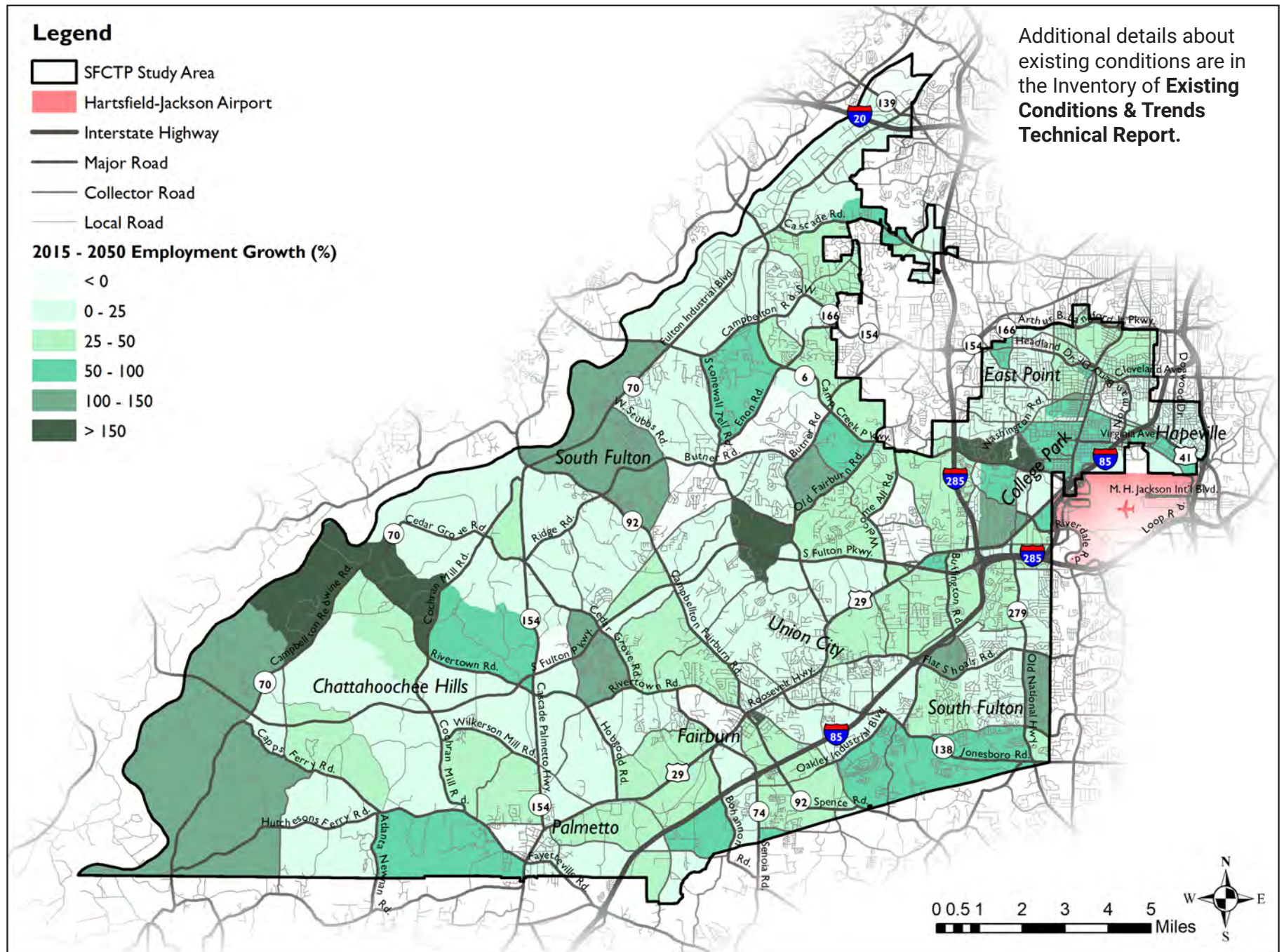


FIGURE 22: 2015-2050 EMPLOYMENT GROWTH



# WHAT ARE THE TRANSPORTATION NEEDS IN SOUTHERN FULTON COUNTY?

The needs assessment is based on the quantitative and qualitative data gathered throughout the existing conditions process and stakeholder and public outreach. High-level observations, gaps, and short- and long-range needs were identified. For more detailed information, see the **Short- & Long-Range Needs Assessment & Corridor Analysis Technical Report**.

## ROADWAY NEEDS

### Short-Term Needs:

- Improve pavement conditions through resurfacing and full-depth reclamation, focusing on segments with low International Roughness Index (IRI) ratings.
- Replace and repair bridges with low to medium sufficiency ratings.
- Improve traffic signal efficiency through signal technology and infrastructure upgrades and signal timing improvements, including pre-emption for emergency vehicles and priority for transit vehicles and freight (along freight corridors).

### Long-Term Needs:

- Expand Georgia Commute Options (GCO) and Transportation Management Associations (TMAs) to reduce single-occupant vehicle trips and associated roadway capacity needs.
- Widen road segments with LOS E and F to increase capacity and vehicle throughput and/or implement intersection operational improvements to reduce or remove congestion bottlenecks in and around segments with LOS E and F.

## SAFETY NEEDS

### Short-Term:

- Implement operational improvements for intersections with high crash rates
- Continue programmed projects to increase corridor safety
- Install crosswalks at intersections with high pedestrian volumes and crashes
- Install pedestrian refuge islands and mid-block crossings with rapid flashing beacons where crossings occur between intersections
- Install sidewalks and/or bike lanes along corridors with high pedestrian and bicycle volumes, prioritizing transit corridors

### Long-Term:

- Install raised medians and/or implement traffic calming along high crash corridors with high rates of speed
- Consider closing access points to re-route traffic to signalized intersections
- Build out *AeroATL Greenway Plan* with off-street multi-use trails
- Assess on-street parking design for reconfiguration

## FREIGHT NEEDS

### Short-Term:

- Implement a notification system to truck drivers when in a restricted area
- Implement freight signal priority on truck routes such as US 29/Roosevelt Hwy and SR 6/Camp Creek Pkwy.
- Identify and install operational improvements along truck routes to ease truck maneuvering
- Install raised medians where feasible along truck routes
- Install broadcasting to notify drivers of upcoming train events

### Long-Term:

- Maintain truck route pavement to reinforce the asphalt or upgrade to concrete as routes are due for paving cycles
- Install additional grade separated railroad crossings in high volume areas
- Assess ingress and egress around HJAIA, especially on the southern edge near the air cargo facilities



## TRANSIT NEEDS

### Short-Term:

- Improve existing bus stops with additional amenities such as shelters, benches, trash receptacles, and signage. Figure 23 shows the locations of recommended bus stop amenity improvements.
- Install crosswalks, pedestrian refuge islands, and sidewalk segments connecting existing bus stops.
- Implement a mobility district with on-demand micro-transit to connect areas in Southern Fulton without fixed transit service.

### Long-Term:

- Plan and design additional fixed route transit such as light rail and BRT/ART along corridors including SR 14/South Fulton Pkwy., SR 6/Camp Creek Pkwy., and US 29/Roosevelt Hwy.
- Upgrade transit facilities to accommodate additional modes, access and parking, among other modernization improvements

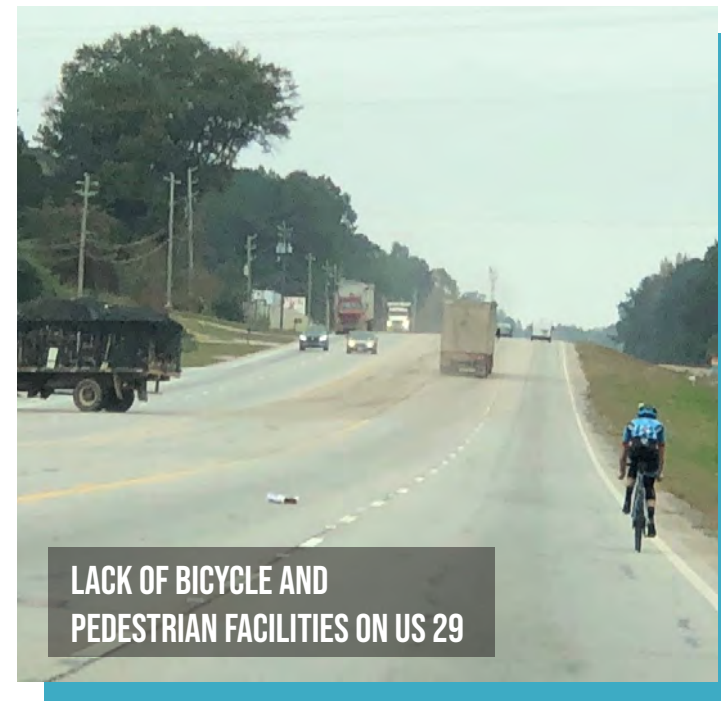
## ACTIVE TRANSPORTATION (BICYCLE & PEDESTRIAN)

### Short-Term:

- Fill in sidewalk gaps, especially around bus stop and shelters, including crosswalks and mid-block crossings
- Build model mile segments from *AeroATL Greenway Plan* including an identified connection to the Atlanta BeltLine
- Update development regulations to require developers to include pedestrian accommodations to connect property to public network, especially near transit
- Continue progress on programmed projects

### Long-Term:

- Build out *AeroATL Greenway Plan*
- Build out Chattahoochee RiverLands Greenway along the Chattahoochee River



LACK OF BICYCLE AND PEDESTRIAN FACILITIES ON US 29



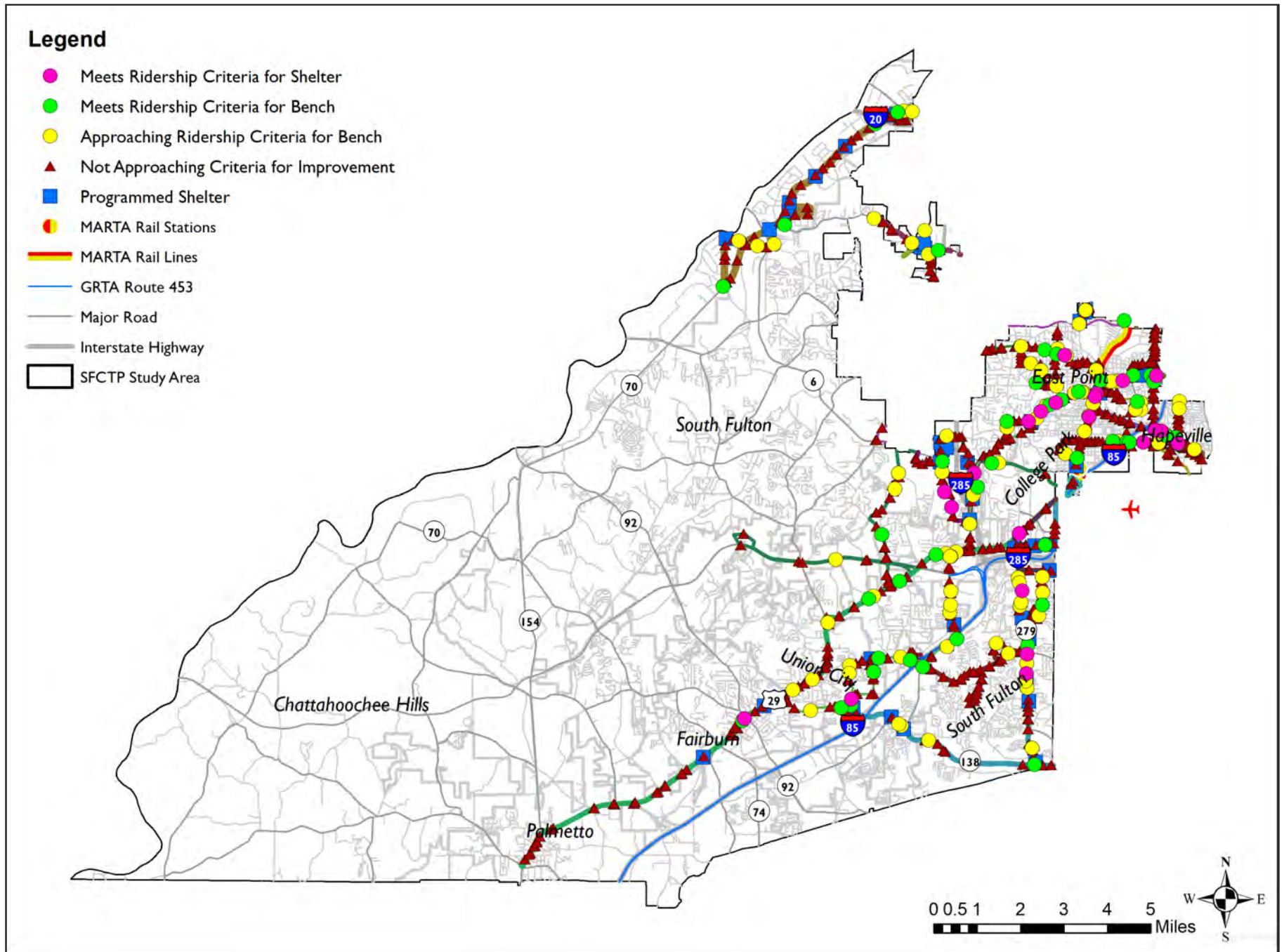


FIGURE 23: BUS STOP NEEDS

## SUMMARY OF NEEDS

Based on the existing conditions, future forecasts and an assessment of Southern Fulton, the bullets below provide the general takeaways of needs in the area:

- Pedestrian and bicycle improvements throughout Southern Fulton, focusing on off-road improvements
- Operational improvements along corridors and intersections to improve safety as well as freight efficiencies
- Railroad crossing improvements
- Technology improvements, focusing on traffic signals and railroad crossings
- Continued implementation of projects from other studies and plans with local, state and federal funding
- Funding for transit expansion, while focusing on improving existing transit with pedestrian connectivity and transit stop amenities



## HOW WERE PROJECTS EVALUATED AND PRIORITIZED?

### EVALUATION CRITERIA & MEASURES

Once potential projects were identified based on the Needs Assessment and stakeholder and public input, the projects were then evaluated and prioritized. The project prioritization evaluation criteria align with the Vision, Goals & Objectives and were developed and refined based on input from the PMT, Stakeholder Committee, and public survey. Eight evaluation criteria categories were identified, as illustrated in Figure 25.

Within each project evaluation criteria category are metrics used to gauge how well each project met the objectives of the evaluation criteria (see Figure 26).



**Refined  
Vision**

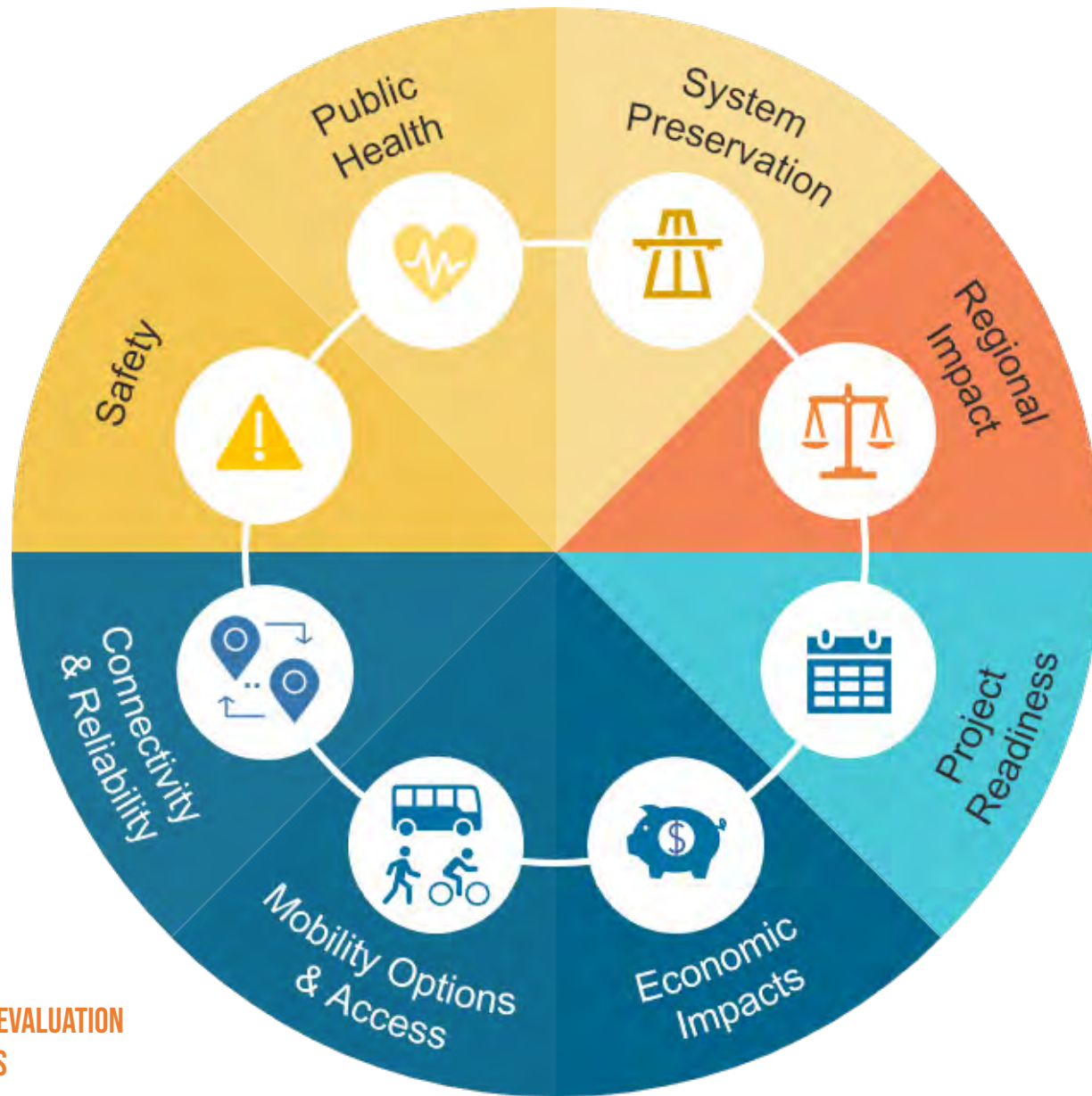


**Refined  
Goals &  
Objectives**



**Weighting  
Scenarios**

**FIGURE 24: USE OF PUBLIC SURVEY #1 FEEDBACK**



**FIGURE 25: PROJECT EVALUATION CRITERIA CATEGORIES**



**FIGURE 26: METRICS WITHIN EACH PROJECT EVALUATION CATEGORY**



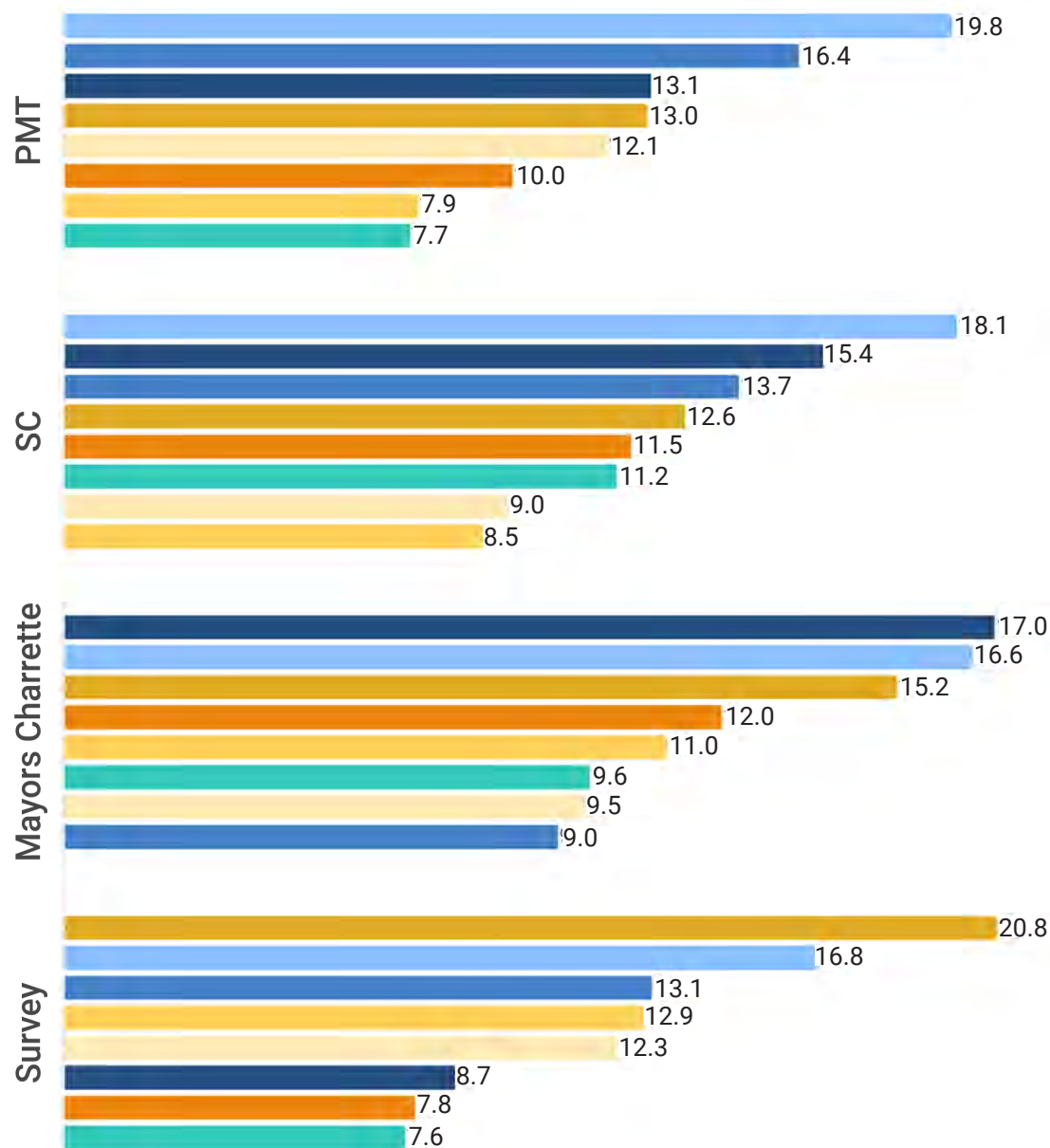
## HOW DOES THE SFCTP ACCOUNT FOR DIFFERING VALUES AMONG THE CITIES WHEN PRIORITIZING PROJECTS?

The stakeholder groups (PMT, SC, and Mayors Charrette) and the public were asked to prioritize the eight project prioritization criteria during the stakeholder meetings and via the first public survey. While there was some variation in priorities among the PMT, SC, and Mayors Charrette, criteria that ranked highly across most stakeholder groups were Connectivity & Reliability, Economic Impacts, Safety, and Mobility Options & Access (see Figure 27). The values in Figure 27 indicate scores for each criteria based on each stakeholder group’s ranking selections.

Each city’s prioritization weighting was evaluated based on the online survey in which respondents were asked to select their city. The average score for each criterion across all survey respondents resulted in Safety as the top priority, followed by Connectivity & Reliability and Mobility Options & Access (see Figure 28).

The survey results were used as weighting scenarios in the project prioritization. Each potential project was assigned a raw score based on the performance metrics. The weighing scenarios were applied (both city and region) and projects were then ranked based on the scenario scores (see Figure 29).

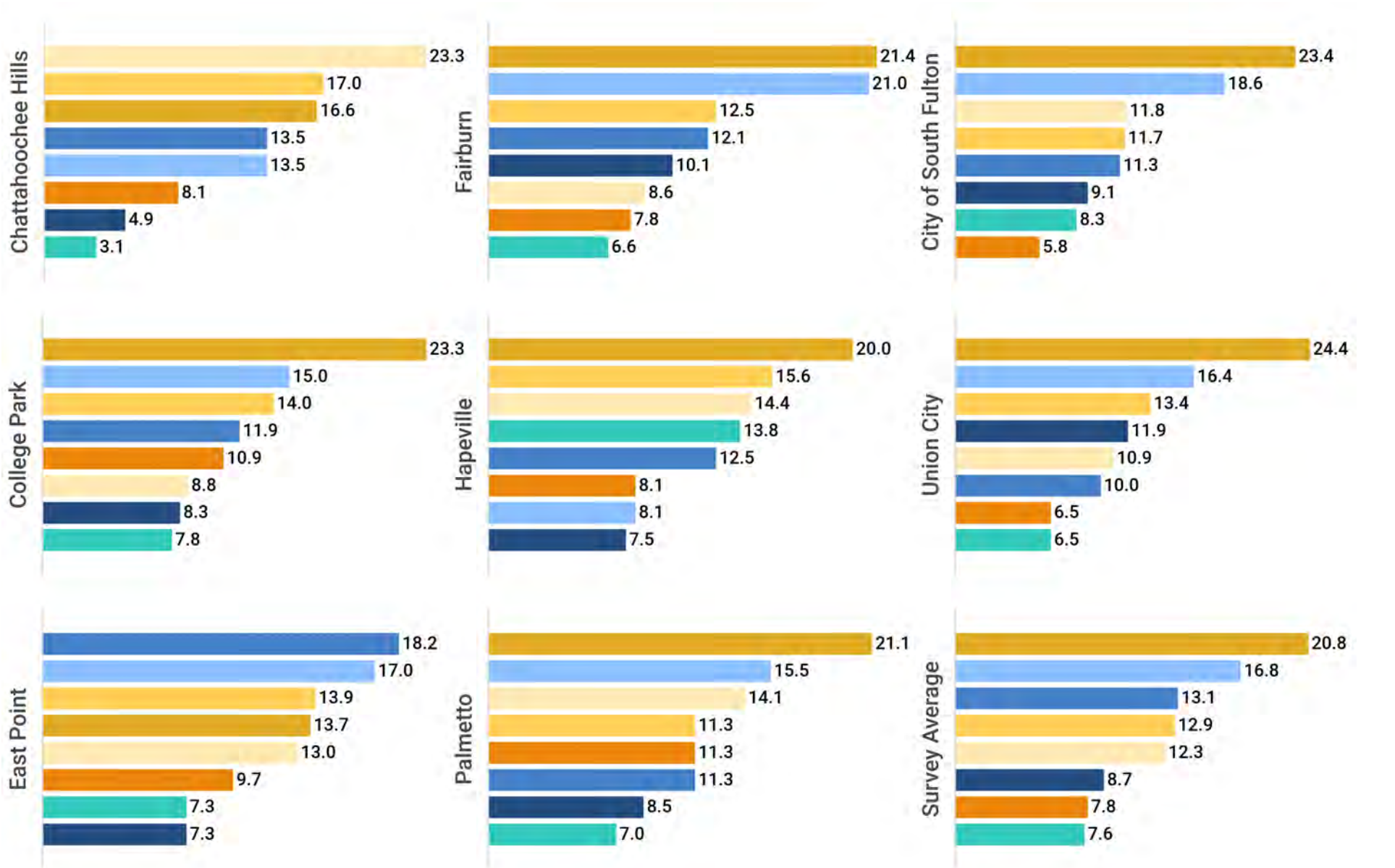
- Safety
- Public Health
- System Preservation
- Regional Impact
- Project Readiness
- Project Readiness
- Economic Impacts
- Mobility Options & Access
- Connectivity & Reliability



Survey includes all online and paper survey data.

FIGURE 27: STAKEHOLDER RANKING OF EVALUATION CRITERIA CATEGORIES

# Southern Fulton Comprehensive Transportation Plan



Includes all survey data (1,134 responses)

**FIGURE 28: CITY RANKINGS OF EVALUATION CRITERIA CATEGORIES**

- Safety
- Public Health
- System Preservation
- Regional Impact
- Project Readiness
- Economic Impacts
- Mobility Options & Access
- Connectivity & Reliability

The end-product is a master list of prioritized projects for the Southern Fulton region, as well as a prioritized list by city (see **Appendix of the Recommendations Technical Report**). In addition to including high-performing projects in the SFCTP, these prioritized project lists can be used by each of the cities for future funding programs, such as Special Purpose Local Option Sales Tax (SPLOST) or Local Maintenance and Improvement Grants (LMIG). LMIG funds are formula amounts made available by GDOT to local governments and are derived from the motor fuels taxes.

- 01 Universe of Projects**  
List of project ideas based on data needs and stakeholder input
- 02 Raw Score**  
Based on the selected metrics
- 03 City Weighting**  
Based on survey #1 results by city
- 04 Regional Weighting**  
Based on all survey #1 results combined
- 05 Ranking**  
Prioritized list of projects in order by combined city and regional score



**FIGURE 29: PROJECT RANKING PROCESS**



## WHAT ARE THE RECOMMENDATIONS?

Once the potential projects were evaluated and ranked through the project prioritization process, the draft recommendations were presented to the stakeholders and the public. Based on the comments received and the anticipated available funding, a financially feasible project list of short- and mid-range project recommendations were finalized for the next 10 years. Longer term project recommendations were also identified for the timeframe beyond the next 10 years. As previously discussed, these are additional, new projects based on needs identified in the SFCTP process. Projects already funded and programmed in the Regional Transportation Plan (RTP) and Fulton County TSPLOST are displayed separately, as these projects are expected to continue as programmed. Funding projections reflect the anticipated future funding excluding funds already dedicated to these existing projects.

The following tables and maps depict the projects anticipated to be funded within the 5- to 10-year Financially Feasible Plan from 2023-2032. The Financially Feasible Plan includes 181 projects for a total cost of \$408.4M. Out of all 181 projects in the Financially Feasible Plan, 44 projects (24%) are multi-jurisdictional (crossing more than one jurisdiction boundary), totaling \$290.8M or 71% of the total cost of the Financially Feasible Plan.

Project lists and maps are in the **Appendix**.

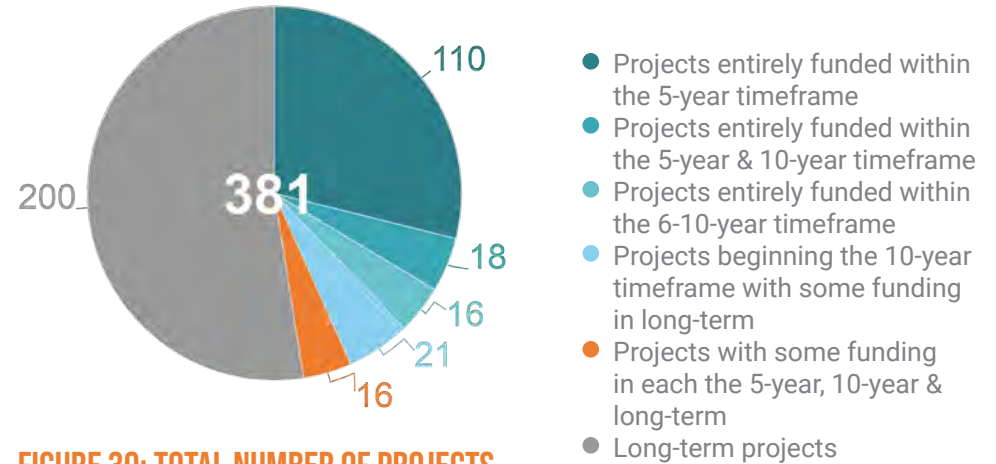


FIGURE 30: TOTAL NUMBER OF PROJECTS

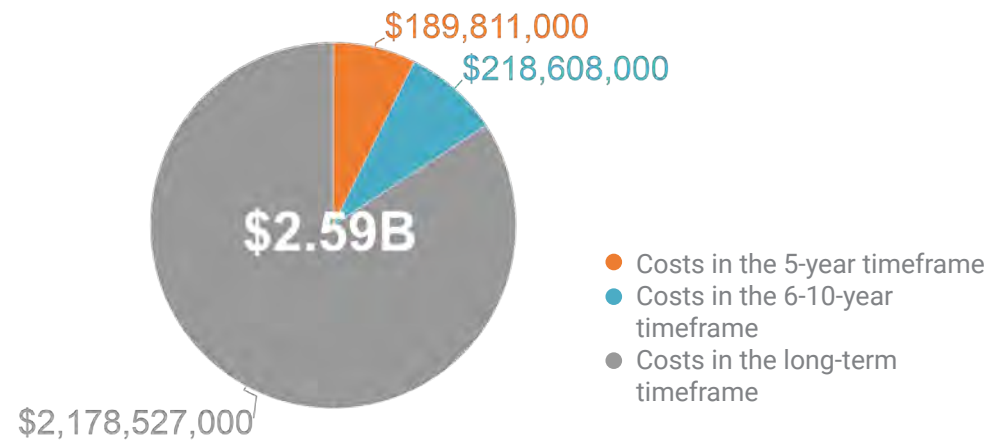


FIGURE 31: TOTAL PROJECT COSTS

| JURISDICTION*                 | 5-YEAR FINANCIALLY FEASIBLE PLAN |                      | 10-YEAR FINANCIALLY FEASIBLE PLAN |                      | LONG-TERM PLAN |                        | TOTAL      |                        |
|-------------------------------|----------------------------------|----------------------|-----------------------------------|----------------------|----------------|------------------------|------------|------------------------|
|                               | NO.                              | COST                 | NO.                               | COST                 | NO.            | COST                   | NO.        | COST                   |
| Chattahoochee Hills           | 18                               | \$3,585,000          | 2                                 | \$4,079,000          | 25             | \$195,581,000          | 45         | \$203,245,000          |
| College Park                  | 37                               | \$16,626,000         | 12                                | \$15,131,000         | 38             | \$254,862,000          | 87         | \$286,619,000          |
| East Point                    | 53                               | \$35,599,000         | 15                                | \$42,971,000         | 21             | \$167,456,000          | 89         | \$246,026,000          |
| Fairburn                      | 25                               | \$5,628,000          | 3                                 | \$5,786,000          | 22             | \$160,496,000          | 50         | \$171,910,000          |
| Hapeville                     | 27                               | \$8,361,000          | 6                                 | \$7,882,000          | 10             | \$57,050,000           | 43         | \$73,293,000           |
| Palmetto                      | 20                               | \$5,538,000          | 1                                 | \$5,722,000          | 8              | \$67,745,000           | 29         | \$79,005,000           |
| City of South Fulton          | 59                               | \$88,813,000         | 16                                | \$108,238,000        | 61             | \$707,050,000          | 136        | \$904,101,000          |
| Union City                    | 28                               | \$25,384,000         | 3                                 | \$28,521,000         | 20             | \$202,768,000          | 51         | \$256,673,000          |
| Unincorporated Fulton County  | 15                               | \$275,000            | 5                                 | \$276,000            | 29             | \$365,518,000          | 49         | \$366,069,000          |
| <b>Southern Fulton Region</b> | <b>144</b>                       | <b>\$189,811,000</b> | <b>37</b>                         | <b>\$218,608,000</b> | <b>200</b>     | <b>\$2,178,527,000</b> | <b>381</b> | <b>\$2,586,946,000</b> |

\*Note that the numbers of projects by jurisdiction add up to more than the total number of projects because multi-jurisdictional projects are counted in each jurisdiction in which they are located. There are 13 project recommendations that apply to all jurisdictions and are included in each city's total. The totals also include non-capital project recommendations for plans and studies, which make up 21 of the 381 total project recommendations. Additionally, there are 28 recommendations for coordination and policies, which do not have costs associated with them and are not included in the totals.

**TABLE 1: PROJECTS ANTICIPATED TO BE FUNDED WITHIN THE 5- TO 10-YEAR FINANCIALLY FEASIBLE PLAN (2023-2032)**

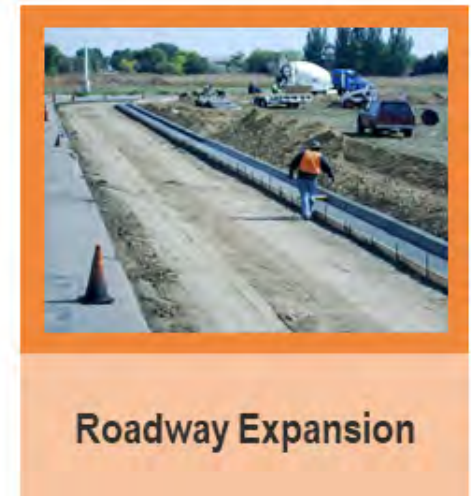
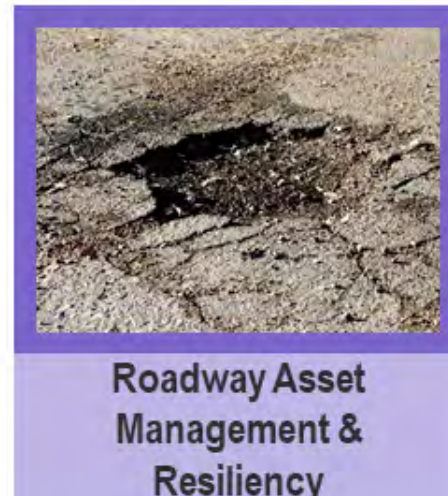
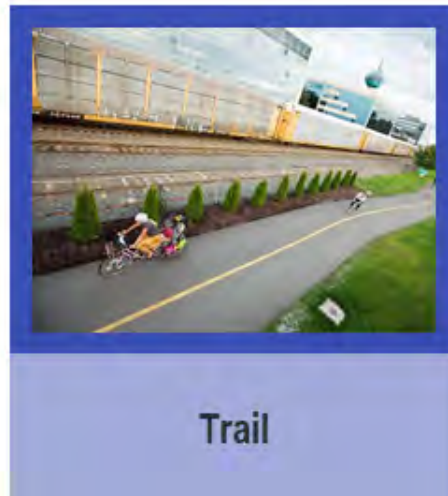
## PROJECT TYPES

The project recommendations are grouped according to ARC’s eight project types within their current Transportation Improvement Program (TIP) project solicitation process, as illustrated in Figure 32: Bicycle & Pedestrian, Trail, Roadway Asset Management & Resiliency (e.g., improvements to bridges & pavement), Roadway Expansion, Roadway Transportation System Management & Operation (e.g., traffic operations and signal improvements), Transit Expansion (e.g., new or extended transit routes), Transit Asset Management & System Upgrades (e.g., transit stop/station amenities), and Misc. Emissions Related Projects (e.g., signal priority for buses and trucks).

Examples of each project type are provided below:

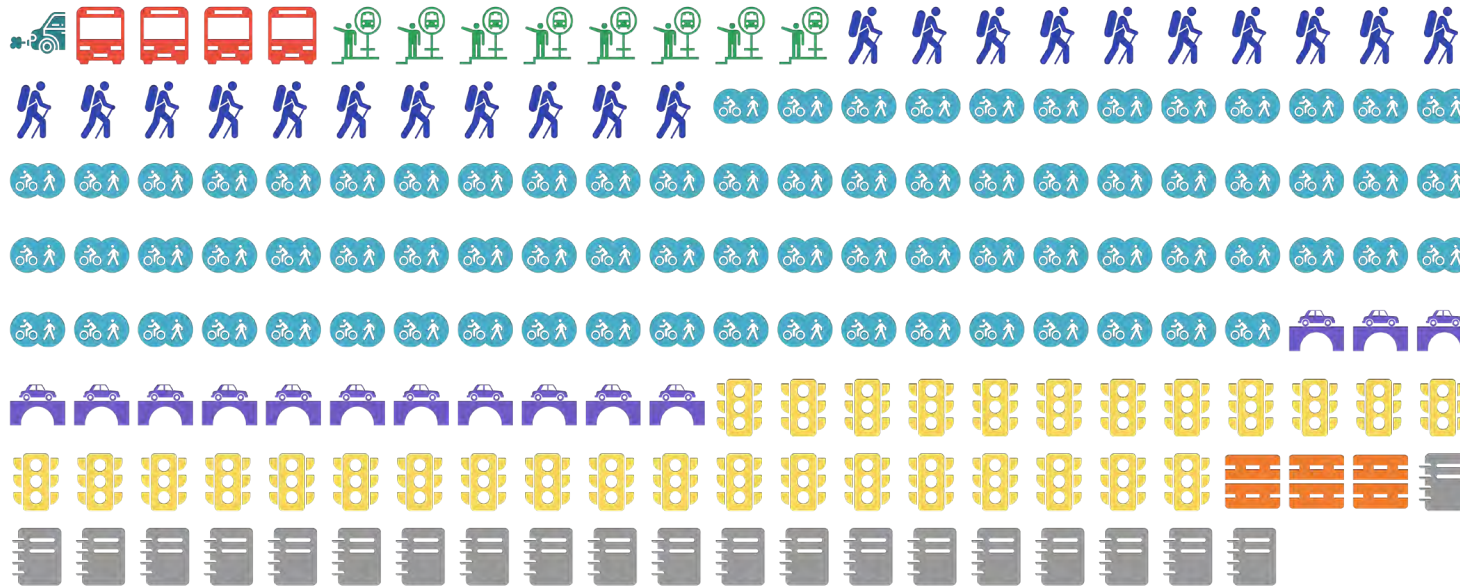
- **Bicycle & Pedestrian:** Dedicated bike lanes or cycle tracks, bike signals, sidewalks, crosswalks, flashing beacons
- **Trail:** Multi-use trails separate from the roadway
- **Roadway Asset Management & Resiliency:** Bridge rehabilitation or replacements, pavement resurfacing
- **Roadway Expansion:** Widening, new roadway, new or modified interchange
- **Roadway Transportation System Management & Operation (TSMO):** Traffic operations improvements at intersections, access management, traffic signal improvements
- **Transit Expansion:** New or extended transit routes, higher frequencies
- **Transit Asset Management & System Upgrades:** Transit stop or station amenities, such as bus shelters, benches, smart trash receptacles
- **Misc. Emissions Related Projects:** Signal priority for buses and/or trucks, signal pre-emption for emergency response vehicles such as ambulances and fire trucks

Figure 33 illustrates the number of Financially Feasible Plan projects by type. In addition, it also includes the number of studies that were recommended, each of which has an estimated cost that was included in the Financially Feasible Plan.



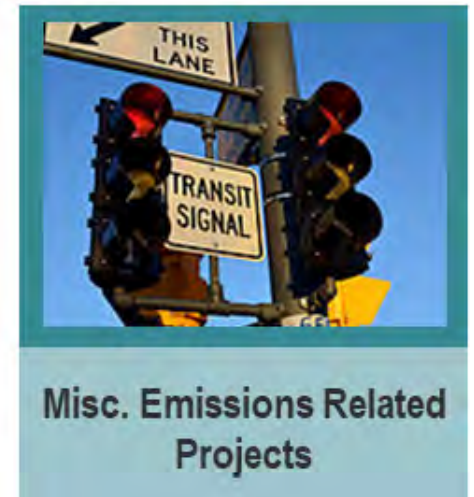
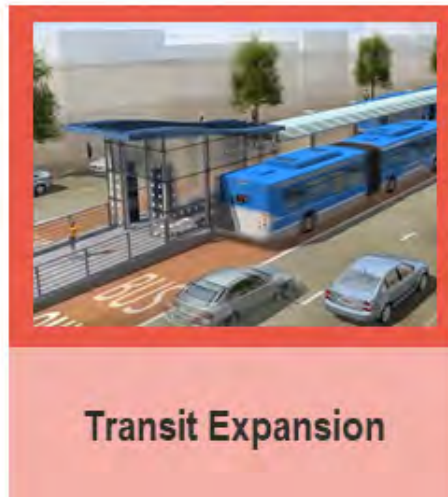
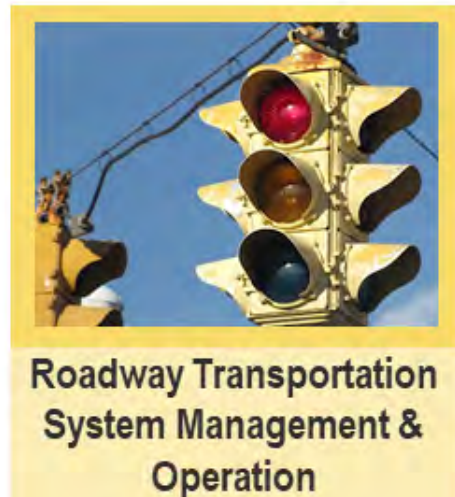
**FIGURE 32: PROJECT TYPES**



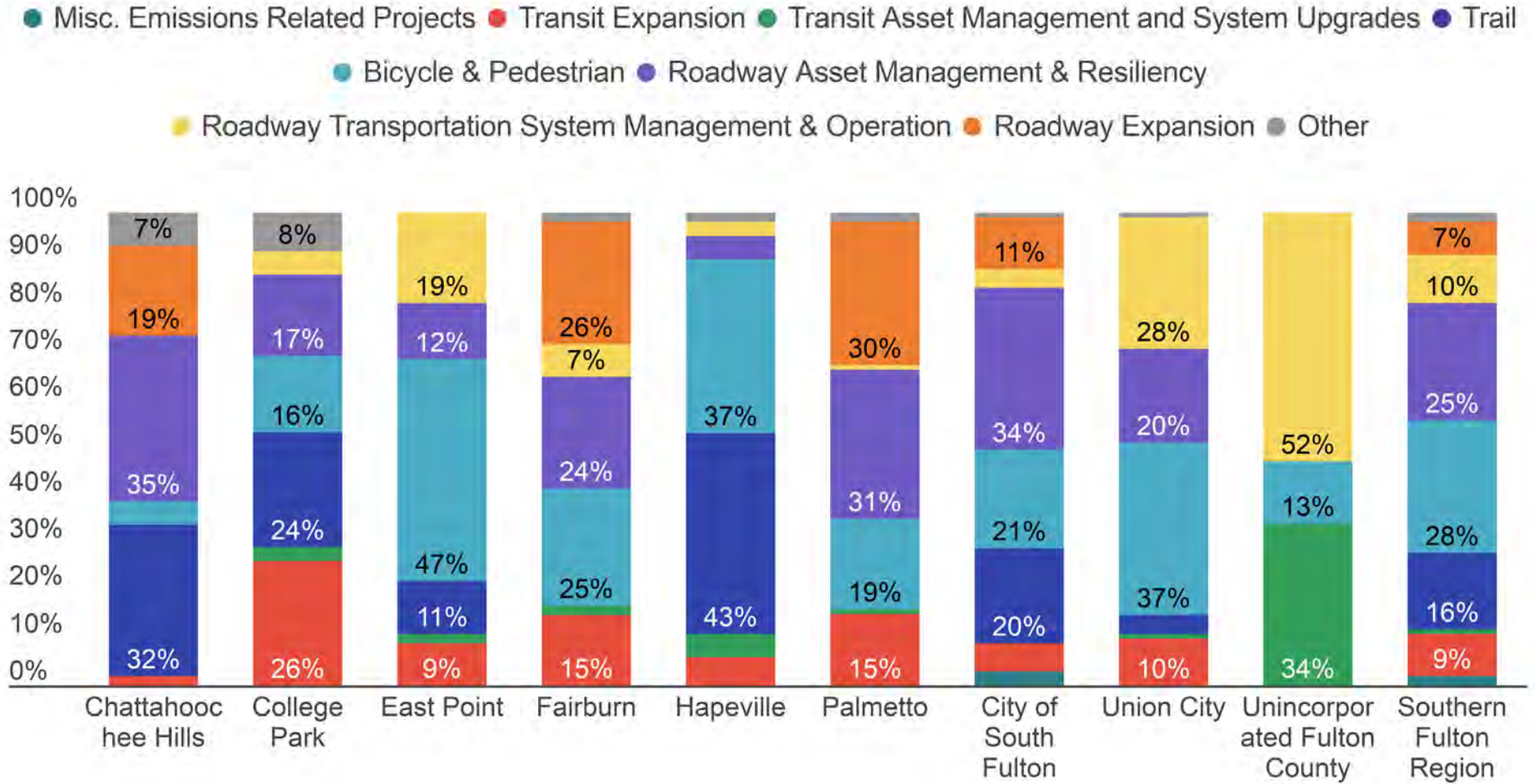


- Misc. Emissions Related Projects (1)
- Transit Expansion (4)
- Transit Asset Management and System Upgrades (8)
- Trail (21)
- Bicycle & Pedestrian (78)
- Roadway Asset Management & Resiliency (14)
- Roadway Transportation System Management & Operation (31)
- Roadway Expansion (3)
- Other (21)

FIGURE 33: NUMBER OF FINANCIALLY FEASIBLE PLAN PROJECTS BY TYPE



# Southern Fulton Comprehensive Transportation Plan



**FIGURE 34: FINANCIALLY FEASIBLE PLAN PROJECT COSTS BY CITY**



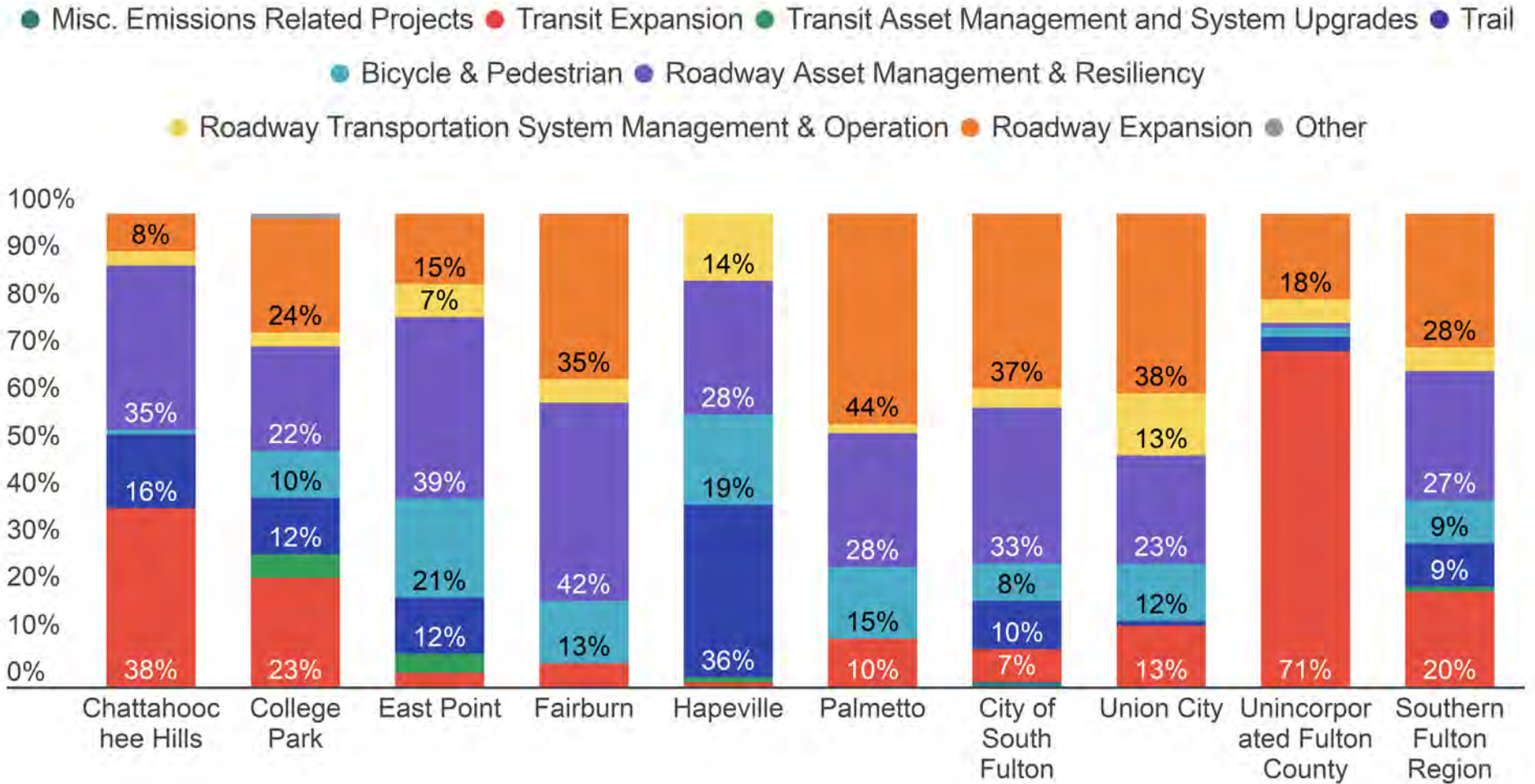


FIGURE 35: ALL PROJECT COSTS BY CITY



## WHAT ARE THE BENEFITS OF IMPLEMENTING THESE PROJECTS?

This System Performance Dashboard was created to show the benefits of implementing the SFCTP project recommendations. The Dashboard shows the baseline conditions as well as forecasted future (2050) conditions with full plan implementation including Long-Term projects. Dashboards for each city are included in the **Appendix** of the **Recommendations Technical Report**.

## DOES THE SFCTP IMPROVE ACCESS FOR TRADITIONALLY UNDERSERVED COMMUNITIES?

The dashboard includes two measures related to Environmental Justice (EJ), which refers to traditionally underserved communities. They are the Social Vulnerability Index and ARC’s Isolation Index. During the project prioritization process, one of the project evaluation metrics was “improves access in EJ communities.” This metric was included in the Regional Impact category in the project prioritization framework, and projects anticipated to improve access in EJ areas were awarded higher scores for that metric. None of the SFCTP project recommendations are anticipated to negatively impact EJ communities, although many are anticipated to improve mobility and access in those areas.

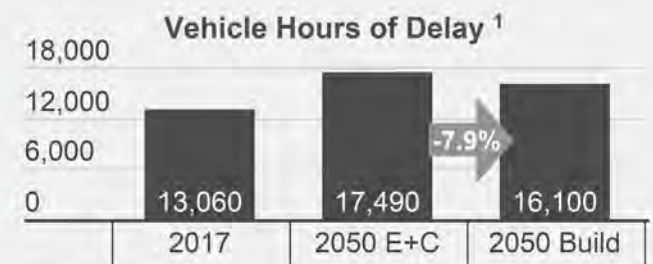
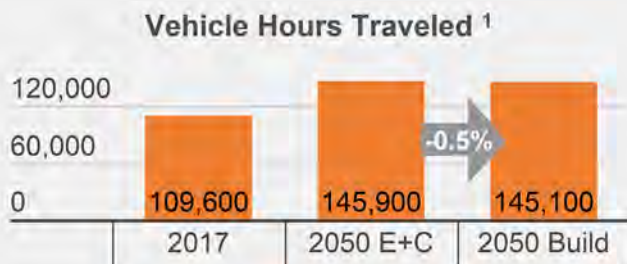
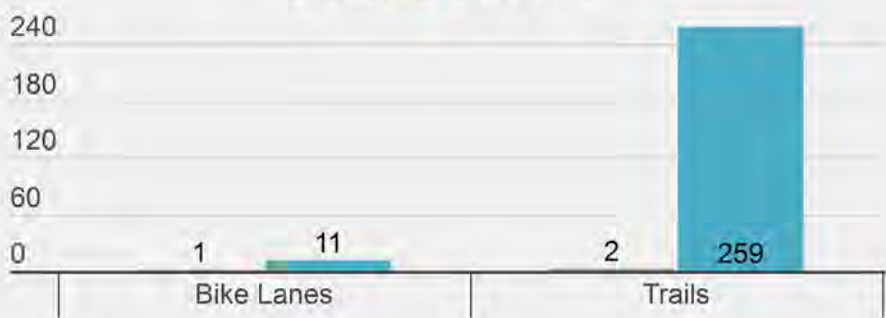


FIGURE 36: SYSTEM PERFORMANCE DASHBOARD: SOUTHERN FULTON REGION

This dashboard compares the Base Year, 2050 Existing + Committed (E+C), and 2050 Build scenario for the Southern Fulton Comprehensive Transportation Plan (SFCTP) study area. The Base Year is 2017 for data from the ARC Travel Demand Model, including Vehicle Hours Traveled (VHT), Vehicle Miles Traveled (VMT), Vehicle Hours of Delay (VHD), and Level of Service (LOS). 2020 Base Year data is used for bike lane and trail miles and bus stop metrics. Base Year bike lane and trail mileage data is from the ARC Metro Atlanta Bicycle Facility Inventory 2014 (updated 2020) and Google Earth, while Base Year bus stop data is from MARTA. The 2050 E+C includes projects programmed in the ARC RTP through 2050. The 2050 Build scenario includes the 2050 E+C plus all SFCTP projects. All statistics are for the SFCTP study area.

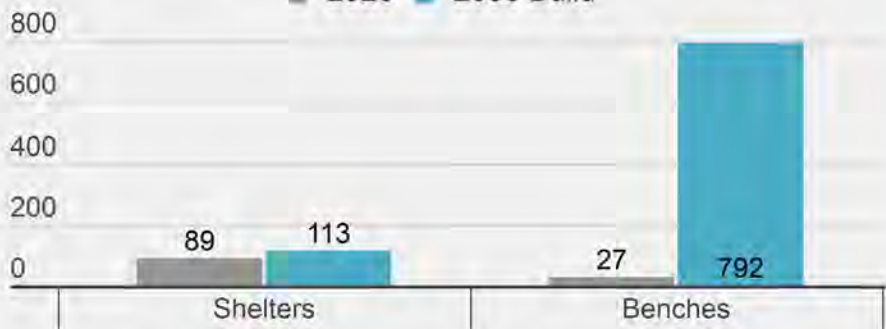
### Miles of Bike Lanes & Trails

● 2020 ● 2050 Build



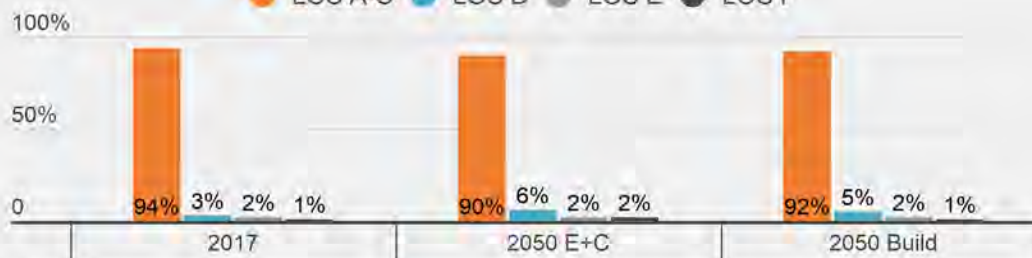
### Number of Bus Stops with Shelters & Benches

● 2020 ● 2050 Build



### Level of Service <sup>1,2</sup>

● LOS A-C ● LOS D ● LOS E ● LOS F



#### Multi-Jurisdictional Projects: 64

Projects that cross jurisdictional boundaries have high economic and regional benefits.

#### Projects in High SVI Areas: 104

Projects in areas that are high on the CDC's Social Vulnerability Index (SVI) are expected to improve accessibility and mobility in those areas.

#### Projects in High Isolation Areas (Transit): 23

#### Projects in High Isolation Areas (Auto): 65

The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

<sup>1</sup> VHD, VHT, VMT and LOS are daily statistics are for all roads, excluding interstates. <sup>2</sup> LOS statistics show the percentage of major roadway miles that fall within LOS A-C, D, E, and F during the PM peak period, excluding interstates.

# HOW WILL THE TRANSPORTATION PROJECTS BE PAID FOR?

The SFCTP project recommendations are anticipated to be funded with a combination of federal, state, and local funding sources. To create the Financially Feasible Plan, historical funding trends were used to project future funding assumptions for the various funding sources. Additionally, a project funding strategy was developed to indicate which funding sources can be used for each project.

The financially feasible project list includes projects within 10 years from 2023 to 2032, as the current TSPLOST is fully committed to projects and ends in 2022. The RTP and TSPLOST projects are expected to continue as currently programmed and funded. Therefore, funding projections and assumptions for the SFCTP Financially Feasible Plan exclude the funds already dedicated to existing programmed projects, and the funding information presented here is for the new projects recommended in this SFCTP. Additional details on project funding are provided in the **Recommendations Technical Report**.

## LOCAL FUNDING

For the purposes of limiting the project list to a list that is financially feasible, the following assumptions were made regarding the local share:

- For projects already in the RTP, the local match in the RTP is accounted for by reducing the available local funding projections for new projects in the SFCTP.
- All local projects on local roads (non-state routes or interstates) will be 100% funded by the local jurisdiction. It should be noted that any local bridges may be eligible for state and federal funding and will be discussed in the funding strategy section.
- The RTP reports that for the Southern Fulton region, the average local share for a project is 44.5%. This is due to locals covering most pre-construction activities (e.g., Scoping, Preliminary Engineering (PE)). For state route projects, the local match will reflect the overall regional local match percentage in ARC's RTP which is 43.5%. The state/federal share will equal 56.5%.
- There will be no local share for projects in the Major Mobility Investment Program (MMIP) or along interstates (this does not include interchanges or bridges over the interstate).
- For projects that cross multiple city boundaries, the match as outlined above is split proportionally based on the project length within each jurisdiction boundary.



**THE FINANCIALLY FEASIBLE PLAN IS A GUIDE FOR PROJECTS THAT ARE LIKELY TO HAVE THE MOST IMPACT. HOWEVER, IF AN OPPORTUNITY ARISES FOR A PROJECT IN THE LONG-TERM PLAN EARLIER, ANY RECOMMENDED PROJECT IN THIS SFCTP IS ELIGIBLE FOR FUNDING APPLICATIONS AND IT IS ENCOURAGED TO SEEK THESE OPPORTUNITIES FOR ADDITIONAL INVESTMENT IN SOUTHERN FULTON.**

## STATE FUNDING

The following assumptions are made for State funding:

- According to the current ARC RTP, state funding obligations in Southern Fulton between FY 2020 - FY 2025 are \$59.2 million, \$10.3 million between FY 2025 - FY 2030 and \$144.9 million between FY 2031 - FY 2040.
- ARC estimates that approximately \$50 billion of state revenue will be available for commitment to projects in the region through 2050. Of this, about \$32 billion is uncommitted to specific projects at this time, but will likely be allocated under various programs for small scale exempt projects such as bridge replacements, resurfacings, signal upgrades, etc. It can reasonably be assumed that some share of that money could be used for projects yet to be determined in Southern Fulton.
- Partnerships with the state and other agencies can be formed to leverage local and state funding.

## FEDERAL FUNDING

The following assumptions are made for Federal funding revenues:

- Allocated federal funding in Southern Fulton between FY 2020 - FY 2025 is \$128.3 million and FY 2025 - FY 2030 is \$251.0 million. Between FY 2031 - FY 2040 it is estimated at \$698,680,000 based on ARC's Transportation Improvement Program (TIP) and Regional Transportation Plan (TIP)
- ARC estimates that up to \$2.3 billion of FHWA funds and \$1.9 billion of FTA funds above and beyond currently committed amounts could be available to the region through 2050. This is based on "fair share" calculations using population projections. This plan intentionally selected projects to be below these amounts to be conservative.

## LEVERAGING FUNDING SOURCES

Beyond the primary federal, state, and local funding types, jurisdictions should seek opportunities to leverage multiple funding sources by applying for grants. Additionally, there are partnering opportunities within the region to help advance projects. Partners could, but are not limited to, Community Improvement Districts (CIDs), MARTA, ATL, SRTA, as well as private companies who may have a vested interest in specific projects or specific locations to leverage local dollars to complete additional projects beyond the financially feasible project list. The project recommendations list is divided into three implementation timeframes: 5-Year (2023-2027), 10-Year (2028-2032), and Long-Term (2033-2050).

## HOW WAS COVID-19, EMERGING TECHNOLOGIES, AND OTHER DISRUPTERS ACCOUNTED FOR IN THE SFCTP?

Several important factors may affect future transportation conditions and funding availability. These include, but are not limited to, the following:

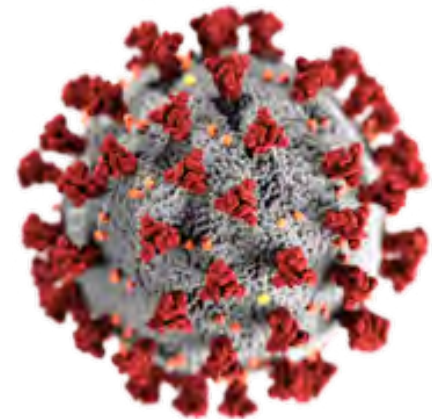
- Pandemics, such as COVID-19
- Economic downturn or recessions
- Increasing number of electric vehicles
- Connected vehicles
- Autonomous (driverless) vehicles

Further detail on each and how they were accounted for in the SFCTP are included below.

### PANDEMICS AND ECONOMIC DOWNTURNS

As of July 2020, when this SFCTP is nearing adoption, we are still social-distancing, and many are still working from home or unemployed as a result of COVID-19. Not only has COVID-19 had a worldwide impact on human health, but it has also had an impact on human behavior. Due to working from home or being unemployed as a non-essential worker, less people are driving which has reduced the amount of motor fuel tax revenues collected. It is these revenues, as well as sales tax revenues from the cities, that is primarily used to fund transportation improvements.

To account for these unknowns, an alternate future funding scenario was developed to reflect reduced TSPLOST and LMIG revenues. In 2023, the reduction is 20% to reflect impacts from COVID-19. From there, the reduction is reduced by 2% each year for 10 years before returning to current revenue levels. This results in an overall 12.3% reduction in the short-term (2023-2032) from the Status Quo Funding Scenario. In comparison, in May 2020, Georgia motor fuel tax revenue decreased by 25.7% compared to FY 2019.<sup>1</sup>



<sup>1</sup><https://www.bizjournals.com/atlanta/news/2020/06/08/state-of-georgias-tax-collections-fell-10-percent.html>

- Chattahoochee Hills
- College Park
- East Point
- Fairburn
- Hapeville
- Palmetto
- South Fulton
- Union City

In addition to reflecting the impact of COVID-19 within the revenue forecasts, we also considered potential long-term impacts on the types of projects. According to ARC's COVID-19 Weekly Report from July 10, 2020, Fulton County vehicle traffic was down almost 42% compared to pre-COVID conditions. Overall time out of the house was also down by approximately 25% compared to pre-COVID conditions in Fulton County. Many of the residents in Southern Fulton County are transit-dependent, which means they do not have access to a vehicle. Since one of the goals of the SFCTP is to include mobility options for all, the recommended project list already includes a robust list of bicycle, pedestrian, and transit projects. Bicycle and pedestrian projects will provide additional options outside of transit in case transit routes are closed due to future pandemics. In addition, when jurisdictions install sidewalks, if physically and financially feasible, they may want to consider wider sidewalks. Best practices outlined in ARC's Walk Bike Thrive plan and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide can be used as projects progress into the scoping and design phases.

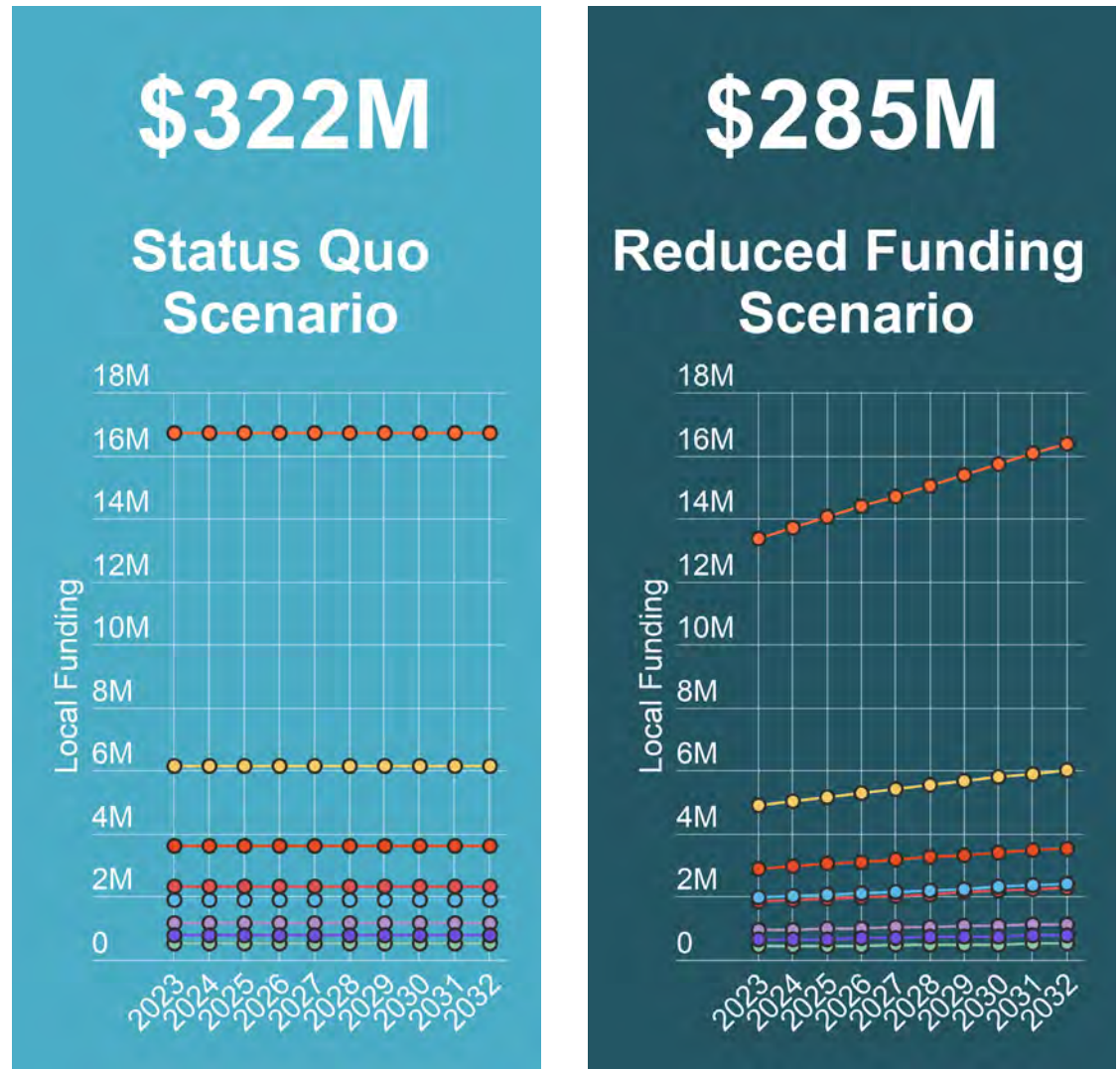


FIGURE 37: COMPARISON OF ANNUAL REVENUE FORECASTS BY FUNDING SCENARIO



## ELECTRIC VEHICLES

As electric vehicles (EVs) are becoming more common and are anticipated to continue to increase in number, the SFCTP addresses them in the transportation funding scenarios and project recommendations. In the Reduced Funding Scenario, less funding is anticipated due to a variety of potential factors including reduced motor fuel tax revenue due in part to increased share of electric vehicles. The funding scenarios are described in more detail in the **Recommendations Technical Report**. Additionally, the SFCTP project recommendations include EV charging in downtown areas within Southern Fulton.

Additional details on the project recommendations are in the **Appendix** and the **Recommendations Technical Report**.

## CONNECTED VEHICLES

Preparing for and implementing connected vehicles (CV) infrastructure was weaved throughout the SFCTP from the Vision all the way through to the project recommendations, as illustrated in Figure 38.

As part of SFCTP, a smart corridor network was identified to proactively identify corridors that would be ripe for smart mobility projects that will improve safety and mobility. Many of the transportation improvements identified for these smart corridors are CV or CV-readiness projects. These projects are:

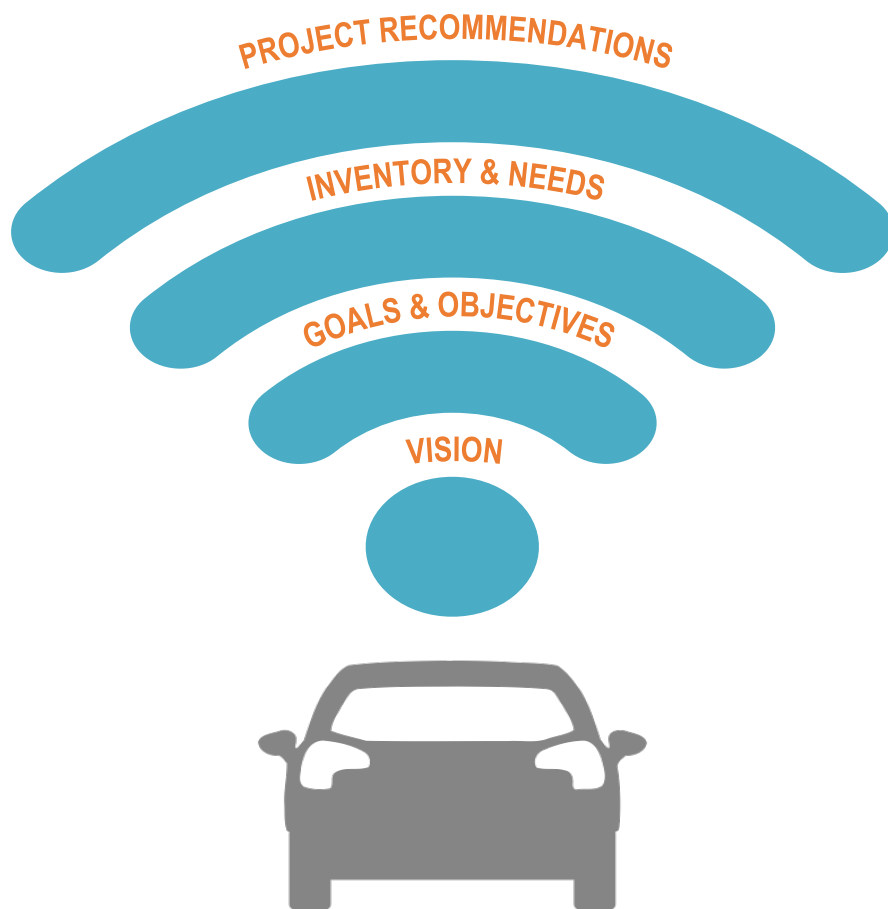
- **Project #151: Connected Vehicles Deployment Phase 1** - Includes outfitting 108 traffic signals with CV infrastructure and activating emergency vehicle preemption (EVP), transit signal priority (TSP), and freight signal priority (FSP) applications. Phase 1 provides CV signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through the Atlanta region's CV1K initiative being led by ARC and GDOT.
- **Project #2000: Signal Preemption for Emergency Vehicles** - In conjunction with CV Deployment Phase 1, this project is recommended to install vehicle transponders on fire vehicles and ambulances in each of the eight cities.
- **Project #2001: Connected Vehicles Deployment Phase 2** - Includes CV signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through the CV1K initiative or through Connected Vehicles Deployment Phase 1.
- **Project #216: Regional Signal Monitoring & Maintenance Contract** - This project is recommended to establish a regional contract for signal monitoring, maintenance, and operations in the Southern Fulton region. This would be like GDOT's Regional Traffic Operations Program

(RTOP) but for non-state routes. Should GDOT include non-state routes into their monitoring program in the future, this contract may not be needed.

For more details on the smart corridor network, refer to pages 13-17 of this **Executive Summary** or the **Short- and Long-Range Needs Assessment and Corridor Analysis Technical Report**. Additional details on the project recommendations are in the **Appendix** and the **Recommendations Technical Report**.

## AUTONOMOUS (DRIVERLESS) VEHICLES

In alignment with the SFCTP vision, goals, and objectives, the SFCTP recommendations tend to focus more on system perseveration and optimization than roadway capacity expansion. These types of improvements also support the potential for autonomous vehicles, which may require less roadway capacity and instead, upgraded signals and good roadway striping for example. Lump sum amounts for each city were reserved for roadway maintenance, resurfacing, and re-striping to ensure a higher focus on system preservation. In addition, for those routes that were designated as freight corridors, a more frequent resurfacing schedule was assumed in the cost.



**FIGURE 38: ACCOUNTING FOR CVS AND EVS IN THE SFCTP**

### PROJECT RECOMMENDATIONS

- ✓ Identified smart corridor network
- ✓ Project cost estimates include fiber (line itemed) for widening and new construction
- ✓ Installation of communications at traffic signals
- ✓ Signal preemption for emergency vehicles and signal priority for buses and/or trucks on designated corridors
- ✓ Flashing beacons for mid-block pedestrian crossings
- ✓ Bike signals
- ✓ Electric Vehicle (EV) charging locations
- ✓ Reduced funding scenario to reflect disruptors that may impact motor fuel tax revenues such as pandemics, connected and autonomous vehicles, and EVs.

### INVENTORY & NEEDS

- ✓ Communications equipment (cellular, Dedicated Short-Range Communications (DSRC), and/or fiber)
- ✓ Smart corridor network

### GOALS & OBJECTIVES

- ✓ CVs reflected in Goal #2: Provide a connected and reliable transportation system that operates efficiently supports future growth.
- ✓ CVs reflected in Objective within Goal #2: Promote innovative approaches for reducing congestion and promoting travel time reliability across multiple modes.

### VISION

- ✓ CVs reflected in "connected" transportation infrastructure to support mobility options and economic growth.

## WHAT HAPPENS NEXT?

The final SFCTP must be adopted by at least five of the eight Southern Fulton cities in order to be considered an adopted plan. To apply for federal funding as part of the ARC's Regional Transportation Plan (RTP) and/or Transportation Improvement Program (TIP) project solicitation process, projects must be included in the SFCTP adopted plan. A project is considered in the plan regardless of whether or not it is included in the Financially Feasible Plan (i.e. it can be in the Long-Term project list). The City must have also adopted the SFCTP in order to apply for federal funds from ARC. If a project arises after the SFCTP is adopted in 2020, the SFCTP can be amended by the Cities to reflect new projects. For locally funded projects, cities should consider (but are not required) to incorporate the SFCTP projects into their next TSPLOST project lists and work programs for implementation.

In addition, a performance-based framework has been weaved throughout the SFCTP, including a performance monitoring plan to measure the system benefits of implementing projects. Please refer to the Recommendations Technical Report for details on performance measures.



**APPENDIX:**

**PROJECT TYPE DEFINITIONS**

**PROJECT RECOMMENDATIONS LIST & MAPS**

## PROJECT SUB-TYPE DESCRIPTIONS

| PROJECT TYPE                          | PROJECT SUBTYPE   | DEFINITION   |
|---------------------------------------|---|--|
| Bicycle & Pedestrian                  | Bicycle & pedestrian facilities   | Improvements such as sidewalks, crosswalks, and/or bicycle lanes   |
| Bicycle & Pedestrian                  | Bicycle lanes   | Striped or barrier separated bicycle lanes   |
| Bicycle & Pedestrian                  | Bicycle signal detection  | Bicycle signal detection infrastructure and technology at intersections  |
| Bicycle & Pedestrian                  | Install crosswalks (in conjunction with planned/programmed new bus shelter)     | Crosswalks at a location where MARTA is planning to install a bus shelter  |
| Bicycle & Pedestrian                  | Pedestrian improvements   | Improvements such as sidewalks, crosswalks at intersections, mid-block pedestrian crossings, and/or streetscapes   |
| Bicycle & Pedestrian                  | Sidewalks   | Installation of new sidewalks  |
| Bicycle & Pedestrian                  | Sidewalks & crosswalks  | Installation of both sidewalks and crosswalks  |
| Bicycle & Pedestrian                  | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Installation of both sidewalks and crosswalks at a location where MARTA is planning to install a bus shelter   |
| Bicycle & Pedestrian                  | Sidewalks, crosswalks and/or bicycle lanes                                      | Improvements such as sidewalks, crosswalks, and/or bicycle lanes   |
| Bicycle & Pedestrian                  | Streetscape   | Improvements such as landscaping, beautification, benches, street trees, bicycle facilities, and pedestrian facilities   |
| Misc Emissions Related Projects       | Transit signal priority   | Installation of traffic signal technology to allow transit vehicles to receive priority when approaching the intersection  |
| Roadway Asset Management & Resiliency | Bridge rehabilitation   | Improvement or repair to an existing bridge  |
| Roadway Asset Management & Resiliency | Bridge replacement  | Replacement of an existing bridge  |
| Roadway Asset Management & Resiliency | Resurfacing   | Roadway resurfacing or repaving, which is recommended to be determined or prioritized based on GDOT's Pavement Management System prioritization system   |
| Roadway Expansion                     | Alternate and parallel routes   | Construction of a local road that runs parallel to a limited-access, higher speed roadway, for local traffic use (also known as access roads, frontage roads, or service roads)                                  |
| Roadway Expansion                     | Collector distributor and/or new ramp   | Construction of collector/distributor roadways to improve traffic flow and reduce number of entrances and exits to the highway and/or installation of new exit or entrance ramps providing access to the highway |
| Roadway Expansion                     | Frontage roads  | Construction of a local road that runs parallel to a limited-access, higher speed roadway, for local traffic use (also known as access roads, alternate/parallel routes, or service roads)                       |

| PROJECT TYPE   | PROJECT SUBTYPE  | DEFINITION   |
|--|--|--|
| Roadway Expansion                                    | Interchange improvements                                       | Upgrades to existing interchange   |
| Roadway Expansion                                    | New interchange  | Evaluation of a new interchange on an interstate   |
| Roadway Expansion                                    | New roadway connection   | Addition of a new access point or roadway segment connection to an existing roadway  |
| Roadway Expansion                                    | Re-open roadway to traffic                                     | Re-opening a previously closed road to through traffic   |
| Roadway Expansion                                    | Road Extension   | Extension of existing roads to improve access  |
| Roadway Expansion                                    | Widening   | Installation of additional lanes and on an existing roadway  |
| Roadway Transportation System Management & Operation | Access management  | Improvements such as medians, turning lanes, signage, and evaluation of access points  |
| Roadway Transportation System Management & Operation | Add communications at traffic signals with pedestrian activity | Installation of technology at traffic signals to measure pedestrian activity   |
| Roadway Transportation System Management & Operation | Connected vehicle deployment                                   | Outfitting traffic signals with connected vehicle (CV) infrastructure and activating emergency vehicle preemption (EVP), transit signal priority (TSP), and freight signal priority (FSP) applications, including installation of vehicle transponders on fire vehicle for EVP |
| Roadway Transportation System Management & Operation | Connected vehicles   | Connected vehicle (CV) readiness improvements such as installation of connected vehicle infrastructure and associated communications equipment to assist with broadcasting pedestrian event information  |
| Roadway Transportation System Management & Operation | Electric vehicle charging                                      | Installation of electric vehicle charging stations and smart streetlights for on-street parking in downtown areas  |
| Roadway Transportation System Management & Operation | Interchange improvement  | Improvements to an existing interstate interchange, which may include reconfiguration of ramps and lanes   |
| Roadway Transportation System Management & Operation | Intersection improvements                                      | Improvements to an existing (non-interstate) intersection, which may include changes to turn lanes, traffic signals, and pavement markings   |
| Roadway Transportation System Management & Operation | Loading zones  | Designation of loading zones for trucks and rideshare services in downtown areas   |
| Roadway Transportation System Management & Operation | New access points  | Construction of new access points to local roads or driveways in order to accommodate future development while ensuring appropriate spacing and number of new access points  |
| Roadway Transportation System Management & Operation | Parking  | May include conversion of angle-parking to parallel or back-in angle parking and/or exploring the potential for Automated Parking Systems, which are mechanical systems that store parked vehicles in a small area by staking them vertically                                  |
| Roadway Transportation System Management & Operation | Railroad crossing event tracking                               | Installation of connected vehicle infrastructure and associated communications equipment to assist with broadcasting train arrival and event duration information to emergency vehicles and drivers approaching the highway-rail crossing                                      |
| Roadway Transportation System Management & Operation | Raised medians   | Installation of raised medians along a corridor to improve safety  |
| Roadway Transportation System Management & Operation | Signal cabinet upgrades  | Traffic signal cabinet upgrades to accommodate new or upgraded signal technology   |
| Roadway Transportation System Management & Operation | Signal installation  | Installation of a new traffic signal at an existing unsignalized intersection  |

## Southern Fulton Comprehensive Transportation Plan

| PROJECT TYPE   | PROJECT SUBTYPE  | DEFINITION  |
|--|--|---|
| Roadway Transportation System Management & Operation | Signal monitoring, maintenance, and operation                            | Regional contract for monitoring, maintenance, and operations for traffic signals, similar to GDOT's Regional Traffic Operations Program (RTOP) but for non-state routes          |
| Roadway Transportation System Management & Operation | Signal upgrades  | Improvements to existing traffic signals such as reflective backplates and increasing signal heights to improve visibility  |
| Roadway Transportation System Management & Operation | Smart Corridor/ ITS technology - Advanced Dilemma-Zone Detection Systems | Installation of Advanced Dilemma-Zone Detection Systems to provide additional green signal time for trucks approaching signalized intersections                                   |
| Roadway Transportation System Management & Operation | Smart/ freight corridor improvements                                     | Various smart/ freight corridor improvements, including signal upgrades and freight signal priority   |
| Roadway Transportation System Management & Operation | Traffic calming measures   | Improvements such as signage, speed bumps, lane narrowing, chicanes, bulb-outs, medians, landscaping, pedestrian refuge islands, etc.   |
| Roadway Transportation System Management & Operation | Wayfinding/ directional signage  | Installation of wayfinding and directional signage, which may include truck prohibition signage and directional signage for key destinations                                      |
| Trail  | Multi-use trail  | Installation of multi-use, off-road trails  |
| Transit Asset Management and System Upgrades         | Bicycle & pedestrian access improvement                                  | Improvements to bicycle and pedestrian access at transit stations   |
| Transit Asset Management and System Upgrades         | Bus shelter  | Installation of new bus shelters and smart trash receptacle at MARTA bus stops that meet the ridership criteria for a shelter   |
| Transit Asset Management and System Upgrades         | Bus stop amenities   | Bus stops amenities such a shelter or bench and trash receptacle  |
| Transit Asset Management and System Upgrades         | Park and Ride improvements   | Improvements to existing Park and Ride facility, such as resurfacing, shelters, lighting, safety, and communications/technology upgrades  |
| Transit Asset Management and System Upgrades         | Parking  | May include installation of a parking deck or Automated Parking System (APS), which is a mechanical system that stores parked vehicles in a small area by staking them vertically |
| Transit Expansion                                    | High capacity/ rapid transit   | New high capacity/rapid transit service, such as bus rapid transit (BRT) or arterial rapid transit (ART)  |
| Transit Expansion                                    | New shuttle service  | New, fixed-route circulator shuttle service   |
| Transit Expansion                                    | Mobility district  | Creation of a new mobility-on-demand service that supplements existing and future MARTA service   |
| Transit Expansion                                    | Intermodal transportation center   | Construction of an Intermodal Transit Center west of the airport  |
| Other  | Coordination   | Coordination among local governments, transportation agencies, and other entities on various projects and programs  |
| Other  | Policy   | Development of various policies to support transportation improvements  |
| Other  | Scoping Study  | Scoping study focused on operations, capacity, and safety   |
| Other  | Study  | Various studies of the area, including corridor, safety, transit, and/or bicycles and pedestrians   |
| Other  | Travel Demand Management   | Strategies to reduce single-occupancy vehicle trips by providing services or incentives for other modes of travel. Examples include employee shuttles and carpools/vanpools       |



| PROJECT TYPE | PROJECT SUBTYPE                           | DEFINITION  |
|--------------|---|---|
| Other        | Wayfinding/ Directional Signage Inventory | Area wayfinding and signage inventory to assess existing wayfinding/signage, potentially including needs assessment and recommendations for new/updated signage |
| Other        | Wayfinding/ Directional Signage Plan      | Creation of an area wayfinding and directional signage plan   |

## PROJECT RECOMMENDATIONS

The following series of maps illustrates the programmed projects from the RTP and Fulton County T-SPLOST as well as the projects identified for the SFCTP Financially Feasible Plan and Long-Term Plan.

- All existing projects currently programmed in the RTP and Fulton County TSPLOST are shown in Figure 1. These projects are displayed separately from the newly identified projects in the SFCTP Financially Feasible and Long-Term Plan. The RTP and TSPLOST projects are expected to continue as currently programmed and funded.
- Figure 2 shows projects recommended to begin in the short-term (5-year) timeframe.
- Figure 3 shows the following short-term projects separately for clarity due to the multiple points: CV Signal Upgrades Phase 1 & 2 (ID #s 151 & 2001), and Bus Stop Amenity projects (ID #s 1505, 1506, 1507, & 1517).
- Figure 4 illustrates the mid-term (10-year) projects.
- Figure 5 through Figure 12 show all of the financially feasible project recommendations (5- and 10-year) by eight project types.
- Long-Term SFCTP projects recommended to begin in 2033 and beyond are shown in Figure 13 and Table 3.
- Table 1 through Table 4 list the projects grouped by project type and then by project ID number.
- In addition to the location-specific infrastructure projects, the SFCTP also identifies several recommendations for plans, policies, and other similar projects, as listed in Table 4. These are recommended to begin in the Short-Term (2023-2027) timeframe.
- A map of projects with ID labels corresponding to a project list table is included in the **Recommendations Technical Report Appendix** for each jurisdiction (i.e. by City). Projects in the tables are grouped by timeframe, project type, and then project ID number.



# PROGRAMMED RTP & TSPLOST PROJECTS

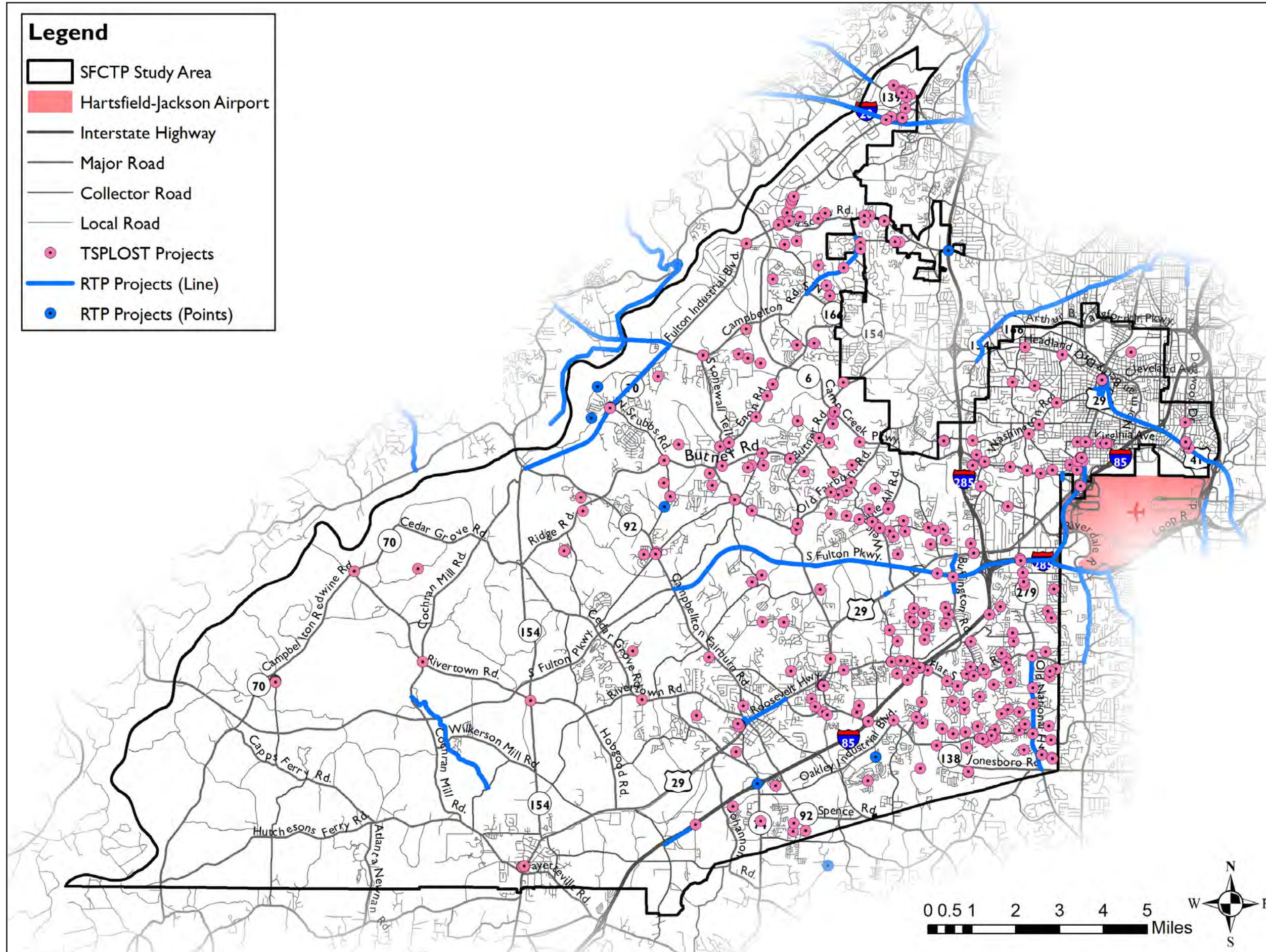
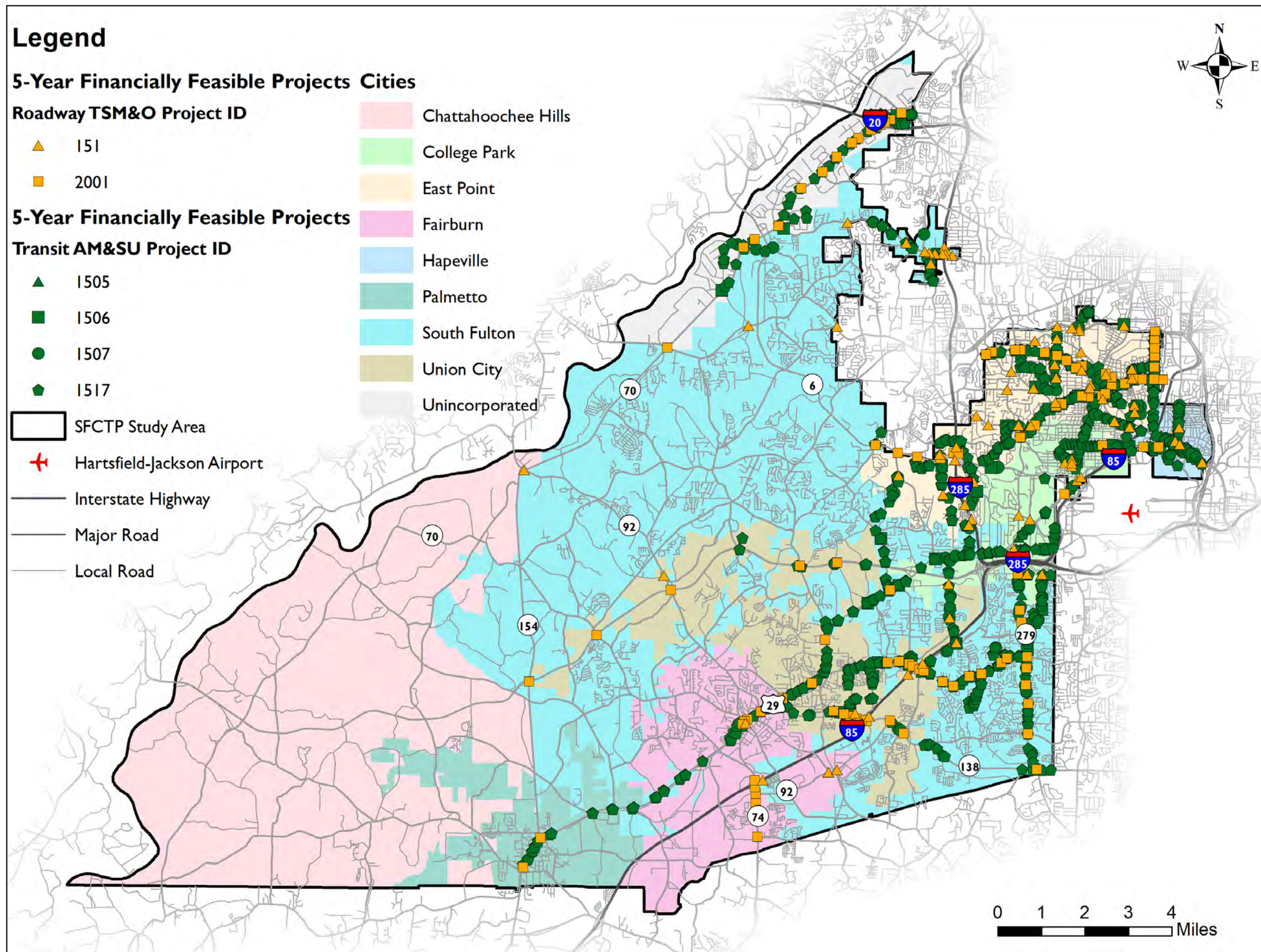


FIGURE 1: PROGRAMMED RTP & TSPLOST PROJECTS









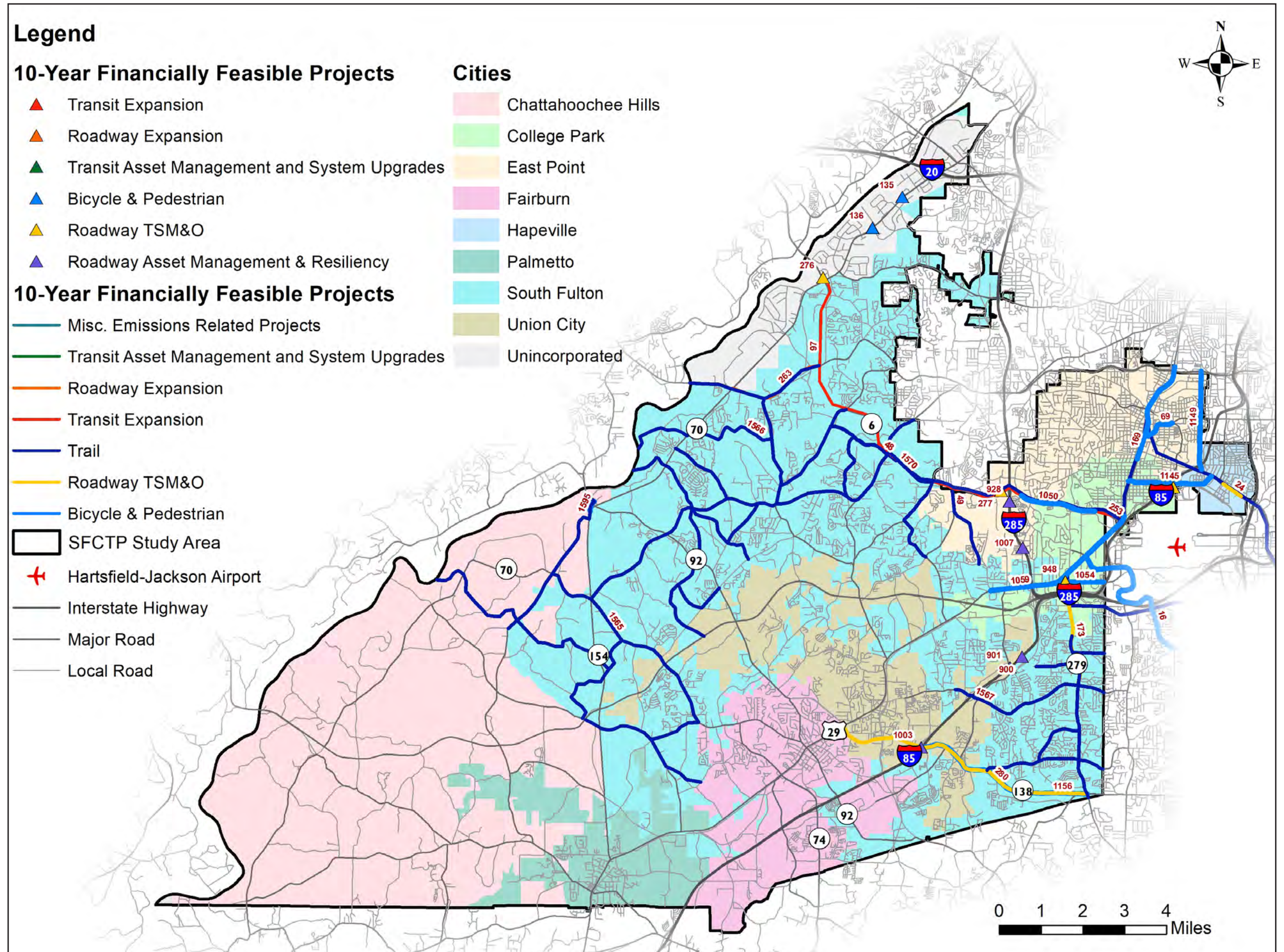
**SHORT-TERM  
(5-YEAR) PROJECT  
RECOMMENDATIONS:  
CV SIGNAL UPGRADE  
PHASES 1 & 2 AND  
BUS STOP AMENITY  
PROJECTS ONLY**

**FIGURE 3: 5-YEAR PROJECT  
RECOMMENDATIONS: CV SIGNAL  
UPGRADE PHASES 1 & 2 AND BUS STOP  
AMENITY PROJECTS ONLY**



# MID-TERM (10-YEAR) PROJECT RECOMMENDATIONS

FIGURE 4: 10-YEAR PROJECT  
RECOMMENDATIONS





# FINANCIALLY FEASIBLE PLAN: BICYCLE & PEDESTRIAN PROJECTS

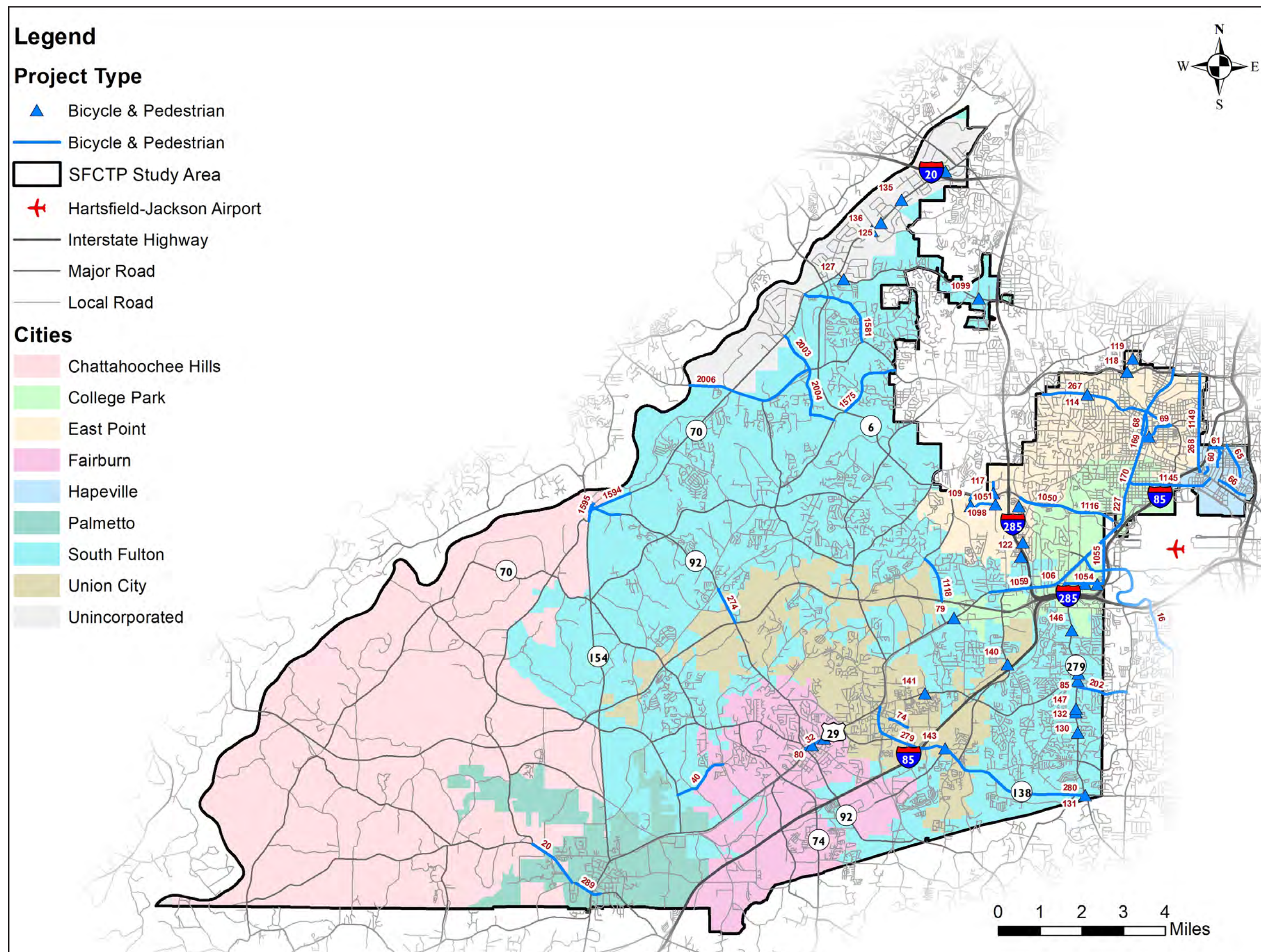
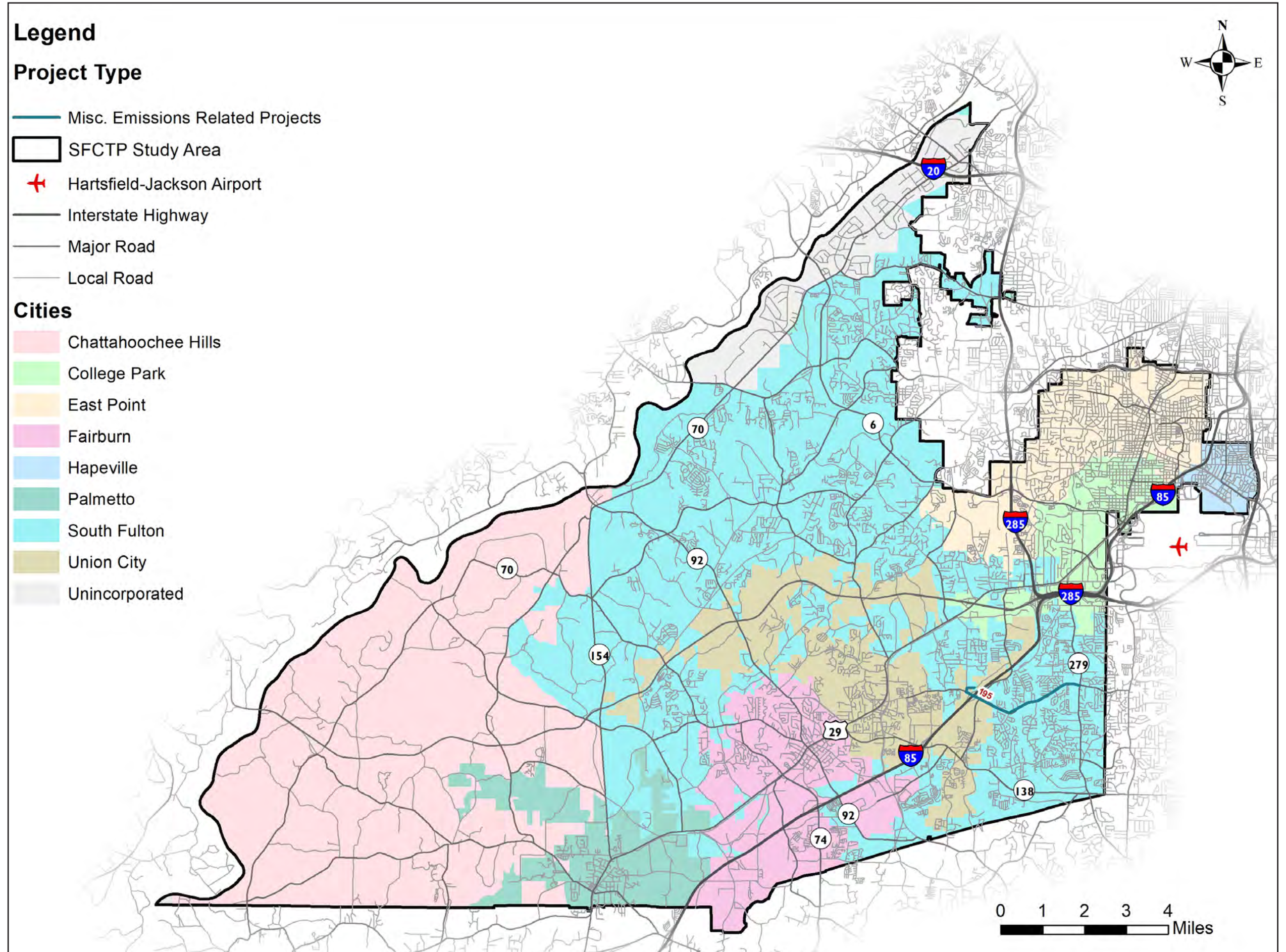


FIGURE 5: FINANCIALLY FEASIBLE PLAN: BICYCLE & PEDESTRIAN PROJECTS



# FINANCIALLY FEASIBLE PLAN: MISC. EMISSIONS RELATED PROJECTS

FIGURE 6: FINANCIALLY FEASIBLE PLAN:  
MISC. EMISSIONS RELATED PROJECTS





# FINANCIALLY FEASIBLE PLAN: TRAIL PROJECTS

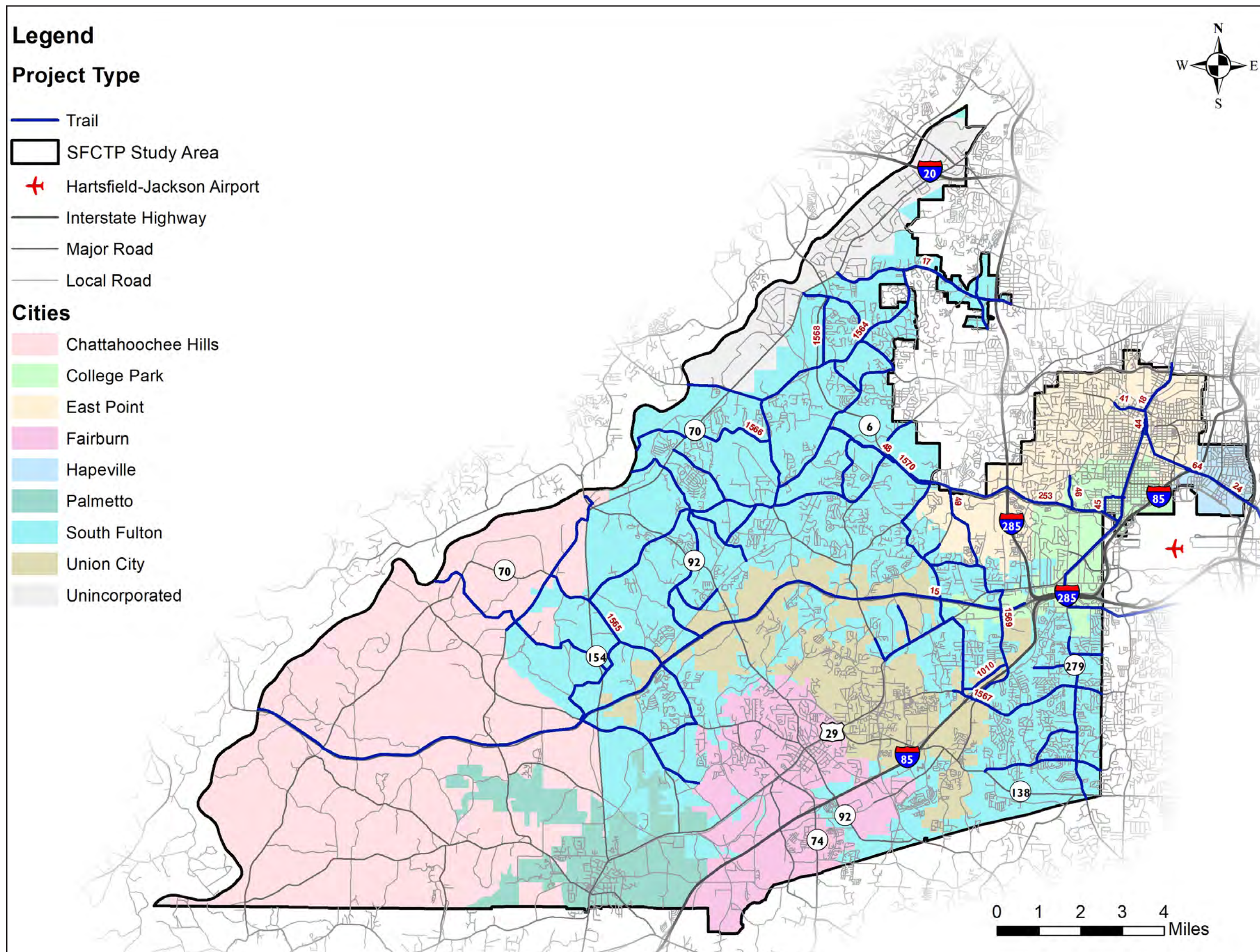
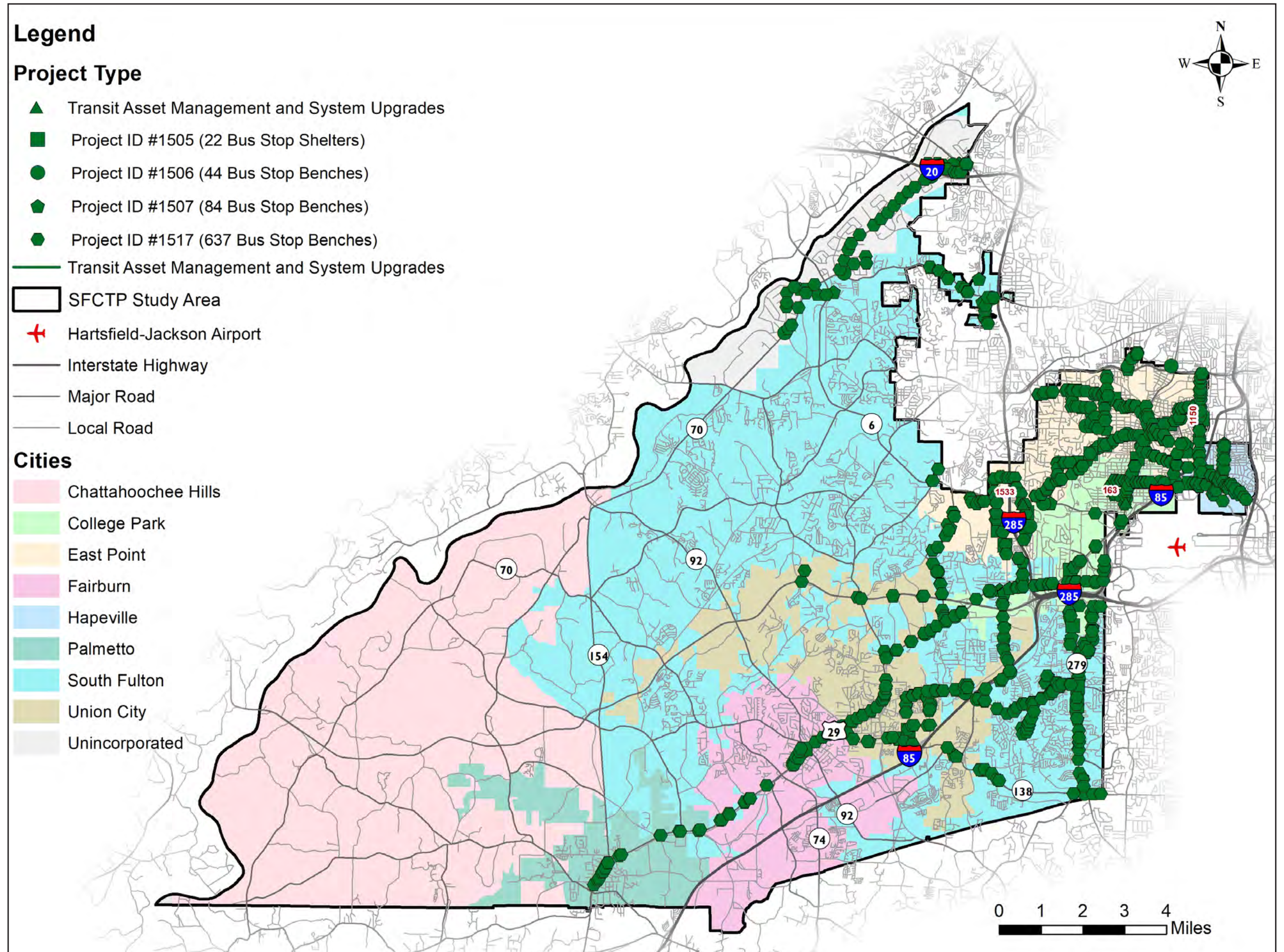


FIGURE 7: FINANCIALLY FEASIBLE PLAN: TRAIL PROJECTS



# FINANCIALLY FEASIBLE PLAN: TRANSIT ASSET MANAGEMENT AND SYSTEM UPGRADE PROJECTS

FIGURE 8: FINANCIALLY FEASIBLE PLAN:  
TRANSIT ASSET MANAGEMENT AND  
SYSTEM UPGRADES





# FINANCIALLY FEASIBLE PLAN: TRANSIT EXPANSION PROJECTS

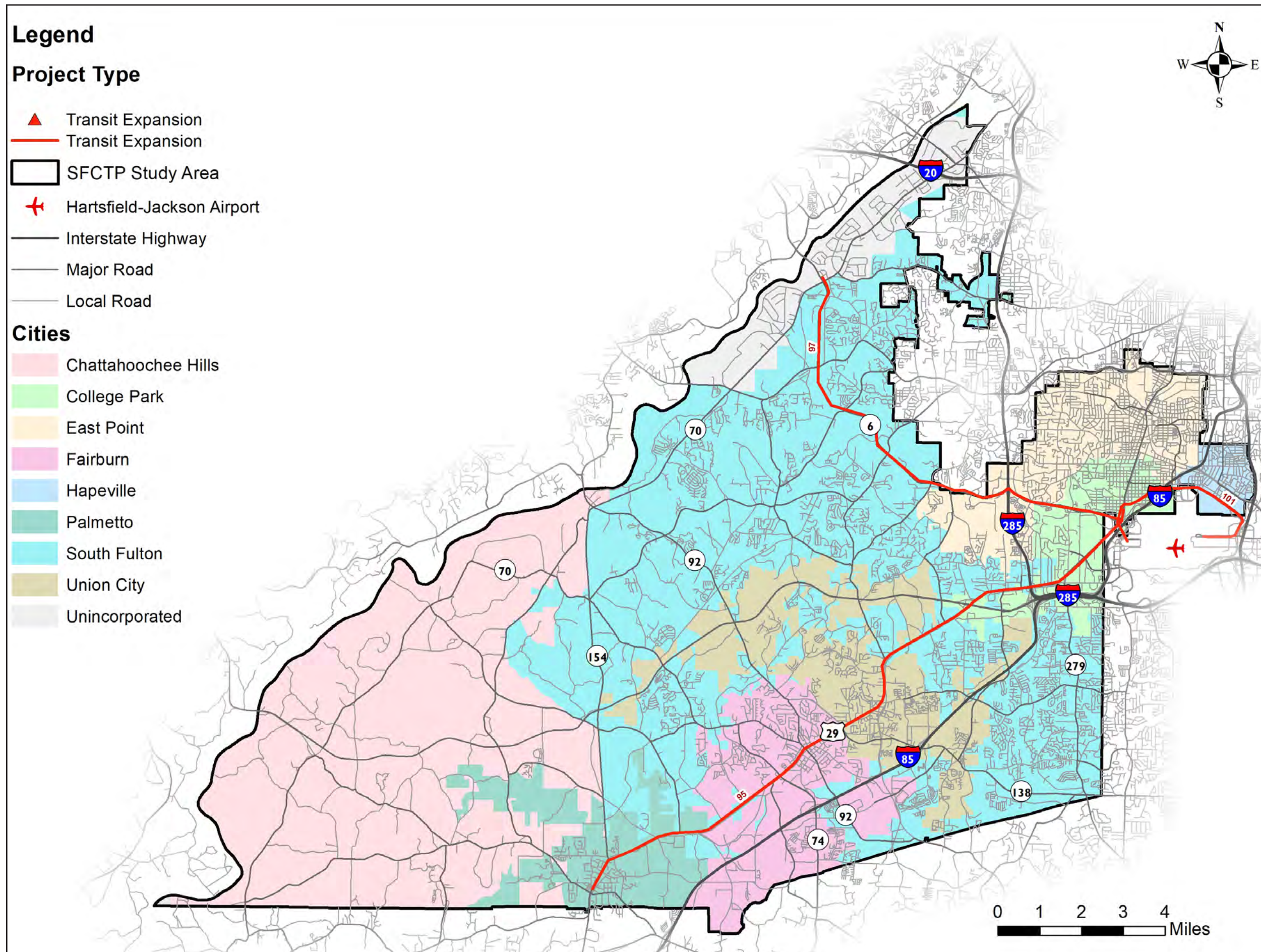
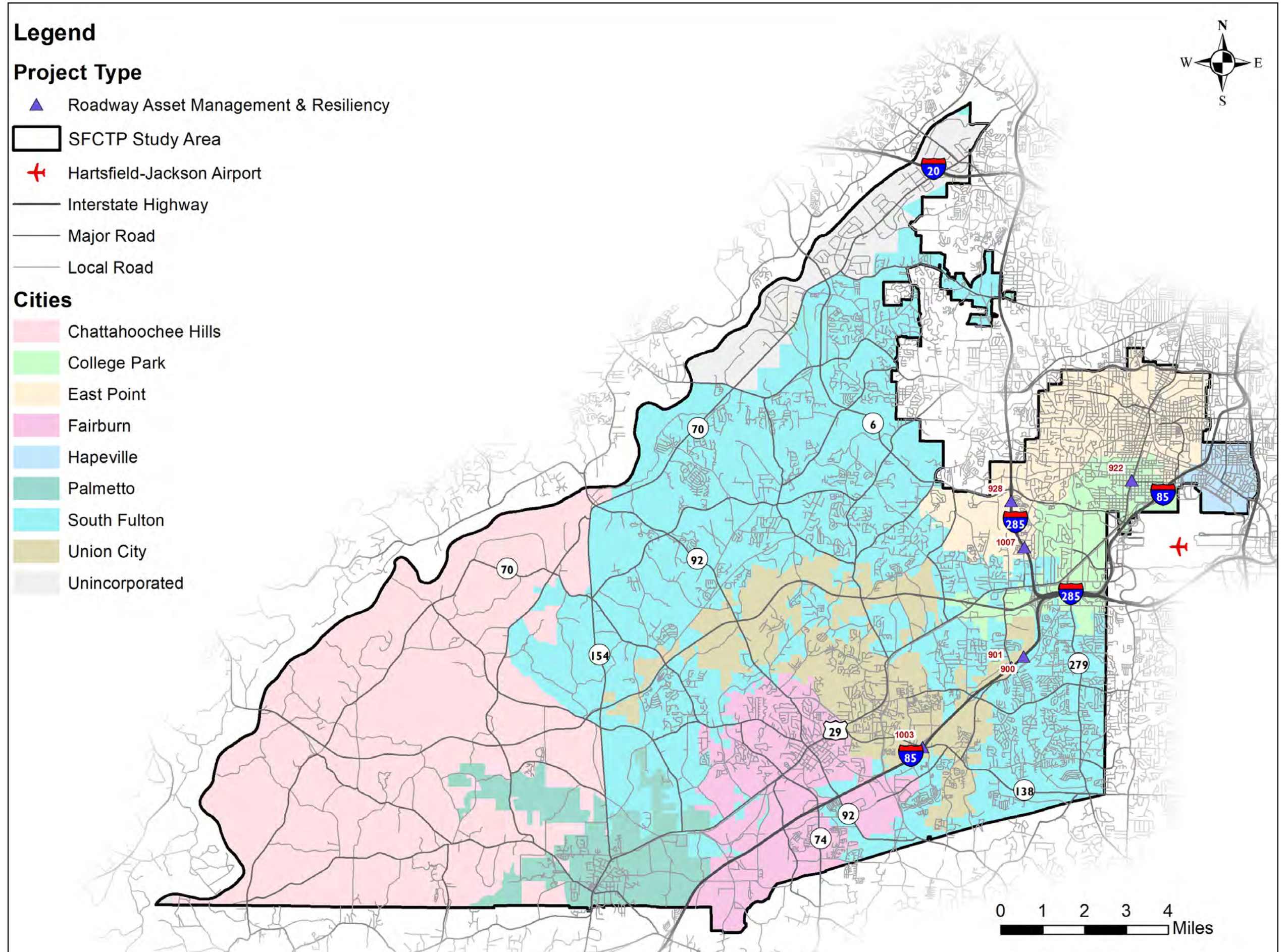


FIGURE 9: FINANCIALLY FEASIBLE PLAN:  
TRANSIT EXPANSION PROJECTS

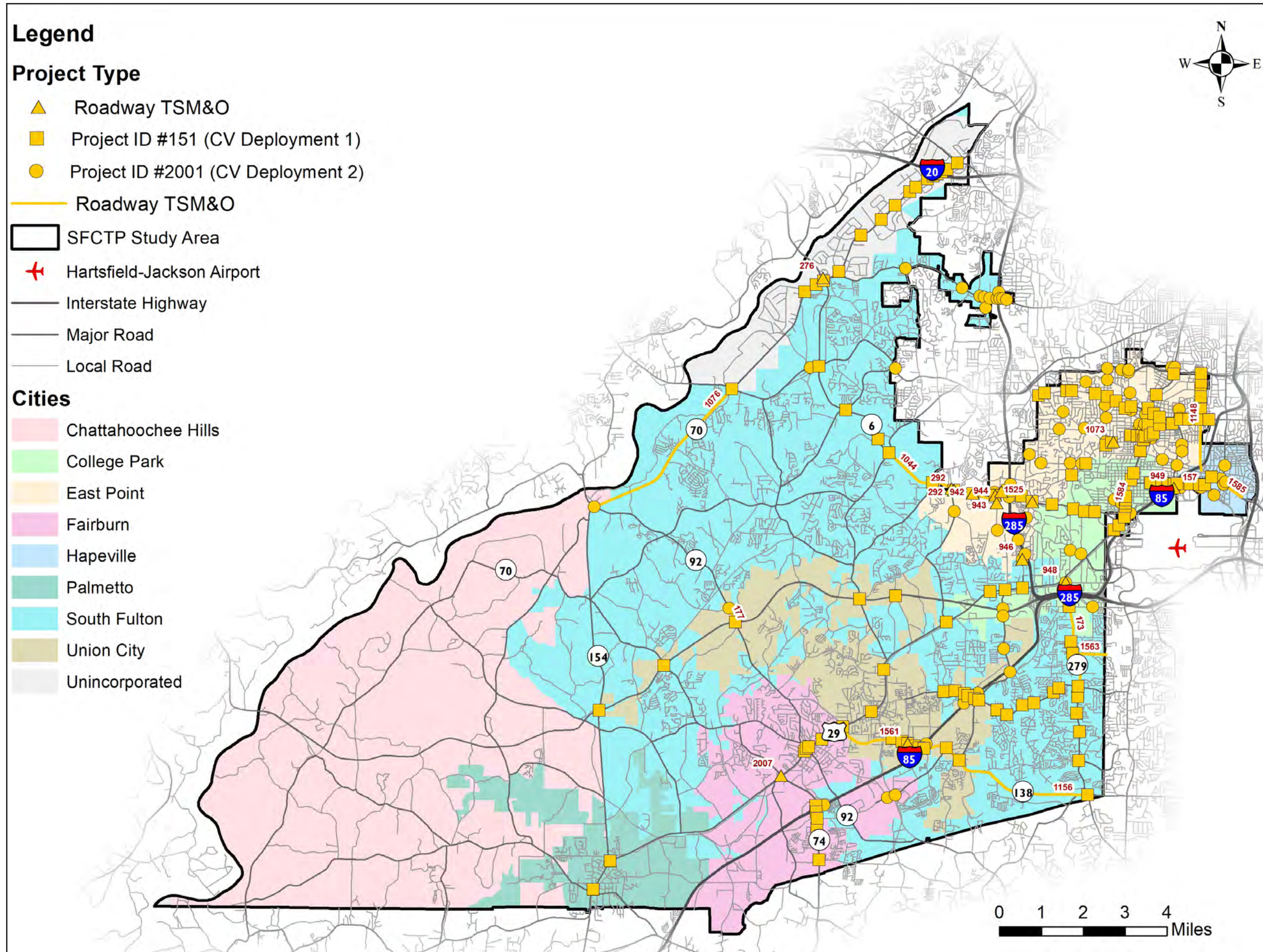


# FINANCIALLY FEASIBLE PLAN: ROADWAY ASSET MANAGEMENT & RESILIENCY PROJECTS

FIGURE 10: FINANCIALLY FEASIBLE  
PLAN: ROADWAY ASSET MANAGEMENT &  
RESILIENCY PROJECTS







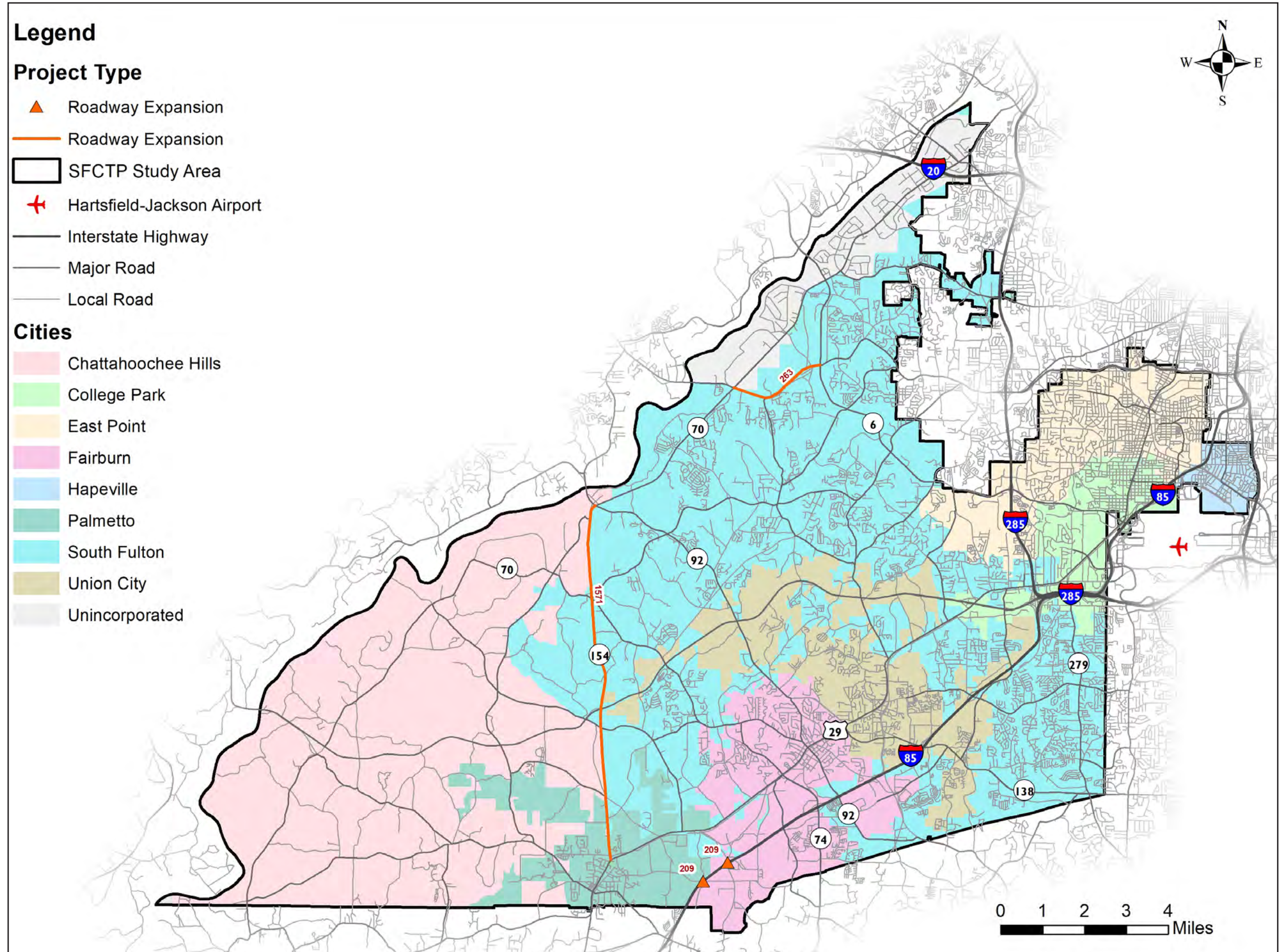
# FINANCIALLY FEASIBLE PLAN: ROADWAY TRANSPORTATION SYSTEM MANAGEMENT & OPERATION PROJECTS

FIGURE 11: FINANCIALLY FEASIBLE PLAN:  
ROADWAY TRANSPORTATION SYSTEM  
MANAGEMENT & OPERATION PROJECTS



# FINANCIALLY FEASIBLE PLAN: ROADWAY EXPANSION PROJECTS<sup>2</sup>

FIGURE 12: FINANCIALLY FEASIBLE PLAN:  
ROADWAY EXPANSION PROJECTS



<sup>2</sup>Project #209 (new interchange on I-85) is shown at two possible locations. The location would be further evaluated as part of an IJR.







# SHORT-TERM (5-YEAR) PROJECT RECOMMENDATIONS LIST

**TABLE 1: SHORT-TERM (5-YEAR) PROJECT RECOMMENDATIONS LIST**

| PROJECT ID | PROJECT TYPE         | PROJECT SUBTYPE                            | ROAD NAME          | FROM          | TO            | CROSS STREET | DESCRIPTION  | JURISDICTION           | PE COST   | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|----------------------|--|--------------------|---------------|---------------|--------------|--|------------------------|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 20         | Bicycle & Pedestrian | Bicycle lanes                              | Hutcheson Ferry Rd | Toombs St     | Phillips Rd   |              | 4' bike lanes striped on street  | South Fulton           | \$216,000 | \$132,000   | \$2,337,000       | N/A                         | \$232,000        | \$3,592,098        | \$3,592,098       | \$0                 | 85.0        | 107           |
| 32         | Bicycle & Pedestrian | Sidewalks & crosswalks                     | US 29/Broad St     | Smith St      | SR 138        |              | Install Bicycle and Pedestrian Facilities  | Fairburn               | \$118,000 | \$1,730,000 | \$1,286,000       | N/A                         | \$126,000        | \$4,014,480        | \$1,746,299       | \$2,268,181         | 91.7        | 68            |
| 40         | Bicycle & Pedestrian | Sidewalks & crosswalks                     | Herndon Rd         | Hobgood Rd    | John River Rd |              | Install Bicycle and Pedestrian Facilities  | Fairburn, South Fulton | \$76,000  | \$208,000   | \$825,000         | N/A                         | \$81,000         | \$1,465,408        | \$1,465,408       | \$0                 | 85.6        | 102           |
| 53         | Bicycle & Pedestrian | Sidewalks & crosswalks                     | N/A                |               |               |              | Develop Signage, Landmarks, and Crosswalks for Walking Tour of Downtown/Historic College Park  | College Park           | \$2,966   | N/A         | \$26,697          | N/A                         | N/A              | \$29,663           | \$29,663          | \$0                 | N/A         | N/A           |
| 60         | Bicycle & Pedestrian | Sidewalks & crosswalks                     | Lake Ave           | North Ave.    | Cofield Dr.   |              | Install Bicycle and Pedestrian Facilities  | Hapeville              | \$203,000 | \$1,015,500 | \$2,031,000       | N/A                         | \$361,056        | \$3,610,556        | \$3,610,556       | \$0                 | 100.9       | 31            |
| 61         | Bicycle & Pedestrian | Sidewalks, crosswalks and/or bicycle lanes | Cofield Dr         | Dogwood Dr    | I-85          |              | Install Bicycle and/or Pedestrian Facilities   | Hapeville              | \$133,000 | \$664,500   | \$1,329,000       | N/A                         | \$236,278        | \$2,362,778        | \$2,362,778       | \$0                 | 94.1        | 51            |
| 62         | Bicycle & Pedestrian | Sidewalks & crosswalks                     | Stillwood Dr       | N Central     | North Ave     |              | Install Bicycle and Pedestrian Facilities  | Hapeville              | \$79,000  | \$393,500   | \$787,000         | N/A                         | \$139,944        | \$1,399,444        | \$1,399,444       | \$0                 | 94.1        | 51            |
| 65         | Bicycle & Pedestrian | Sidewalks & crosswalks                     | Old Jonesboro Rd   | Mt. Zion      | Parkway Dr    |              | Install traffic calming devices and intersection enhancements. Add signage and wayfinding to designate this route and direct bicycles and pedestrians to nearby destinations.                        | Hapeville              | \$12,000  | \$0         | \$120,000         | N/A                         | \$14,667         | \$146,667          | \$146,667         | \$0                 | 100.9       | 31            |
| 66         | Bicycle & Pedestrian | Sidewalks, crosswalks and/or bicycle lanes | King Arnold St     | Dogwood Dr.   | Sunset Dr     |              | Install traffic calming devices and intersection enhancements. Add signage and wayfinding to designate this route and direct bicycles and pedestrians to nearby destinations. Install bicycle lanes. | Hapeville              | \$14,000  | \$0         | \$144,000         | N/A                         | \$17,556         | \$175,556          | \$175,556         | \$0                 | 100.9       | 31            |
| 68         | Bicycle & Pedestrian | Streetscape                                | East Point Street  | Norman Berry  | Main St/US 29 |              | Streetscaping including bicycle and pedestrian facilities  | East Point             | \$237,000 | \$0         | \$2,367,000       | N/A                         | \$289,333        | \$2,893,333        | \$1,258,600       | \$1,634,733         | 101.6       | 29            |
| 74         | Bicycle & Pedestrian | Streetscape                                | Union St           | US 29/Main St | Shannon Pkwy  |              | Streetscaping including bicycle and pedestrian facilities  | Union City             | \$195,000 | \$0         | \$1,947,000       | N/A                         | \$238,000        | \$2,380,000        | \$2,380,000       | \$0                 | 90.1        | 72            |



| PROJECT ID | PROJECT TYPE         | PROJECT SUBTYPE   | ROAD NAME               | FROM | TO | CROSS STREET  | DESCRIPTION   | JURISDICTION | PE COST  | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|----------------------|---|-------------------------|------|----|---------------|---|--------------|----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 79         | Bicycle & Pedestrian | Sidewalks & crosswalks  | US 29/ Roosevelt Hwy    |      |    | Feldwood Rd   | Install crosswalks and sidewalks  | South Fulton | \$12,000 | \$58,000 | \$116,000         | N/A                         | \$20,667         | \$206,667          | \$89,900          | \$116,767           | 75.0        | 158           |
| 80         | Bicycle & Pedestrian | Sidewalks & crosswalks  | US 29/Broad St          |      |    | Strickland St | Install crosswalks  | Fairburn     | \$1,000  | \$0      | \$11,000          | N/A                         | \$1,333          | \$13,333           | \$5,800           | \$7,533             | 80.8        | 127           |
| 85         | Bicycle & Pedestrian | Sidewalks & crosswalks  | SR 279/Old National Hwy |      |    | Wexford Dr    | Install crosswalks  | South Fulton | \$1,000  | \$0      | \$7,000           | N/A                         | \$889            | \$8,889            | \$3,867           | \$5,022             | 81.1        | 125           |
| 106        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | SR 279/Old National Hwy |      |    | Sullivan Rd   | Midblock pedestrian crossing (in conjunction with planned/programmed new bus shelter)                               | College Park | \$7,000  | \$0      | \$69,000          | N/A                         | \$8,444          | \$84,444           | \$36,733          | \$47,711            | 87.5        | 93            |
| 107        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Sullivan Rd             |      |    | Edison Dr     | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)                           | College Park | \$12,000 | \$58,000 | \$116,000         | N/A                         | \$20,667         | \$206,667          | \$206,667         | \$0                 | 84.1        | 111           |
| 108        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Sullivan Rd             |      |    | Embarcadero   | Install crosswalk (in conjunction with planned/programmed new bus shelter)  | College Park | \$1,000  | \$0      | \$11,000          | N/A                         | \$1,333          | \$13,333           | \$13,333          | \$0                 | 84.1        | 111           |
| 109        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Centre Pkwy             |      |    | 1800          | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)                           | East Point   | \$12,000 | \$58,000 | \$116,000         | N/A                         | \$20,667         | \$206,667          | \$206,667         | \$0                 | 96.7        | 42            |
| 110        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Desert Dr               |      |    | 3148          | Install sidewalks and midblock crossing at apartment drive (in conjunction with planned/programmed new bus shelter) | East Point   | \$8,000  | \$39,000 | \$78,000          | N/A                         | \$13,889         | \$138,889          | \$138,889         | \$0                 | 103.5       | 23            |
| 114        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Headland Dr             |      |    | Graywall St   | Midblock pedestrian crossing (in conjunction with planned/programmed new bus shelter)                               | East Point   | \$7,000  | \$0      | \$69,000          | N/A                         | \$8,444          | \$84,444           | \$84,444          | \$0                 | 95.8        | 46            |
| 115        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Irene Kidd Pkwy         |      |    | Central Ave   | Install crosswalks (in conjunction with planned/programmed new bus shelter)   | East Point   | \$1,000  | \$0      | \$11,000          | N/A                         | \$1,333          | \$13,333           | \$13,333          | \$0                 | 88.7        | 82            |

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| PROJECT ID | PROJECT TYPE         | PROJECT SUBTYPE   | ROAD NAME       | FROM | TO | CROSS STREET                | DESCRIPTION   | JURISDICTION | PE COST  | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|----------------------|---|-----------------|------|----|-----------------------------|---|--------------|----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 117        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | N Commerce Dr   |      |    | Marketplace Blvd            | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter) | East Point   | \$7,000  | \$33,500 | \$67,000          | N/A                         | \$11,944         | \$119,444          | \$119,444         | \$0                 | 96.7        | 42            |
| 118        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Stanton Rd      |      |    | Alison Ct                   | Install crosswalks (in conjunction with planned/programmed new bus shelter)               | East Point   | \$1,000  | \$0      | \$14,000          | N/A                         | \$1,667          | \$16,667           | \$16,667          | \$0                 | 93.4        | 56            |
| 119        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Stanton Rd      |      |    | McClelland Ave              | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter) | East Point   | \$6,000  | \$31,500 | \$63,000          | N/A                         | \$11,167         | \$111,667          | \$111,667         | \$0                 | 93.4        | 56            |
| 121        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Washington Rd   |      |    | Carmel Dr                   | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter) | East Point   | \$11,000 | \$56,000 | \$112,000         | N/A                         | \$19,889         | \$198,889          | \$198,889         | \$0                 | 101.1       | 30            |
| 122        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Washington Rd   |      |    | Spanish Trl                 | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter) | East Point   | \$11,000 | \$56,000 | \$112,000         | N/A                         | \$19,889         | \$198,889          | \$198,889         | \$0                 | 94.0        | 53            |
| 123        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | NW Broad St     |      |    | NE Broad St                 | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter) | Fairburn     | \$6,000  | \$30,000 | \$60,000          | N/A                         | \$10,667         | \$106,667          | \$46,400          | \$60,267            | 80.1        | 130           |
| 125        | Bicycle & Pedestrian | Install crosswalks (in conjunction with planned/programmed new bus shelter)     | Bakers Ferry Rd |      |    | SR70/Fulton Industrial Blvd | Install crosswalks (in conjunction with planned/programmed new bus shelter)               | South Fulton | \$1,000  | \$0      | \$7,000           | N/A                         | \$889            | \$8,889            | \$3,867           | \$5,022             | 79.9        | 132           |
| 127        | Bicycle & Pedestrian | Install crosswalks (in conjunction with planned/programmed new bus shelter)     | Cascade Rd      |      |    | Old Cascade Rd SW           | Install crosswalks (in conjunction with planned/programmed new bus shelter)               | South Fulton | \$2,000  | \$0      | \$17,000          | N/A                         | \$2,111          | \$21,111           | \$21,111          | \$0                 | 76.9        | 142           |

| PROJECT ID | PROJECT TYPE         | PROJECT SUBTYPE   | ROAD NAME                    | FROM | TO | CROSS STREET           | DESCRIPTION   | JURISDICTION  | PE COST  | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|----------------------|---|------------------------------|------|----|------------------------|---|---------------|----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 130        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | SR 279/Old National Hwy      |      |    | Creel Rd               | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter) | South Fulton  | \$5,000  | \$26,500 | \$53,000          | N/A                         | \$9,389          | \$93,889           | \$40,842          | \$53,047            | 85.8        | 100           |
| 131        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | SR 279/Old National Hwy      |      |    | SR 138/ Jonesboro Rd   | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter) | South Fulton  | \$12,000 | \$60,000 | \$120,000         | N/A                         | \$21,333         | \$213,333          | \$92,800          | \$120,533           | 82.8        | 116           |
| 132        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | SR 279/Old National Hwy      |      |    | Olmadison PI           | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter) | South Fulton  | \$6,000  | \$30,000 | \$60,000          | N/A                         | \$10,667         | \$106,667          | \$46,400          | \$60,267            | 88.9        | 80            |
| 134        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | SR 279/Old National Hwy      |      |    | Sheriff Rd             | Install crosswalks (in conjunction with planned/programmed new bus shelter)               | South Fulton  | \$1,000  | \$0      | \$7,000           | N/A                         | \$889            | \$8,889            | \$3,867           | \$5,022             | 85.9        | 98            |
| 137        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | SR 70/Fulton Industrial Blvd |      |    | Wendell Dr             | Install crosswalks (in conjunction with planned/programmed new bus shelter)               | Fulton County | \$1,000  | \$0      | \$7,000           | N/A                         | \$889            | \$8,889            | \$3,867           | \$5,022             | 84.7        | 109           |
| 140        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Buffington Rd                |      |    | Royal South Pkwy       | Install crosswalks (in conjunction with planned/programmed new bus shelter)               | Union City    | \$1,000  | \$0      | \$11,000          | N/A                         | \$1,333          | \$13,333           | \$13,333          | \$0                 | 93.2        | 59            |
| 141        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Flat Shoals Rd               |      |    | Oakley Rd              | Install crosswalks (in conjunction with planned/programmed new bus shelter)               | Union City    | \$1,000  | \$0      | \$11,000          | N/A                         | \$1,333          | \$13,333           | \$5,800           | \$7,533             | 81.5        | 122           |
| 143        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | SR 138/ Jonesboro Rd         |      |    | Oakley Industrial Blvd | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter) | Union City    | \$7,000  | \$33,500 | \$67,000          | N/A                         | \$11,944         | \$119,444          | \$51,958          | \$67,486            | 103.3       | 26            |



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| PROJECT ID | PROJECT TYPE         | PROJECT SUBTYPE   | ROAD NAME                     | FROM                    | TO                   | CROSS STREET | DESCRIPTION   | JURISDICTION             | PE COST   | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|----------------------|---|-------------------------------|-------------------------|----------------------|--------------|---|--------------------------|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 144        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Lancaster Ln                  |                         |                      | Shannon Pkwy | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)                                   | Union City               | \$15,000  | \$0         | \$146,000         | N/A                         | \$17,889         | \$178,889          | \$178,889         | \$0                 | 104.1       | 20            |
| 146        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | SR 279/Old National Hwy       |                         |                      | Biscayne Dr  | Install crosswalks (in conjunction with planned/programmed new bus shelter)   | South Fulton             | \$1,000   | \$0         | \$7,000           | N/A                         | \$889            | \$8,889            | \$3,867           | \$5,022             | 99.3        | 38            |
| 147        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | SR 279/Old National Hwy       |                         |                      | Hackamore Dr | Install crosswalks (in conjunction with planned/programmed new bus shelter)   | South Fulton             | \$1,000   | \$0         | \$7,000           | N/A                         | \$889            | \$8,889            | \$3,867           | \$5,022             | 88.9        | 80            |
| 170        | Bicycle & Pedestrian | Bicycle lanes   | US 29/Main St                 | East Point City Limits  | SR 6/Camp Creek Pkwy |              | Install protected bike lanes.   | College Park             | \$169,000 | \$844,000   | \$1,688,000       | N/A                         | \$300,111        | \$3,001,111        | \$1,305,483       | \$1,695,628         | 99.1        | 39            |
| 194        | Bicycle & Pedestrian | Pedestrian improvements   | SR 279/Old National Hwy       |                         |                      | I-285        | Midblock pedestrian crossing  | College Park             | \$6,000   | \$86,000    | \$58,000          | N/A                         | \$6,000          | \$192,104          | \$83,565          | \$108,539           | 89.2        | 78            |
| 202        | Bicycle & Pedestrian | Sidewalks & crosswalks  | Flat Shoals Rd                | SR 279/Old National Hwy | SR 314               |              | Install crosswalks and sidewalks  | South Fulton             | \$68,000  | \$184,000   | \$726,000         | N/A                         | \$72,000         | \$1,293,007        | \$1,293,007       | \$0                 | 85.5        | 103           |
| 227        | Bicycle & Pedestrian | Bicycle signal detection  | US 29/Main St                 | John Wesley Ave.        | Harvard Ave.         |              | Bike signal detection near College Park MARTA station   | College Park             | \$8,000   | N/A         | \$120,000         | N/A                         | \$14,222         | \$142,224          | \$142,224         | \$0                 | 108.3       | 11            |
| 267        | Bicycle & Pedestrian | Sidewalks & crosswalks  | Headland Dr/Norman Berry Dr   | Ben Hill Rd             | Cleveland Ave        |              | Install crosswalks and sidewalks  | East Point               | \$588,000 | \$2,940,500 | \$5,881,000       | N/A                         | \$1,045,500      | \$10,455,000       | \$10,455,000      | \$0                 | 99.4        | 37            |
| 268        | Bicycle & Pedestrian | Sidewalks & crosswalks  | Sylvan Rd                     | SR 166/Campbellton Rd   | North Central        |              | Install crosswalks and sidewalks  | East Point               | \$421,000 | \$2,106,500 | \$4,213,000       | N/A                         | \$748,944        | \$7,489,444        | \$7,489,444       | \$0                 | 95.0        | 49            |
| 274        | Bicycle & Pedestrian | Sidewalks & crosswalks  | SR 92/Campbellton Fairburn Rd | SR14/South Fulton Pkwy  | Jones Rd             |              | Install crosswalks and sidewalks  | South Fulton, Union City | \$164,000 | \$821,500   | \$1,643,000       | N/A                         | \$292,056        | \$2,920,556        | \$1,270,442       | \$1,650,114         | 89.0        | 79            |
| 279        | Bicycle & Pedestrian | Sidewalks & crosswalks  | SR 138/Jonesboro Rd           | US 29/Roosevelt Hwy     | I-85                 |              | Install crosswalks and sidewalks  | Union City               | \$284,000 | \$1,422,000 | \$2,844,000       | N/A                         | \$505,556        | \$5,055,556        | \$2,199,167       | \$2,856,389         | 92.5        | 62            |
| 289        | Bicycle & Pedestrian | Sidewalks & crosswalks  | Church St                     |                         |                      |              | Install crosswalks and sidewalks  | Palmetto                 | \$122,000 | \$611,000   | \$1,222,000       | N/A                         | \$217,222        | \$2,172,222        | \$2,172,222       | \$0                 | 76.3        | 148           |
| 1051       | Bicycle & Pedestrian | Sidewalks   | Centre Pkwy                   | Camp Creek Pkwy         | N Commerce Dr        |              | Centre Parkway Sidewalk: Fill gaps in sidewalk along Centre Parkway between Camp Creek Parkway (SR 6) and N Commerce Drive. | East Point               | \$70,000  | \$210,000   | \$420,000         | N/A                         | \$0              | \$700,000          | \$700,000         | \$0                 | 86.3        | 97            |

| PROJECT ID | PROJECT TYPE         | PROJECT SUBTYPE   | ROAD NAME                      | FROM                          | TO                      | CROSS STREET     | DESCRIPTION   | JURISDICTION                      | PE COST   | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|----------------------|---|--------------------------------|-------------------------------|-------------------------|------------------|---|-----------------------------------|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1052       | Bicycle & Pedestrian | Sidewalks   | N Commerce Dr                  | Redwine Rd                    | Shelby Ln               |                  | North Commerce Drive Sidewalk: Install sidewalk along the east side of N Commerce Drive between Redwine Road and Shelby Lane. | East Point                        | \$20,000  | \$60,000    | \$120,000         | N/A                         | \$0              | \$200,000          | \$200,000         | \$0                 | 86.3        | 96            |
| 1098       | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Centre Pkwy                    |                               |                         | N Commerce Drive | Install crosswalk (in conjunction with planned/programmed new bus shelter)  | East Point                        | \$1,000   | \$0         | \$14,000          | N/A                         | \$1,667          | \$16,667           | \$16,667          | \$0                 | 96.7        | 42            |
| 1099       | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Fairburn Rd SW                 |                               |                         | Cascade Rd       | Install crosswalk (in conjunction with planned/programmed new bus shelter)  | South Fulton                      | \$1,000   | \$0         | \$14,000          | N/A                         | \$1,667          | \$16,667           | \$16,667          | \$0                 | 85.8        | 100           |
| 1116       | Bicycle & Pedestrian | Sidewalks   | SR 6/Camp Creek Pkwy           | Desert Dr                     | Conley St               |                  | Sidewalks on EB Camp Creek Pkwy from Desert Dr to existing sidewalk in College Park   | East Point                        | \$409,000 | \$2,044,500 | \$4,089,000       | N/A                         | \$726,944        | \$7,269,444        | \$3,162,208       | \$4,107,236         | 93.3        | 58            |
| 1118       | Bicycle & Pedestrian | Sidewalks   | Welcome All Rd                 | US 29/ Roosevelt Hwy          | Scarboro/ Jaillette Rd  |                  | Sidewalks on Welcome All Rd from US 29/ Roosevelt Hwy to Scarboro/Jaillette Rd  | South Fulton                      | \$198,000 | \$991,500   | \$1,983,000       | N/A                         | \$352,500        | \$3,525,000        | \$3,525,000       | \$0                 | 83.8        | 115           |
| 1575       | Bicycle & Pedestrian | Sidewalks   | Enon Rd.                       | SR 6/Camp Creek Pkwy          | SR 154/ Campbellton Rd. |                  | Sidewalks on Enon Rd. from Camp Creek Pkwy. to SR 154/ Campbellton Rd.  | South Fulton                      | \$316,000 | \$1,579,500 | \$3,159,000       | N/A                         | \$561,611        | \$5,616,111        | \$5,616,111       | \$0                 | 76.4        | 144           |
| 1579       | Bicycle & Pedestrian | Sidewalks   | SR 92/ Campbellton Fairburn Rd | Fairburn Campbellton Rd       | Bethlehem Rd            |                  | Sidewalk installation on both sides of SR 92/Campbellton Fairburn Rd  | Chattahoochee Hills, South Fulton | \$175,000 | \$877,500   | \$1,755,000       | N/A                         | \$311,944        | \$3,119,444        | \$1,356,958       | \$1,762,486         | 81.2        | 123           |
| 1581       | Bicycle & Pedestrian | Sidewalks   | Boat Rock Road                 | SR 70/ Fulton Industrial Blvd | SR 166                  |                  | Sidewalk on Boat Rock Road from Fulton Industrial Blvd to SR 166  | South Fulton                      | \$369,000 | \$1,842,500 | \$3,685,000       | N/A                         | \$655,167        | \$6,551,667        | \$6,551,667       | \$0                 | 86.7        | 95            |
| 1583       | Bicycle & Pedestrian | Bicycle signal detection  | US 29/Main St                  | Dorsey Ave                    | White Way               |                  | Bike signal detection near East Point MARTA station   | East Point                        | \$8,000   | N/A         | \$120,000         | N/A                         | \$14,222         | \$142,224          | \$61,867          | \$80,357            | 109.8       | 6             |
| 1594       | Bicycle & Pedestrian | Sidewalks   | SR 154/ Cascade Palmetto Hwy   | Cochran Mill Rd/ Landham Rd   | Lett Rd/ Rataree Rd     |                  | Sidewalk installation on both sides of SR 70/Cascade Palmetto Hwy   | South Fulton                      | \$228,000 | \$1,140,500 | \$2,281,000       | N/A                         | \$405,500        | \$4,055,000        | \$1,763,925       | \$2,291,075         | 81.2        | 123           |
| 2003       | Bicycle & Pedestrian | Sidewalks   | Riverside Dr                   | SR 70/ Fulton Industrial Blvd | SR 154/ Campbellton Rd  |                  | Install sidewalks on both sides of the road providing pedestrian access to Westlake High School                               | South Fulton                      | \$88,000  | \$438,500   | \$877,000         | N/A                         | \$155,944        | \$1,559,444        | \$1,559,444       | \$0                 | 69.0        | 208           |
| 2004       | Bicycle & Pedestrian | Sidewalks   | Union Rd                       | SR 154/ Campbellton Rd        | Vandiver Rd             |                  | Install sidewalks on both sides of the road providing pedestrian access to Westlake High School                               | South Fulton                      | \$97,000  | \$482,500   | \$965,000         | N/A                         | \$171,611        | \$1,716,111        | \$1,716,111       | \$0                 | 73.0        | 174           |

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| PROJECT ID | PROJECT TYPE                     | PROJECT SUBTYPE                   | ROAD NAME                | FROM                   | TO                      | CROSS STREET             | DESCRIPTION   | JURISDICTION                              | PE COST   | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|----------------------------------|-----------------------------------|--------------------------|------------------------|-------------------------|--------------------------|---|---|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 2005       | Bicycle & Pedestrian             | Sidewalks                         | Vandiver Rd              | Union Rd               | Enon Rd                 |                          | Install sidewalks on both sides of the road providing pedestrian access to Westlake High School   | South Fulton                              | \$44,000  | \$219,500   | \$439,000         | N/A                         | \$78,056         | \$780,556          | \$780,556         | \$0                 | 62.6        | 249           |
| 2006       | Bicycle & Pedestrian             | Sidewalks                         | SR 154/ Campbellton Rd   | Union Rd/ Riverside Dr | Douglas County Line     |                          | Install sidewalks on both sides of the road providing pedestrian access to Westlake High School   | South Fulton                              | \$272,000 | \$1,360,000 | \$2,720,000       | N/A                         | \$483,556        | \$4,835,556        | \$2,103,467       | \$2,732,089         | 69.0        | 208           |
| 195        | Misc. Emissions Related Projects | Transit Signal Priority           | Flat Shoals Rd           | I-85                   | SR 279/Old National Hwy |                          | South Fulton Park and Ride to College Park MARTA Station Queue Jumpers (MARTA Route 89)   | South Fulton                              | \$439,000 | \$184,000   | \$4,569,000       | N/A                         | \$228,000        | \$6,674,381        | \$6,674,381       | \$0                 | 104.7       | 18            |
| 2008       | Other                            | Intersection Justification Report | I-85                     |                        |                         | Gullatt Rd or Johnson Rd | Intersection Justification Report (IJR) for new interchange at I-85 near Johnson Rd and Gullatt Rd  | Fairburn, Palmetto                        | N/A       | N/A         | N/A               | N/A                         | N/A              | \$150,000          | \$150,000         | \$84,750            | N/A         | N/A           |
| 1548       | Other                            | Scoping study                     | Camp Creek Parkway/ SR 6 | Chattahoochee River    | I-85                    |                          | Partner with the Fulton Industrial Boulevard CID and local jurisdictions to conduct a scoping study along Camp Creek Parkway (SR 6) from the Chattahoochee River to I-85, with a focus on operations, capacity, and safety.   | College Park                              | N/A       | N/A         | N/A               | N/A                         | N/A              | \$1,000,000        | \$1,000,000       | \$565,000           | N/A         | N/A           |
| 239        | Other                            | Study                             | Southern Fulton Region   |                        |                         |                          | Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29. | All jurisdictions                         | N/A       | N/A         | N/A               | N/A                         | N/A              | \$250,000          | \$250,000         | \$0                 | N/A         | N/A           |
| 51         | Other                            | Study                             | N/A                      |                        |                         |                          | Pedestrian Plan: Evaluate feasibility of Chattahoochee Hill Country Greenway Trail and assess use of resources  | Chattahoochee Hills                       | N/A       | N/A         | N/A               | N/A                         | N/A              | \$150,000          | \$150,000         | \$0                 | N/A         | N/A           |
| 52         | Other                            | Study                             | N/A                      |                        |                         |                          | Pedestrian Plan: Expand the current Parks, Recreation and Trails Plan and promote awareness of its recommendations to the community   | Chattahoochee Hills                       | N/A       | N/A         | N/A               | N/A                         | N/A              | \$150,000          | \$150,000         | \$0                 | N/A         | N/A           |
| 1110       | Other                            | Study                             |                          |                        |                         |                          | Conduct transit feasibility study for potential new high-capacity transit (such as bus rapid transit, express bus, or rail)   | Chattahoochee Hills; City of South Fulton | N/A       | N/A         | N/A               | N/A                         | N/A              | \$300,000          | \$300,000         | \$0                 | N/A         | N/A           |



| PROJECT ID | PROJECT TYPE | PROJECT SUBTYPE | ROAD NAME               | FROM                | TO                   | CROSS STREET | DESCRIPTION   | JURISDICTION   | PE COST   | ROW COST  | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--------------|-----------------|-------------------------|---------------------|----------------------|--------------|---|--|-----------|-----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 54         | Other        | Study           | N/A                     |                     |                      |              | Conduct Greenway Trails Plan, to include Connection to Atlanta BeltLine through Bike and Pedestrian Trails  | College Park   | N/A       | N/A       | N/A               | N/A                         | N/A              | \$250,000          | \$250,000         | \$0                 | N/A         | N/A           |
| 196        | Other        | Study           | SR 279/Old National Hwy |                     |                      | Godby Rd     | SR 279/Old National Hwy at Godby Rd.: Safety Study and Improvements   | College Park   | \$100,000 | \$300,000 | \$500,000         | N/A                         | \$100,000        | \$1,231,436        | \$1,231,436       | \$695,761           | N/A         | N/A           |
| 241        | Other        | Study           | US 29/ Roosevelt Hwy    | Atlanta City Limits | Coweta County Limits |              | US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.   | College Park, East Point, Fairburn, Palmetto, South Fulton, Union City | N/A       | N/A       | N/A               | N/A                         | N/A              | \$500,000          | \$500,000         | \$282,500           | N/A         | N/A           |
| 1075       | Other        | Study           | Camp Creek Marketplace  |                     |                      |              | Traffic analysis study for Camp Creek Marketplace area with recommendations for improved traffic flow.  | East Point   | N/A       | N/A       | N/A               | N/A                         | N/A              | \$100,000          | \$100,000         | \$0                 | N/A         | N/A           |
| 1555       | Other        | Study           | I-285 NB                |                     |                      |              | Study to Support Implementation of I-285 NB Directional Signage   | East Point, South Fulton   | N/A       | N/A       | N/A               | N/A                         | N/A              | \$200,000          | \$200,000         | \$113,000           | N/A         | N/A           |
| 1070       | Other        | Study           | US 29 / NW Broad St     |                     |                      | Senoia Rd    | Traffic signal warrant study at US 29 @ Senoia Rd. This is on a bus route and near senior center and police station. Signalized crossing would help seniors cross US 29 to access the senior center and police station.   | Fairburn   | N/A       | N/A       | N/A               | N/A                         | N/A              | \$7,000            | \$7,000           | \$3,955             | N/A         | N/A           |
| 59         | Other        | Study           | N/A                     |                     |                      |              | Pedestrian Plan: Evaluate a Hapeville Gateway and Downtown Overlay District and Design Guidelines. Design Guidelines may include streetscape standards, block sizes, setbacks, etc. Encourage the incorporation of functional art into streetscapes, including creative streetlights, crosswalks, benches, etc. | Hapeville  | N/A       | N/A       | N/A               | N/A                         | N/A              | \$200,000          | \$200,000         | \$0                 | N/A         | N/A           |
| 193        | Other        | Study           | SR 279/Old National Hwy | Flat Shoals Rd      | I-285                |              | Corridor study for SR 279/Old National Hwy from Flat Shoals Rd to I-285   | South Fulton   | N/A       | N/A       | N/A               | N/A                         | N/A              | \$350,000          | \$152,250         | \$197,750           | 100.2       | 35            |
| 200        | Other        | Study           | SR 279/Old National Hwy |                     |                      | Flat Shoals  | SR 279/Old National Hwy at Flat Shoals Rd.: Safety study and improvements, including Advanced Traffic Management Systems (ATMS)   | South Fulton   | \$100,000 | \$300,000 | \$500,000         | N/A                         | \$100,000        | \$1,231,436        | \$1,231,436       | \$695,761           | N/A         | N/A           |

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| PROJECT ID | PROJECT TYPE                          | PROJECT SUBTYPE                           | ROAD NAME                  | FROM                          | TO        | CROSS STREET | DESCRIPTION   | JURISDICTION        | PE COST  | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|---------------------------------------|---|----------------------------|-------------------------------|-----------|--------------|---|---------------------|----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1137       | Other                                 | Study                                     | Parallel roadway facility  | SR 70/ Fulton Industrial Blvd | Butner Rd |              | Study for new roadway facility parallel to the north of Camp Creek Pkwy from approximately SR 70/Fulton Industrial Blvd. to Butner Rd.  | South Fulton        | N/A      | N/A      | N/A               | N/A                         | N/A              | \$100,000          | \$100,000         | \$56,500            | N/A         | N/A           |
| 1159       | Other                                 | Study                                     |                            |                               |           |              | Pedestrian and Bicycle Masterplan for the City of South Fulton  | South Fulton        | N/A      | N/A      | N/A               | N/A                         | N/A              | \$150,000          | \$150,000         | \$0                 | N/A         | N/A           |
| 242        | Other                                 | Study                                     | N/A                        |                               |           |              | Conduct analysis and develop policies to reduce truck traffic on local residential roads. May include cameras, apps/ notifications to drivers, etc. as well as infrastructure constraints causing trucks to travel on residential roads | Union City          | N/A      | N/A      | N/A               | N/A                         | N/A              | \$250,000          | \$250,000         | \$0                 | N/A         | N/A           |
| 240        | Other                                 | Wayfinding/ Directional Signage Inventory | Southern Fulton Region     |                               |           |              | Conduct area wayfinding/ signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/ updated signage.  | All jurisdictions   | N/A      | N/A      | N/A               | N/A                         | N/A              | \$150,000          | \$150,000         | \$0                 | N/A         | N/A           |
| 164        | Other                                 | Wayfinding/ Directional Signage Plan      | College Park MARTA station |                               |           | E Main St    | Wayfinding Signage Plan   | College Park        | N/A      | N/A      | N/A               | N/A                         | N/A              | \$50,000           | \$50,000          | \$0                 | 42.5        | 337           |
| 162        | Other                                 | Wayfinding/ Directional Signage Plan      | East Point MARTA station   |                               |           |              | Wayfinding Signage Plan   | East Point          | N/A      | N/A      | N/A               | N/A                         | N/A              | \$50,000           | \$50,000          | \$0                 | 32.7        | 341           |
| 922        | Roadway Asset Management & Resiliency | Bridge rehabilitation                     | US 29/Main St              |                               |           | Virginia Ave | Bridge rehabilitation   | College Park        | \$31,500 | N/A      | \$315,900         | N/A                         | \$38,600         | \$386,000          | \$167,910         | \$218,090           | 76.2        | 149           |
| 1508       | Roadway Asset Management & Resiliency | Resurfacing                               |                            |                               |           |              | Resurface roadways based on GDOT's Pavement Management System prioritization system   | Chattahoochee Hills | N/A      | N/A      | N/A               | N/A                         | N/A              | \$66,834,167       | \$66,834,167      | \$0                 | N/A         | N/A           |
| 1509       | Roadway Asset Management & Resiliency | Resurfacing                               |                            |                               |           |              | Resurface roadways based on GDOT's Pavement Management System prioritization system   | College Park        | N/A      | N/A      | N/A               | N/A                         | N/A              | \$49,710,375       | \$49,710,375      | \$0                 | N/A         | N/A           |
| 1510       | Roadway Asset Management & Resiliency | Resurfacing                               |                            |                               |           |              | Resurface roadways based on GDOT's Pavement Management System prioritization system   | East Point          | N/A      | N/A      | N/A               | N/A                         | N/A              | \$84,785,708       | \$84,785,708      | \$0                 | N/A         | N/A           |
| 1511       | Roadway Asset Management & Resiliency | Resurfacing                               |                            |                               |           |              | Resurface roadways based on GDOT's Pavement Management System prioritization system   | Fairburn            | N/A      | N/A      | N/A               | N/A                         | N/A              | \$57,367,292       | \$57,367,292      | \$0                 | N/A         | N/A           |

| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE              | ROAD NAME                    | FROM                           | TO                   | CROSS STREET             | DESCRIPTION  | JURISDICTION   | PE COST     | ROW COST     | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/ FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|------------------------------|------------------------------|--------------------------------|----------------------|--------------------------|--|--|-------------|--------------|-------------------|-----------------------------|------------------|--------------------|-------------------|----------------------|-------------|---------------|
| 1512       | Roadway Asset Management & Resiliency                | Resurfacing                  |                              |                                |                      |                          | Resurface roadways based on GDOT's Pavement Management System prioritization system  | Hapeville  | N/A         | N/A          | N/A               | N/A                         | N/A              | \$18,916,333       | \$18,916,333      | \$0                  | N/A         | N/A           |
| 1513       | Roadway Asset Management & Resiliency                | Resurfacing                  |                              |                                |                      |                          | Resurface roadways based on GDOT's Pavement Management System prioritization system  | Palmetto   | N/A         | N/A          | N/A               | N/A                         | N/A              | \$21,873,042       | \$21,873,042      | \$0                  | N/A         | N/A           |
| 1514       | Roadway Asset Management & Resiliency                | Resurfacing                  |                              |                                |                      |                          | Resurface roadways based on GDOT's Pavement Management System prioritization system  | South Fulton   | N/A         | N/A          | N/A               | N/A                         | N/A              | \$294,398,271      | \$294,398,271     | \$0                  | N/A         | N/A           |
| 1515       | Roadway Asset Management & Resiliency                | Resurfacing                  |                              |                                |                      |                          | Resurface roadways based on GDOT's Pavement Management System prioritization system  | Union City   | N/A         | N/A          | N/A               | N/A                         | N/A              | \$55,235,354       | \$55,235,354      | \$0                  | N/A         | N/A           |
| 209        | Roadway Expansion                                    | New interchange              | I-85                         |                                |                      | Gullatt Rd or Johnson Rd | New interchange at Gullatt Rd or Johnson Rd. The exact location will be determined in the IJR.   | Fairburn, Palmetto   | \$2,390,000 | \$7,170,000  | \$11,950,000      | N/A                         | \$2,390,000      | \$29,431,310       | \$12,802,620      | \$16,628,690         | 69.0        | 212           |
| 1571       | Roadway Expansion                                    | Widening                     | SR 154/ Cascade Palmetto Hwy | SR 92/ Campbellton Fairburn Rd | US 29/ Roosevelt Hwy |                          | Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.  | South Fulton, Palmetto   | \$8,220,717 | \$24,662,151 | \$49,324,302      | \$2,337,984                 | N/A              | \$82,207,171       | \$35,760,119      | \$46,447,051         | 88.2        | 86            |
| 151        | Roadway Transportation System Management & Operation | Connected Vehicle Deployment |                              |                                |                      |                          | Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total. | College Park, East Point, Fairburn, Fulton County, Hapeville, Palmetto, South Fulton, Union City | \$118,800   | N/A          | \$1,069,200       | N/A                         | \$108,000        | \$1,188,000        | \$516,780         | \$671,220            | 120.1       | 1             |



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| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE  | ROAD NAME  | FROM                    | TO          | CROSS STREET | DESCRIPTION   | JURISDICTION                        | PE COST   | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|--|--|-------------------------|-------------|--------------|---|-------------------------------------|-----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 156        | Roadway Transportation System Management & Operation | Add communications at traffic signals with pedestrian activity | Traffic signal locations with pedestrian pushbuttons |                         |             |              | Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.   | All jurisdictions                   | \$40,000  | N/A      | \$360,000         | N/A                         | N/A              | \$400,000          | \$400,000         | \$0                 | N/A         | N/A           |
| 157        | Roadway Transportation System Management & Operation | Connected Vehicles   | Virginia Ave.  | Norman Berry Dr         | Harding Ave |              | Pilot project: Pedestrian event broadcasting: Install connected vehicle infrastructure and associated communications equipment to assist with broadcasting pedestrian event information to motorists approaching the traffic signal. Consider broadcasting predictive pedestrian event information based on historical data. Following pilot project, this can be implemented at traffic signal locations with pedestrian pushbuttons, with priority for roadways with traffic operating at higher speeds | College Park, East Point, Hapeville | \$10,000  | N/A      | \$90,000          | N/A                         | N/A              | \$100,000          | \$100,000         | \$0                 | 100.4       | 34            |
| 177        | Roadway Transportation System Management & Operation | Intersection improvements                                      | SR 92/ Campbellton Fairburn Rd                       | SR 14/South Fulton Pkwy | Jones Rd    |              | Widen SR 92 to 2 thru lanes in each direction and add turn bays from south of South Fulton Pkwy to north of Hall Rd; Install signal at intersection of SR 92 / Thompson Rd. Long Term Project: Continuous Flow Intersection per GDOT project PI#0014081   | South Fulton, Union City            | \$735,000 | N/A      | \$8,593,000       | \$104,500                   | \$1,048,056      | \$10,480,556       | \$4,559,042       | \$5,921,514         | 85.8        | 99            |
| 216        | Roadway Transportation System Management & Operation | Signal monitoring, maintenance, and operations                 | Southern Fulton Region                               |                         |             |              | Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)  | All jurisdictions                   | \$786,000 | N/A      | none              | N/A                         | N/A              | \$7,860,000        | \$7,860,000       | \$0                 | N/A         | N/A           |

| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE           | ROAD NAME                                 | FROM | TO | CROSS STREET         | DESCRIPTION  | JURISDICTION      | PE COST   | ROW COST  | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|---------------------------|---|------|----|----------------------|--|-------------------|-----------|-----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 225        | Roadway Transportation System Management & Operation | Signal upgrades           | Smart Corridors in Southern Fulton Region |      |    |                      | Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.  | All jurisdictions | \$6,960   | N/A       | \$62,640          | N/A                         | N/A              | \$69,600           | \$69,600          | \$0                 | N/A         | N/A           |
| 292        | Roadway Transportation System Management & Operation | Intersection improvements | Welcome All Rd/Welcome All Connector      |      |    | SR 6/Camp Creek Pkwy | Intersection reconfiguration and added turning lanes   | East Point        | \$600,000 | \$77,000  | \$5,948,818       | N/A                         | N/A              | \$6,625,818        | \$6,625,818       | \$0                 | 76.0        | 150           |
| 942        | Roadway Transportation System Management & Operation | Intersection improvements | SR 6/Camp Creek Pkwy                      |      |    | Centre Pkwy          | Extend the westbound left-turn lane beyond Carmia Drive and install flexible delineator posts along the left-turn lane on Camp Creek Parkway to prohibit vehicles exiting Carmia Drive from weaving across intersection to make a left-turn or U-turn at Centre Parkway; cut back trees along Camp Creek Parkway to improve sight lines. Relocate the sign on Centre Parkway to the side of the road; stripe two approach lanes along Centre Parkway; install a dedicated left-turn lane to Camp Creek Parkway; convert northbound left-turn signal phasing to protected + permissive and install a left-turn FYA signal head. Implement recommendations from SR 6 Access Management Study to direct circulating retail traffic to frontage roads. | East Point        | \$60,000  | \$180,000 | \$360,000         | N/A                         | \$0              | \$600,000          | \$261,000         | \$339,000           | 85.1        | 105           |

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|------------|--|---------------------------|----------------------|------|----|---------------|---|--------------|----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 943        | Roadway Transportation System Management & Operation | Intersection improvements | SR 6/Camp Creek Pkwy |      |    | N Commerce Dr | Install "No U-Turn" sign along westbound Camp Creek Parkway; install wayfinding signage along Marketplace Boulevard and Shelby Lane to direct traffic destined for eastbound Camp Creek Parkway to North Commerce Drive; add N. Commerce Drive at Shelby Lane signal to SR 6 RTOP system; implement recommendations from SR 6 Access Management Study to direct circulating traffic to frontage road (Redwine Road - confirm); cut back trees along Camp Creek Parkway to improve sight lines; retrofit curb radii, adjacent drainage structure, and sidewalks; install raised median along North Commerce Drive between Camp Creek Parkway and Creek Pointe Way and "Don't Block the Box" pavement markings at the Creek Pointe Way intersection. In the medium term, evaluate the need to restrict left-turn movements from Creek Pointe Way. | East Point   | \$30,000 | \$90,000 | \$180,000         | N/A                         | N/A              | \$300,000          | \$130,500         | \$169,500           | 90.9        | 70            |
| 944        | Roadway Transportation System Management & Operation | Intersection improvements | N Commerce Dr        |      |    | Centre Pkwy   | Install roundabout; upgrade pavement markings; install raised pavement markers; retrofit drainage structure.  | East Point   | \$10,000 | \$30,000 | \$60,000          | N/A                         | N/A              | \$100,000          | \$100,000         | \$0                 | 79.4        | 134           |
| 946        | Roadway Transportation System Management & Operation | Intersection improvements | N Commerce Dr        |      |    | Washington Rd | Convert northbound left-turn signal phasing to protected + permissive and install a left-turn flashing yellow arrow signal head; close U-Haul driveway; and extend sidewalk along Washington Road.  | South Fulton | \$10,000 | \$30,000 | \$60,000          | N/A                         | N/A              | \$100,000          | \$100,000         | \$0                 | 77.1        | 141           |



| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE   | ROAD NAME                | FROM                   | TO                             | CROSS STREET               | DESCRIPTION  | JURISDICTION                           | PE COST  | ROW COST  | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|---|--------------------------|------------------------|--------------------------------|----------------------------|--|--|----------|-----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1044       | Roadway Transportation System Management & Operation | Smart Corridor / ITS Technology                                     | Camp Creek Pkwy/SR 6     | I-285                  | Butner Rd SW                   |                            | Camp Creek Parkway (SR 6) Advanced Dilemma-Zone Detection System: Building upon the SR 6 Truck Friendly Lanes project to the west of the Aerotropolis, coordinate with GDOT RTOP Program to leverage connected signal technology along Camp Creek Parkway (SR 6) from Butner Road to Conley Street/ Convention Center Concourse to implement Advanced Dilemma-Zone Detection Systems to provide additional green signal time for trucks approaching signalized intersections. This should be developed as a pilot project and evaluated for potential application on other key truck routes, such as Old Dixie Road (US 19/41/SR 3), Roosevelt Highway (US 29/SR 14), and Forest Parkway (SR 331). | College Park, South Fulton, East Point | \$2,100  | N/A       | \$18,900          | N/A                         | N/A              | \$21,000           | \$9,135           | \$11,865            | 89.6        | 76            |
| 1073       | Roadway Transportation System Management & Operation | Intersection improvements   | Washington Rd            |                        |                                | Ben Hill Rd / W Taylor Ave | Washington Rd at Ben Hill Intersection Improvement - (Intersection of Washington Rd at Ben Hill Rd / W Taylor Ave at Cloverhurst Dr / Larose St)   | East Point                             | \$75,000 | \$225,000 | \$450,000         | N/A                         | N/A              | \$750,000          | \$750,000         | \$0                 | 79.4        | 133           |
| 1076       | Roadway Transportation System Management & Operation | Smart/freight corridor improvements, including signal upgrades, FSP | Cascade Palmetto Hwy     | SR 166/ Campbellton Rd | SR 92/ Campbellton Fairburn Rd |                            | Smart/freight corridor improvements, including signal upgrades and freight signal priority, along SR 70/FIB from SR 166/Campbellton Rd to SR 92  | South Fulton                           | \$3,000  | N/A       | \$27,000          | N/A                         | N/A              | \$30,000           | \$13,050          | \$16,950            | 69.9        | 198           |
| 1148       | Roadway Transportation System Management & Operation | Intersection improvements   | Sylvan Road              |                        |                                |                            | Intersection operation improvements, focusing on safety  | East Point, Hapeville                  | \$75,000 | \$225,000 | \$450,000         | N/A                         | N/A              | \$750,000          | \$750,000         | \$0                 | 105.0       | 16            |
| 1525       | Roadway Transportation System Management & Operation | Intersection improvements   | Camp Creek Parkway/ SR 6 |                        |                                | Washington Rd              | Extend the eastbound left-turn lane along Camp Creek Parkway to provide more storage. Coordinate with City of East Point (Fulton County T-SPLOST) project EP-181, Ale Circle realignment.  | East Point                             | \$3,100  | \$9,300   | \$18,600          | N/A                         | N/A              | \$31,000           | \$13,485          | \$17,515            | 95.9        | 45            |

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| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE                 | ROAD NAME             | FROM                     | TO                | CROSS STREET  | DESCRIPTION   | JURISDICTION                                      | PE COST   | ROW COST  | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|---------------------------------|-----------------------|--------------------------|-------------------|---------------|---|---|-----------|-----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1554       | Roadway Transportation System Management & Operation | Wayfinding/ Directional Signage |                       |                          |                   |               | Directional and Wayfinding Signage to Key Destinations: Install advance pavement marking and overhead directional and wayfinding signage along key freight routes that direct drivers to interstate highways and key destinations like Hartsfield-Jackson Atlanta International Airport and the Truckpass lot. Suggested locations include: Old Dixie Road north of Southpoint Drive; Old Dixie Road south of Conley Road; Forest Parkway (SR 331) east of Riverdale Road (SR 139); I-85 approaching Riverdale Road (SR 139); Riverdale Road (SR 139) approaching Sullivan Road (to the north and south); South Fulton Parkway (SR 14) west of the I-85/I-285 interchange; and Roosevelt Highway (US 29/SR 14) approaching South Fulton Parkway (to the north and south). | College Park, East Point, Hapeville, South Fulton | \$6,933   | N/A       | \$62,400          | N/A                         | N/A              | \$69,333           | \$30,160          | \$39,173            | N/A         | N/A           |
| 1561       | Roadway Transportation System Management & Operation | Intersection improvements       | SR 138/ Jonesboro Rd. |                          |                   | Shannon Pkwy. | SR 138/Jonesboro Rd. at Shannon Pkwy. intersection improvement  | Union City  | \$200,000 | \$600,000 | \$1,200,000       | N/A                         | N/A              | \$2,000,000        | \$870,000         | \$1,130,000         | 95.7        | 48            |
| 1563       | Roadway Transportation System Management & Operation | Traffic calming measures        | Pleasant Hill Rd. SW  | SR 279/Old National Hwy. | N. Castlegate Dr. |               | Traffic calming measures on Pleasant Hill Rd. from Old National Hwy. to Castlegate Rd.  | South Fulton                                      | \$59,000  | N/A       | \$594,000         | N/A                         | \$72,556         | \$725,556          | \$725,556         | \$0                 | 87.8        | 89            |
| 1584       | Roadway Transportation System Management & Operation | Electric vehicle charging       | N/A                   |                          |                   |               | Electric vehicle charging/ smart streetlights for on-street parking in downtown East Point. Three charging spots.   | East Point  | \$6,600   | N/A       | \$59,400          | N/A                         | N/A              | \$66,000           | \$66,000          | \$0                 | 75.5        | 155           |

| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE              | ROAD NAME               | FROM                | TO                     | CROSS STREET     | DESCRIPTION   | JURISDICTION   | PE COST   | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|------------------------------|-------------------------|---------------------|------------------------|------------------|---|--|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 2000       | Roadway Transportation System Management & Operation | Connected Vehicle Deployment |                         |                     |                        |                  | In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles   | All jurisdictions  | \$0       | N/A         | \$456,500         | N/A                         | N/A              | \$456,500          | \$456,500         | \$257,923           | N/A         | N/A           |
| 2001       | Roadway Transportation System Management & Operation | Connected Vehicle Deployment |                         |                     |                        |                  | Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 83 signalized intersections in total.  | College Park, East Point, Fairburn, Fulton County, Hapeville, South Fulton, Union City | \$83,000  | N/A         | \$747,000         | N/A                         | \$83,000         | \$913,000          | \$397,155         | \$515,845           | 104.8       | 17            |
| 2007       | Roadway Transportation System Management & Operation | Intersection improvements    | US 29/ Roosevelt Hwy    |                     |                        | SR 74/ Senoia Rd | South Fulton CID Multimodal Study projects CID-12A & CID-12B. CID-12A: Intersection improvements at the ramp connecting SR 74 and McLarin Road (0.1 mile), including repaving and restriping the ramp as well as adding a channelized island. CID-12B: Intersection improvements at the ramp connecting SR 74 and U.S. 29 (0.2 miles)., creating an acceleration lane for vehicles turning southbound onto US 29. | Fairburn   | \$50,000  | N/A         | \$275,000         | N/A                         | N/A              | \$325,000          | \$141,375         | \$183,625           | 79.9        | 131           |
| 15         | Trail  | Multi-use trail              | SR 14/South Fulton Pkwy | I-285               | Chattahoochee River    |                  | 10' multi-use trail parallel to road with large buffer in between   | Chattahoochee Hills  | \$903,420 | \$2,710,260 | \$5,420,520       | N/A                         | N/A              | \$9,034,199        | \$3,929,877       | \$5,104,323         | 75.7        | 154           |
| 17         | Trail  | Multi-use trail              | Cascade Rd              | Atlanta City Limits | SR 70                  |                  | 8'-10' off-street multi-use trail   | South Fulton   | \$46,800  | \$93,600    | \$504,000         | N/A                         | \$49,950         | \$855,047          | \$855,047         | \$0                 | 89.7        | 74            |
| 18         | Trail  | Multi-use trail              | US 29/Main St           | E Main St           | Lakewood MARTA Station |                  | Multi-use trail to connect to proposed trail in Lakewood/Ft McPherson LCI   | East Point   | \$31,000  | \$1,012,000 | \$328,000         | N/A                         | \$32,000         | \$1,727,704        | \$751,551         | \$976,153           | 98.1        | 40            |
| 41         | Trail  | Multi-use trail              | Norman Berry Dr         | Sumner Park         | Tri-Cities High School |                  | Multi-use off-road trail  | East Point   | \$75,000  | \$376,000   | \$752,000         | N/A                         | \$133,667        | \$1,336,667        | \$1,336,667       | \$0                 | 92.3        | 64            |
| 44         | Trail  | Multi-use trail              | Private Property        | Pedestrian Bridge   | Tri-Cities High School |                  | Multi-use off-road trail  | East Point   | \$45,000  | \$226,500   | \$453,000         | N/A                         | \$80,500         | \$805,000          | \$805,000         | \$0                 | 87.7        | 90            |
| 45         | Trail  | Multi-use trail              | Airport City            | Camp Creek Pkwy     | US 29/Main St          |                  | Multi-use off-road trail  | College Park   | \$72,000  | \$362,000   | \$724,000         | N/A                         | \$128,667        | \$1,286,667        | \$1,286,667       | \$0                 | 92.2        | 66            |
| 46         | Trail  | Multi-use trail              | Hershel Rd              | Washington Road     | SR 6/Camp Creek Pkwy   |                  | Multi-use off-road trail  | College Park   | \$73,000  | \$366,500   | \$733,000         | N/A                         | \$130,278        | \$1,302,778        | \$1,302,778       | \$0                 | 81.5        | 121           |
| 56         | Trail  | Multi-use trail              | N/A                     |                     |                        |                  | Parkway Trail Phase IV  | College Park   | \$23,730  | \$71,191    | \$142,383         | N/A                         | N/A              | \$237,305          | \$237,305         | \$0                 | N/A         | N/A           |



Southern Fulton Comprehensive Transportation Plan

| PROJECT ID | PROJECT TYPE                                 | PROJECT SUBTYPE                         | ROAD NAME                           | FROM               | TO                    | CROSS STREET  | DESCRIPTION   | JURISDICTION          | PE COST   | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|---|-------------------------------------|--------------------|-----------------------|---------------|---|-----------------------|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 64         | Trail  | Multi-use trail                         | Willingham Drive                    | South Central Ave. | Hapeville City Limits |               | Multi-use off-road trail  | Hapeville             | \$43,000  | \$217,500   | \$435,000         | N/A                         | \$77,278         | \$772,778          | \$772,778         | \$0                 | 89.8        | 73            |
| 1010       | Trail  | Multi-use trail                         | Royal South Pkwy                    | Buffington Rd      | Flat Shoals           |               | Multi-use trail / Model Mile  | Union City            | \$112,000 | \$561,500   | \$1,123,000       | N/A                         | \$199,611        | \$1,996,111        | \$1,996,111       | \$0                 | 88.1        | 87            |
| 1564       | Trail  | Multi-use trail                         |                                     |                    |                       |               | South Fulton TrailNet: Cascade Trail  | South Fulton          | \$292,000 | \$1,460,000 | \$2,920,000       | N/A                         | \$519,111        | \$5,191,111        | \$5,191,111       | \$0                 | 89.7        | 74            |
| 1568       | Trail  | Multi-use trail                         |                                     |                    |                       |               | South Fulton TrailNet: Sandtown Trail   | South Fulton          | \$344,000 | \$1,719,000 | \$3,438,000       | N/A                         | \$611,222        | \$6,112,222        | \$6,112,222       | \$0                 | 93.6        | 55            |
| 1569       | Trail  | Multi-use trail                         |                                     |                    |                       |               | South Fulton TrailNet: Welcome All Trail  | South Fulton          | \$477,000 | \$2,384,500 | \$4,769,000       | N/A                         | \$847,833        | \$8,478,333        | \$8,478,333       | \$0                 | 104.0       | 21            |
| 163        | Transit Asset Management and System Upgrades | Bicycle & pedestrian access improvement | College Park MARTA station          |                    |                       | US 29/Main St | Open transit station to through bike and pedestrian movements   | College Park          | \$10,000  | N/A         | \$90,000          | N/A                         | N/A              | \$100,000          | \$20,000          | \$0                 | 88.4        | 85            |
| 215        | Transit Asset Management and System Upgrades | Bus stop amenities                      | Bus Stops in Southern Fulton Region |                    |                       |               | Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)  | All jurisdictions     | \$157,400 | N/A         | none              | N/A                         | N/A              | \$1,574,000        | \$1,574,000       | \$0                 | N/A         | N/A           |
| 1150       | Transit Asset Management and System Upgrades | Bus stop amenities                      | Sylvan Road                         |                    |                       |               | Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)   | East Point, Hapeville | \$67,000  | \$0         | \$674,000         | N/A                         | \$82,333         | \$823,333          | \$823,333         | \$0                 | 107.4       | 14            |
| 1505       | Transit Asset Management and System Upgrades | Bus Shelter                             |                                     |                    |                       |               | New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations. | All jurisdictions     | \$55,660  | \$166,980   | \$333,960         | N/A                         | N/A              | \$556,600          | \$111,320         | \$0                 | 111.6       | 3             |
| 1506       | Transit Asset Management and System Upgrades | Bus stop amenities                      |                                     |                    |                       |               | Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.           | All jurisdictions     | \$35,640  | \$106,920   | \$213,840         | N/A                         | N/A              | \$356,400          | \$71,280          | \$0                 | 104.7       | 19            |
| 1507       | Transit Asset Management and System Upgrades | Bus stop amenities                      |                                     |                    |                       |               | Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.       | All jurisdictions     | \$68,040  | \$204,120   | \$408,240         | N/A                         | N/A              | \$680,400          | \$136,080         | \$0                 | 111.6       | 3             |

| PROJECT ID    | PROJECT TYPE                                 | PROJECT SUBTYPE             | ROAD NAME                     | FROM                       | TO                         | CROSS STREET | DESCRIPTION   | JURISDICTION   | PE COST             | ROW COST            | CONSTRUCTION COST    | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST    | TOST COST ESTIMATE     | TOTAL LOCAL MATCH    | STATE/FEDERAL MATCH  | FINAL SCORE | FINAL RANKING |
|---------------|--|-----------------------------|-------------------------------|----------------------------|----------------------------|--------------|---|--|---------------------|---------------------|----------------------|-----------------------------|---------------------|------------------------|----------------------|----------------------|-------------|---------------|
| 1517          | Transit Asset Management and System Upgrades | Bus stop amenities          |                               |                            |                            |              | Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.                        | All jurisdictions  | \$515,970           | \$1,547,910         | \$3,095,820          | N/A                         | N/A                 | \$5,159,700            | \$1,031,940          | \$0                  | 118.5       | 2             |
| 1533          | Transit Asset Management and System Upgrades | Bus stop amenities          | Desert Dr                     |                            |                            |              | Install RRFB across Desert Drive to facilitate pedestrian crossing between bus stop on north side of the road and existing sidewalk along the south side of Desert Drive; consolidate existing bus stops and align with RRFB. | East Point   | \$10,000            | N/A                 | \$90,000             | N/A                         | N/A                 | \$100,000              | \$20,000             | \$0                  | 85.4        | 104           |
| 95            | Transit Expansion                            | High capacity/rapid transit | US 29/ Roosevelt Hwy          | College Park MARTA station | Palmetto                   |              | Bus rapid transit   | College Park, Fairburn, Palmetto, South Fulton, Union City | \$6,735,000         | \$13,470,000        | \$24,695,000         | N/A                         | N/A                 | \$44,900,000           | \$8,980,000          | \$25,368,500         | 107.7       | 12            |
| 101           | Transit Expansion                            | New shuttle service         | Corporate Crescent Circulator | International Terminal     | College Park MARTA station |              | Corporate Crescent Circulator shuttle system  | Atlanta, College Park, East Point, Hapeville               | \$1,500,000         | \$3,000,000         | \$5,500,000          | N/A                         | N/A                 | \$10,000,000           | \$2,000,000          | \$5,650,000          | 103.4       | 25            |
| 103           | Transit Expansion                            | Mobility district           | N/A                           |                            |                            |              | Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.  | All jurisdictions  | \$150,000           | N/A                 | \$850,000            | N/A                         | N/A                 | \$1,000,000            | \$200,000            | \$0                  | N/A         | N/A           |
| <b>TOTAL:</b> |  |                             |                               |                            |                            |              |   |  | <b>\$31,664,337</b> | <b>\$89,114,432</b> | <b>\$201,782,120</b> | <b>\$2,442,484</b>          | <b>\$16,171,828</b> | <b>\$1,010,415,423</b> | <b>\$859,786,574</b> | <b>\$134,120,018</b> |             |               |

# MID-TERM (10-YEAR) PROJECT RECOMMENDATIONS LIST

**TABLE 2: MID-TERM (10-YEAR) PROJECT RECOMMENDATIONS LIST**

| PROJECT ID | PROJECT TYPE         | PROJECT SUBTYPE  | ROAD NAME                    | FROM                    | TO                              | CROSS STREET | DESCRIPTION  | JURISDICTION             | PE COST   | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|----------------------|--|------------------------------|-------------------------|---------------------------------|--------------|--|--------------------------|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 16         | Bicycle & Pedestrian | Bicycle lanes  | SR 139/ Riverdale Rd         | US 29/ Roosevelt Hwy    | Flat Shoals                     |              | 4' bike lanes striped on street  | College Park             | \$132,518 | \$517,762   | \$1,433,637       | N/A                         | \$141,749        | \$2,740,764        | \$1,192,232       | \$1,548,532         | 92.3        | 65            |
| 69         | Bicycle & Pedestrian | Streetscape  | West Cleveland Ave           | Norman Berry            | Main St/US 29                   |              | Streetscaping including bicycle and pedestrian facilities  | East Point               | \$325,000 | \$0         | \$3,250,000       | N/A                         | \$397,222        | \$3,972,222        | \$3,972,222       | \$0                 | 102.6       | 27            |
| 135        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter) | SR 70/Fulton Industrial Blvd |                         |                                 | Robinson Dr  | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)  | Fulton County            | \$12,000  | \$60,000    | \$120,000         | N/A                         | \$21,333         | \$213,333          | \$92,800          | \$120,533           | 88.7        | 83            |
| 136        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter) | SR 70/Fulton Industrial Blvd |                         |                                 | Selig Dr     | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)  | Fulton County            | \$12,000  | \$60,000    | \$120,000         | N/A                         | \$21,333         | \$213,333          | \$92,800          | \$120,533           | 81.8        | 118           |
| 169        | Bicycle & Pedestrian | Bicycle lanes  | US 29/Main St                | Atlanta City Limits     | College Park City Limits        |              | Install protected bike lanes.  | East Point               | \$262,000 | \$1,308,500 | \$2,617,000       | N/A                         | \$465,278        | \$4,652,778        | \$2,023,958       | \$2,628,819         | 109.1       | 8             |
| 280        | Bicycle & Pedestrian | Sidewalks & crosswalks   | SR 138/ Jonesboro Rd         | I-85                    | SR 279/Old National Hwy         |              | Install crosswalks and sidewalks   | Union City               | \$790,000 | \$3,949,000 | \$7,898,000       | N/A                         | \$1,404,111      | \$14,041,111       | \$6,107,883       | \$7,933,228         | 88.4        | 84            |
| 1050       | Bicycle & Pedestrian | Sidewalks  | Camp Creek Pkwy/SR 6         | Washington Rd           | Convention- al Center Concourse |              | Camp Creek Parkway (SR 6) Sidewalk: Fill gaps in sidewalk along Camp Creek Parkway (SR 6) between Washington Road and Airport Drive. | College Park, East Point | \$60,000  | \$180,000   | \$360,000         | N/A                         | \$0              | \$600,000          | \$261,000         | \$339,000           | 93.2        | 60            |
| 1054       | Bicycle & Pedestrian | Sidewalks  | Sullivan Rd                  | Old National Hwy/US 279 | Best Rd                         |              | Sullivan Road Sidewalk: Install sidewalk along the north side of Sullivan Road between Old National Highway (SR 279) and Best Road.  | College Park             | \$60,000  | \$180,000   | \$360,000         | N/A                         | \$0              | \$600,000          | \$600,000         | \$0                 | 81.1        | 126           |
| 1055       | Bicycle & Pedestrian | Sidewalks  | Best Rd                      | Sullivan Rd             | W Point Ave                     |              | Best Road Sidewalk: Install sidewalk along the east side of Best Road between W Point Avenue and Sullivan Road.                      | College Park             | \$80,000  | \$240,000   | \$480,000         | N/A                         | \$0              | \$800,000          | \$800,000         | \$0                 | 81.8        | 120           |



| PROJECT ID | PROJECT TYPE                          | PROJECT SUBTYPE                 | ROAD NAME               | FROM                        | TO                      | CROSS STREET            | DESCRIPTION  | JURISDICTION                        | PE COST   | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|---------------------------------------|---------------------------------|-------------------------|-----------------------------|-------------------------|-------------------------|--|-------------------------------------|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1059       | Bicycle & Pedestrian                  | Sidewalks                       | Roosevelt Highway/US 29 | Ben Hill Rd                 | Lee St Connector        |                         | Roosevelt Highway (US 29/ SR 14) Sidewalk: Fill gaps in sidewalk along Roosevelt Highway between Ben Hill Road and Lee Street Connector, with focus on the area near Old National Highway (SR 279). Coordinate with GDOT PI 0011845 US 29/SR 14 at Washington Road intersection improvement. | College Park, South Fulton          | \$250,000 | \$750,000   | \$1,500,000       | N/A                         | \$0              | \$2,500,000        | \$1,087,500       | \$1,412,500         | 85.0        | 108           |
| 1115       | Bicycle & Pedestrian                  | Sidewalks                       | SR 6/Camp Creek Pkwy    | Washington Rd               | N Desert Dr             |                         | Sidewalk on WB Camp Creek from Washington Rd to N Desert Dr  | East Point                          | \$51,000  | \$254,500   | \$509,000         | N/A                         | \$90,500         | \$905,000          | \$393,675         | \$511,325           | 87.6        | 91            |
| 1145       | Bicycle & Pedestrian                  | Bicycle & pedestrian facilities | Virginia Avenue         |                             |                         |                         | Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes; remove median.  | College Park, East Point, Hapeville | \$945,025 | \$4,144,000 | \$9,107,910       | N/A                         | \$1,577,437      | \$15,774,372       | \$15,774,372      | \$0                 | 106.2       | 15            |
| 1149       | Bicycle & Pedestrian                  | Pedestrian improvements         | Sylvan Road             |                             |                         |                         | Provide pedestrian improvements to connect to transit stops  | East Point, Hapeville               | \$417,000 | \$0         | \$4,174,000       | N/A                         | \$510,111        | \$5,101,111        | \$5,101,111       | \$0                 | 110.5       | 5             |
| 1595       | Bicycle & Pedestrian                  | Sidewalks                       | Church Street           | SR 154/Cascade Palmetto Hwy | Fairburn Campbellton Rd |                         | Sidewalk installation on both sides of Church Street   | Chattahoochee Hills, South Fulton   | \$44,000  | \$219,500   | \$439,000         | N/A                         | \$78,056         | \$780,556          | \$780,556         | \$0                 | 75.2        | 156           |
| 900        | Roadway Asset Management & Resiliency | Bridge rehabilitation           | I-85                    |                             |                         | Morning Creek Tributary | Bridge rehabilitation  | South Fulton                        | \$110,700 | N/A         | \$1,105,500       | N/A                         | \$135,133        | \$1,351,333        | \$587,830         | \$763,503           | 75.7        | 152           |
| 901        | Roadway Asset Management & Resiliency | Bridge rehabilitation           | I-85                    |                             |                         | Buffington Rd           | Bridge rehabilitation  | South Fulton                        | \$46,200  | N/A         | \$461,100         | N/A                         | \$56,367         | \$563,667          | \$245,195         | \$318,472           | 75.7        | 152           |
| 928        | Roadway Asset Management & Resiliency | Bridge rehabilitation           | I-285                   |                             |                         | South Fork Camp Creek   | Bridge rehabilitation  | East Point                          | \$103,200 | N/A         | \$1,031,700       | N/A                         | \$126,100        | \$1,261,000        | \$548,535         | \$712,465           | 85.1        | 106           |
| 1003       | Roadway Asset Management & Resiliency | Bridge rehabilitation           | I-85                    |                             |                         | SR 138/ Jonesboro Rd    | Bridge rehabilitation  | Fairburn                            | \$123,300 | N/A         | \$1,231,800       | N/A                         | \$150,567        | \$1,505,667        | \$654,965         | \$850,702           | 80.6        | 129           |
| 1007       | Roadway Asset Management & Resiliency | Bridge rehabilitation           | I-285                   |                             |                         | Washington Rd           | Bridge rehabilitation  | East Point                          | \$157,800 | N/A         | \$1,579,200       | N/A                         | \$193,000        | \$1,930,000        | \$839,550         | \$1,090,450         | 82.4        | 117           |

Southern Fulton Comprehensive Transportation Plan

| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE           | ROAD NAME                                   | FROM                          | TO          | CROSS STREET         | DESCRIPTION   | JURISDICTION                | PE COST     | ROW COST  | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/ FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|---------------------------|---|-------------------------------|-------------|----------------------|---|-----------------------------|-------------|-----------|-------------------|-----------------------------|------------------|--------------------|-------------------|----------------------|-------------|---------------|
| 263        | Roadway Expansion                                    | Widening                  | SR 166/ Campbellton Rd                      | SR 70/ Fulton Industrial Blvd | Reynolds Rd |                      | Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible. | South Fulton                | \$3,704,000 | \$0       | \$37,040,000      | \$649,000                   | \$17,739,857     | \$59,132,857       | \$25,722,793      | \$33,410,064         | 80.7        | 128           |
| 173        | Roadway Transportation System Management & Operation | Raised medians            | SR 279/Old National Hwy                     | Flat Shoals Rd                | Sullivan Rd |                      | Construct raised median from Flat Shoals Rd to Sullivan Rd.   | College Park, South Fulton  | \$186,791   | N/A       | \$1,681,123       | N/A                         | \$186,791        | \$1,867,914        | \$812,543         | \$1,055,372          | 77.8        | 138           |
| 226        | Roadway Transportation System Management & Operation | Signal upgrades           | Freight Corridors in Southern Fulton Region |                               |             |                      | On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.   | All jurisdictions           | \$75,000    | N/A       | \$675,000         | N/A                         | N/A              | \$750,000          | \$750,000         | \$0                  | N/A         | N/A           |
| 276        | Roadway Transportation System Management & Operation | Intersection improvements | SR 70/Fulton Industrial Blvd                |                               |             | SR 6/Camp Creek Pkwy | Intersection improvement, including pedestrian crossing   | Fulton County, South Fulton | \$200,000   | \$600,000 | \$1,200,000       | N/A                         | N/A              | \$2,000,000        | \$870,000         | \$1,130,000          | 77.7        | 139           |
| 277        | Roadway Transportation System Management & Operation | Intersection improvements | SR 6/Camp Creek Pkwy                        |                               |             | Marketplace Blvd     | Intersection improvement  | East Point                  | \$75,000    | \$225,000 | \$450,000         | N/A                         | N/A              | \$750,000          | \$326,250         | \$423,750            | 87.8        | 88            |

| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE           | ROAD NAME               | FROM | TO | CROSS STREET | DESCRIPTION   | JURISDICTION                       | PE COST   | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|---------------------------|-------------------------|------|----|--------------|---|------------------------------------|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 948        | Roadway Transportation System Management & Operation | Intersection improvements | SR 279/Old National Hwy |      |    | Sullivan Rd  | Upgrade pedestrian landing; convert northbound left-turn and westbound left-turn signal phasing to Protected + Permissive and install left turn flashing yellow arrow signal heads; add channelized yield-controlled eastbound right turn lane with raised concrete island; convert northbound right-turn lane to channelized yield-controlled movement with raised concrete island; and either convert West Point Avenue to right-in/right-out approach or relocate West Point Avenue to the east to mitigate vehicular conflicts. | College Park                       | \$40,000  | N/A         | \$360,000         | N/A                         | \$0              | \$400,000          | \$174,000         | \$226,000           | 89.5        | 77            |
| 949        | Roadway Transportation System Management & Operation | Intersection improvements | Loop Rd                 |      |    | Toffie Ter   | Upgrade pavement markings; install raised pavement markers and median nose delineators; add pedestrian accommodations; convert outside southbound through-lane to exclusive right-turn lane with overlap phase and FYA; convert inside northbound through-lane to exclusive left-turn lane; convert eastbound and westbound left-turn signals to FYAs; convert outside eastbound through-lane to exclusive right-turn lane.   | East Point, Hapeville              | \$30,000  | N/A         | \$270,000         | N/A                         | \$0              | \$300,000          | \$300,000         | \$0                 | 75.9        | 151           |
| 1156       | Roadway Transportation System Management & Operation | Access management         | SR 138/ Jonesboro Rd    |      |    |              | Install a median along corridor for safety; assess driveway access and modify or eliminate access points for safety   | Fairburn, South Fulton, Union City | \$470,881 | \$1,412,644 | \$2,825,287       | N/A                         | \$470,881        | \$4,708,812        | \$2,048,333       | \$2,660,479         | 84.1        | 113           |
| 1585       | Roadway Transportation System Management & Operation | Electric vehicle charging | N/A                     |      |    |              | Electric vehicle charging/ smart streetlights for on-street parking in downtown Hapeville. Three charging spots.  | Hapeville                          | \$6,600   | N/A         | \$59,400          | N/A                         | N/A              | \$66,000           | \$66,000          | \$0                 | 84.5        | 110           |



Southern Fulton Comprehensive Transportation Plan

| PROJECT ID    | PROJECT TYPE      | PROJECT SUBTYPE             | ROAD NAME   | FROM                       | TO                           | CROSS STREET | DESCRIPTION  | JURISDICTION  | PE COST             | ROW COST            | CONSTRUCTION COST    | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST    | TOST COST ESTIMATE   | TOTAL LOCAL MATCH    | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|---------------|-------------------|-----------------------------|---|----------------------------|------------------------------|--------------|--|---|---------------------|---------------------|----------------------|-----------------------------|---------------------|----------------------|----------------------|---------------------|-------------|---------------|
| 24            | Trail             | Multi-use trail             | East Point, College Park, Hapeville, Forest Park, Airport City, GICC, Mountain View, Old National Hwy, Phoenix Blvd |                            |                              |              | Multi-use trail connecting the downtowns and activity centers around the airport. Include link to Phoenix Trail. | College Park, East Point, Hapeville                   | \$1,493,000         | \$7,465,500         | \$14,931,000         | N/A                         | \$2,654,389         | \$26,543,889         | \$11,546,592         | \$14,997,297        | 109.5       | 7             |
| 48            | Trail             | Multi-use trail             | Wolf Creek Trail  | Butner Rd                  | Enon Rd                      |              | Multi-use off-road trail   | South Fulton  | \$168,000           | \$842,000           | \$1,684,000          | N/A                         | \$299,333           | \$2,993,333          | \$2,993,333          | \$0                 | 77.2        | 140           |
| 49            | Trail             | Multi-use trail             | Welcome All Rd  | Camp Creek Pkwy            | Will Lee Rd                  |              | Multi-use off-road trail   | East Point  | \$185,000           | \$923,500           | \$1,847,000          | N/A                         | \$328,389           | \$3,283,889          | \$3,283,889          | \$0                 | 83.9        | 114           |
| 253           | Trail             | Multi-use trail             | SR 6/Camp Creek Pkwy  | US 29/Main St              | Piedmont Driving Club        |              | Multi-use off-road trail   | Atlanta, College Park, East Point, South Fulton       | \$484,000           | \$2,422,000         | \$4,844,000          | N/A                         | \$861,111           | \$8,611,111          | \$3,745,833          | \$4,865,278         | 102.3       | 28            |
| 1565          | Trail             | Multi-use trail             |   |                            |                              |              | South Fulton TrailNet: Cedar Grove Trail   | South Fulton  | \$991,000           | \$4,953,500         | \$9,907,000          | N/A                         | \$1,761,278         | \$17,612,778         | \$17,612,778         | \$0                 | 90.7        | 71            |
| 1566          | Trail             | Multi-use trail             |   |                            |                              |              | South Fulton TrailNet: Cliftondale Trail   | South Fulton  | \$928,000           | \$4,639,500         | \$9,279,000          | N/A                         | \$1,649,611         | \$16,496,111         | \$16,496,111         | \$0                 | 93.7        | 54            |
| 1567          | Trail             | Multi-use trail             |   |                            |                              |              | South Fulton TrailNet: Old National Trail  | South Fulton  | \$518,000           | \$2,587,500         | \$5,175,000          | N/A                         | \$920,056           | \$9,200,556          | \$9,200,556          | \$0                 | 104.0       | 21            |
| 1570          | Trail             | Multi-use trail             |   |                            |                              |              | South Fulton TrailNet: Wolf Creek Trail  | South Fulton  | \$520,000           | \$2,600,500         | \$5,201,000          | N/A                         | \$924,611           | \$9,246,111          | \$9,246,111          | \$0                 | 87.5        | 92            |
| 97            | Transit Expansion | High capacity/rapid transit | SR 6/Camp Creek Pkwy  | College Park MARTA station | SR 70/Fulton Industrial Blvd |              | Arterial rapid transit   | College Park, East Point, Fulton County, South Fulton | \$1,980,000         | \$3,960,000         | \$7,260,000          | N/A                         | \$0                 | \$13,200,000         | \$2,640,000          | \$7,458,000         | 108.4       | 10            |
| <b>TOTAL:</b> |                   |                             |   |                            |                              |              |  |   | <b>\$16,037,016</b> | <b>\$44,494,906</b> | <b>\$142,466,657</b> | <b>\$649,000</b>            | <b>\$33,164,605</b> | <b>\$236,669,609</b> | <b>\$148,991,307</b> | <b>\$84,576,302</b> |             |               |

# LONG-TERM PROJECT RECOMMENDATIONS LIST

**TABLE 3: LONG-TERM PROJECT RECOMMENDATIONS LIST**

| PROJECT ID | PROJECT TYPE         | PROJECT SUBTYPE   | ROAD NAME                    | FROM                | TO                   | CROSS STREET            | DESCRIPTION   | JURISDICTION   | PE COST     | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|----------------------|---|------------------------------|---------------------|----------------------|-------------------------|---|--|-------------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 33         | Bicycle & Pedestrian | Sidewalks & crosswalks  | US 29/ Roosevelt Hwy         |                     |                      | Thornton Ave            | Install crosswalks  | Palmetto   | \$5,000     | \$0         | \$20,000          | N/A                         | \$2,500          | \$33,864           | \$14,731          | \$19,133            | 62.3        | 251           |
| 34         | Bicycle & Pedestrian | Streetscape   | US 29/ Roosevelt Hwy         | Thornton Rd         | Jackson Ave          |                         | Streetscaping including bicycle and pedestrian facilities   | Palmetto   | \$3,000     | \$0         | \$20,000          | N/A                         | \$2,300          | \$31,155           | \$13,553          | \$17,603            | 70.8        | 187           |
| 36         | Bicycle & Pedestrian | Sidewalks & crosswalks  | SR 70/Fulton Industrial Blvd | Frederick Dr        | Riverside Dr         |                         | Streetscaping including bicycle and pedestrian facilities, including sidewalks and pedestrian crossings | Fulton County, South Fulton  | \$281,000   | \$1,022,000 | \$3,042,000       | N/A                         | \$300,000        | \$5,720,018        | \$2,488,208       | \$3,231,810         | 99.7        | 36            |
| 38         | Bicycle & Pedestrian | Sidewalks & crosswalks  | US 29/ Roosevelt Hwy         | Atlanta City Limits | Coweta County Limits |                         | Multi-use off-road trail  | College Park, East Point, Fairburn, Palmetto, South Fulton, Union City | \$2,700,000 | \$9,367,000 | \$29,200,500      | N/A                         | \$2,888,000      | \$54,374,653       | \$23,652,974      | \$30,721,679        | 107.7       | 13            |
| 78         | Bicycle & Pedestrian | Sidewalks & crosswalks  | US 29/ Roosevelt Hwy         |                     |                      | Mallory Rd              | Install crosswalks and sidewalks  | South Fulton   | \$12,000    | \$58,000    | \$116,000         | N/A                         | \$20,667         | \$206,667          | \$89,900          | \$116,767           | 67.8        | 219           |
| 81         | Bicycle & Pedestrian | Sidewalks & crosswalks  | US 29/ Roosevelt Hwy         |                     |                      | Westbrook Pl            | Install crosswalks  | Union City   | \$1,000     | \$0         | \$11,000          | N/A                         | \$1,333          | \$13,333           | \$5,800           | \$7,533             | 63.2        | 245           |
| 83         | Bicycle & Pedestrian | Sidewalks & crosswalks  | US 29/ Roosevelt Hwy         |                     |                      | Lee St                  | Install crosswalks  | Union City   | \$1,000     | \$0         | \$14,000          | N/A                         | \$1,667          | \$16,667           | \$7,250           | \$9,417             | 63.2        | 245           |
| 86         | Bicycle & Pedestrian | Sidewalks & crosswalks  | Hallie Mill Rd               |                     |                      | US 279/Old National Hwy | Install crosswalks and sidewalks  | South Fulton   | \$12,000    | \$58,000    | \$116,000         | N/A                         | \$20,667         | \$206,667          | \$89,900          | \$116,767           | 73.7        | 163           |
| 87         | Bicycle & Pedestrian | Sidewalks & crosswalks  | US 29/Main St                |                     |                      | Thompson Ave            | Install crosswalks  | East Point   | \$1,000     | \$0         | \$11,000          | N/A                         | \$1,333          | \$13,333           | \$5,800           | \$7,533             | 73.1        | 171           |
| 138        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Lagrange Dr                  |                     |                      | Boat Rock Blvd          | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)               | Fulton County  | \$12,000    | \$60,000    | \$120,000         | N/A                         | \$21,333         | \$213,333          | \$213,333         | \$0                 | 78.5        | 137           |
| 139        | Bicycle & Pedestrian | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | West Park Pl                 |                     |                      | West Park Dr            | Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)               | Fulton County  | \$12,000    | \$58,000    | \$116,000         | N/A                         | \$20,667         | \$206,667          | \$206,667         | \$0                 | 81.8        | 118           |

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| PROJECT ID | PROJECT TYPE         | PROJECT SUBTYPE         | ROAD NAME                                     | FROM                          | TO                                | CROSS STREET                                  | DESCRIPTION   | JURISDICTION  | PE COST  | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/ FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|----------------------|-------------------------|---|-------------------------------|-----------------------------------|---|---|---------------|----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|----------------------|-------------|---------------|
| 269        | Bicycle & Pedestrian | Sidewalks & crosswalks  | SR 138/ Jonesboro Rd                          |                               |                                   | Bethsaida Rd                                  | Install crosswalks and sidewalks  | South Fulton  | \$12,000 | \$58,000 | \$116,000         | N/A                         | \$20,667         | \$206,667          | \$89,900          | \$116,767            | 70.6        | 189           |
| 278        | Bicycle & Pedestrian | Sidewalks & crosswalks  | SR 74/Senoia Rd                               |                               |                                   | US 29/Roosevelt Hwy                           | Install crosswalks and sidewalks to improve access to transit   | Fairburn      | \$7,000  | \$33,500 | \$67,000          | N/A                         | \$11,944         | \$119,444          | \$51,958          | \$67,486             | 60.4        | 255           |
| 282        | Bicycle & Pedestrian | Sidewalks & crosswalks  | US 29/ Roosevelt Hwy                          |                               |                                   | Buffington Rd                                 | Install crosswalks and sidewalks  | College Park  | \$12,000 | \$60,000 | \$120,000         | N/A                         | \$21,333         | \$213,333          | \$92,800          | \$120,533            | 65.4        | 230           |
| 284        | Bicycle & Pedestrian | Sidewalks & crosswalks  | US 29/ Roosevelt Hwy                          |                               |                                   | SR 14/South Fulton Pkwy                       | Install crosswalks and sidewalks  | South Fulton  | \$10,000 | \$0      | \$128,000         | N/A                         | \$15,333         | \$153,333          | \$66,700          | \$86,633             | 70.6        | 189           |
| 1067       | Bicycle & Pedestrian | Pedestrian improvements | US 29 / railroad / frontage road (McLarin Rd) |                               |                                   | US 29 / railroad / frontage road (McLarin Rd) | Pedestrian bridge over the railroad and frontage road across from Harbor Lakes for employees of the distribution centers on Bohannon Rd   | Fairburn      | \$22,000 | \$0      | \$224,000         | N/A                         | \$27,333         | \$273,333          | \$273,333         | \$0                  | 60.4        | 255           |
| 1068       | Bicycle & Pedestrian | Pedestrian improvements | US 29 / NW Broad St                           |                               |                                   | Barton St                                     | Safe, mid-block crossing at Georgia Military College campus, near Barton St. MARTA re-routed the bus route to pick up on the back side of campus, temporarily, and a safe crossing is needed to access the existing bus stop. | Fairburn      | \$7,000  | \$0      | \$69,000          | N/A                         | \$8,444          | \$84,444           | \$36,733          | \$47,711             | 67.5        | 220           |
| 1085       | Bicycle & Pedestrian | Pedestrian improvements | Fulton Industrial Boulevard                   |                               |                                   | Great Southwest Parkway                       | Installation of pedestrian crossings  | Fulton County | \$2,296  | N/A      | \$17,500          | N/A                         | \$1,750          | \$22,960           | \$9,988           | \$12,972             | 68.7        | 213           |
| 1086       | Bicycle & Pedestrian | Pedestrian improvements | Fulton Industrial Boulevard                   |                               |                                   | Cascade Road                                  | Installation of pedestrian crossings  | Fulton County | \$2,296  | N/A      | \$17,500          | N/A                         | \$1,750          | \$22,960           | \$9,988           | \$12,972             | 68.7        | 213           |
| 1090       | Bicycle & Pedestrian | Sidewalks               | Great Southwest Parkway                       | Fulton Industrial Boulevard   | Villanova Drive                   |   | Installation of sidewalks   | Fulton County | \$8,889  | N/A      | \$73,120          | N/A                         | \$1,410          | \$88,894           | \$88,894          | \$0                  | 62.5        | 250           |
| 1091       | Bicycle & Pedestrian | Sidewalks               | Villanova Drive                               | Great Southwest Parkway       | Fulton Industrial Blvd/SR 70      |   | Installation of sidewalks   | Fulton County | \$8,889  | N/A      | \$73,120          | N/A                         | \$1,410          | \$88,894           | \$88,894          | \$0                  | 76.4        | 145           |
| 1093       | Bicycle & Pedestrian | Sidewalks               | Philip Lee Drive                              | Fulton Industrial Boulevard   | MacDermid Printing Solutions      |   | Installation of sidewalks   | Fulton County | \$8,889  | N/A      | \$73,120          | N/A                         | \$1,410          | \$88,894           | \$88,894          | \$0                  | 76.4        | 145           |
| 1094       | Bicycle & Pedestrian | Sidewalks               | Westlake Blvd.                                | SR 70/ Fulton Industrial Blvd | 6100 Fulton Industrial Blvd       |   | Installation of sidewalks.  | Fulton County | \$8,889  | N/A      | \$73,120          | N/A                         | \$1,410          | \$88,894           | \$88,894          | \$0                  | 73.2        | 170           |
| 1095       | Bicycle & Pedestrian | Sidewalks               | Westpark Drive                                | Fulton Industrial Boulevard   | Southern Fulton Government Center |   | Installation of sidewalks   | Fulton County | \$8,889  | N/A      | \$73,120          | N/A                         | \$1,410          | \$88,894           | \$88,894          | \$0                  | 73.5        | 166           |



| PROJECT ID | PROJECT TYPE                          | PROJECT SUBTYPE   | ROAD NAME                                     | FROM                          | TO                        | CROSS STREET                  | DESCRIPTION  | JURISDICTION        | PE COST   | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|---------------------------------------|---|---|-------------------------------|---------------------------|-------------------------------|--|---------------------|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1096       | Bicycle & Pedestrian                  | Sidewalks   | Wharton Drive                                 | Wharton Drive                 | Wharton Circle            |                               | Installation of sidewalks  | Fulton County       | \$8,889   | N/A         | \$73,120          | N/A                         | \$1,410          | \$88,894           | \$88,894          | \$0                 | 76.4        | 145           |
| 1097       | Bicycle & Pedestrian                  | Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter) | Roosevelt Highway                             |                               |                           | Village Center Boulevard      | Install crosswalk (in conjunction with planned/programmed new bus shelter)             | Fairburn            | \$1,000   | \$0         | \$7,000           | N/A                         | \$889            | \$8,889            | \$3,867           | \$5,022             | 73.0        | 173           |
| 1138       | Bicycle & Pedestrian                  | Sidewalks   | Merk Rd                                       | Aldredge Rd                   | SR 6/Camp Creek Pkwy      |                               | Sidewalks along Merk Rd  | South Fulton        | \$237,000 | \$1,184,500 | \$2,369,000       | N/A                         | \$421,167        | \$4,211,667        | \$4,211,667       | \$0                 | 73.3        | 169           |
| 1152       | Bicycle & Pedestrian                  | Sidewalks & crosswalks  | SR 74/Senoia Rd/Fairburn Industrial Boulevard |                               |                           |                               | Install sidewalks to connect to transit stops  | Fairburn            | \$454,000 | \$2,272,500 | \$4,545,000       | N/A                         | \$807,944        | \$8,079,444        | \$3,514,558       | \$4,564,886         | 90.9        | 69            |
| 1158       | Bicycle & Pedestrian                  | Sidewalks   | Thaxton Rd                                    | Butner Rd                     | Old Fairburn Rd           |                               | Thaxton Rd between Butner and Old Fairburn Rd  | South Fulton        | \$207,000 | \$1,035,500 | \$2,071,000       | N/A                         | \$368,167        | \$3,681,667        | \$3,681,667       | \$0                 | 69.9        | 197           |
| 1452       | Bicycle & Pedestrian                  | Sidewalks   | Line Creek Rd                                 | Colonist Dr                   | SR 92                     |                               | Install sidewalks along Line Creek Rd from Colonist Drive to SR 92                     | South Fulton        | \$94,000  | \$472,000   | \$944,000         | N/A                         | \$167,778        | \$1,677,778        | \$1,677,778       | \$0                 | 66.9        | 221           |
| 1453       | Bicycle & Pedestrian                  | Sidewalks   | Colonist Drive                                | Line Creek Rd                 | McClure Road              |                               | Install sidewalks on Colonist Drive from Line Creek Rd to McClure Lake Road            | South Fulton        | \$96,000  | \$481,000   | \$962,000         | N/A                         | \$171,000        | \$1,710,000        | \$1,710,000       | \$0                 | 70.3        | 193           |
| 1454       | Bicycle & Pedestrian                  | Sidewalks   | McClure Lake Rd                               | Colonist Dr                   | SR 92                     |                               | Install sidewalks on McClure Lake Rd from Colonist drive to SR 92                      | South Fulton        | \$51,000  | \$253,000   | \$506,000         | N/A                         | \$90,000         | \$900,000          | \$900,000         | \$0                 | 70.3        | 193           |
| 1574       | Bicycle & Pedestrian                  | Sidewalks   | Enon Rd.                                      | Sanford J. Jones Blvd.        | SR 6/Camp Creek Pkwy      |                               | Sidewalks on Enon Rd from Sanford J. Jones Blvd. to SR 6/Camp Creek Pkwy.              | South Fulton        | \$175,000 | \$877,500   | \$1,755,000       | N/A                         | \$311,944        | \$3,119,444        | \$3,119,444       | \$0                 | 70.3        | 193           |
| 1576       | Bicycle & Pedestrian                  | Sidewalks   | Wallace Rd.                                   | SR 154/Campbellton Rd.        | Enon Rd.                  |                               | Sidewalks on Wallace Rd. from SR 154/Campbellton Rd. to Enon Rd.                       | South Fulton        | \$175,000 | \$877,500   | \$1,755,000       | N/A                         | \$311,944        | \$3,119,444        | \$3,119,444       | \$0                 | 73.3        | 168           |
| 1580       | Bicycle & Pedestrian                  | Sidewalks   | Bakers Ferry Road                             | SR 70/Fulton Industrial Blvd  | Mendel Dr/Boulder Park Dr |                               | Sidewalk on Bakers Ferry Road from Fulton Industrial Blvd to Mendel Dr/Boulder Park Dr | Fulton County       | \$87,500  | \$438,750   | \$877,500         | N/A                         | \$155,972        | \$1,559,722        | \$1,559,722       | \$0                 | 73.5        | 166           |
| 1596       | Bicycle & Pedestrian                  | Sidewalks   | Fairburn Campbellton Rd                       | SR 92/Campbellton Fairburn Rd | Church St                 |                               | Sidewalk installation on both sides of Fairburn Campbellton Rd                         | Chattahoochee Hills | \$44,000  | \$219,500   | \$439,000         | N/A                         | \$78,056         | \$780,556          | \$780,556         | \$0                 | 75.2        | 156           |
| 866        | Roadway Asset Management & Resiliency | Bridge replacement  | Garretts Ferry Rd                             |                               |                           | Chattahoochee River Tributary | Bridge rehabilitation or replacement   | Chattahoochee Hills | \$16,000  | N/A         | \$158,000         | N/A                         | \$19,333         | \$193,333          | \$193,333         | \$0                 | 51.4        | 321           |
| 867        | Roadway Asset Management & Resiliency | Bridge replacement  | Barnes Rd                                     |                               |                           | White Oak Creek               | Bridge rehabilitation or replacement   | Chattahoochee Hills | \$32,000  | N/A         | \$316,000         | N/A                         | \$38,667         | \$386,667          | \$386,667         | \$0                 | 51.4        | 321           |
| 868        | Roadway Asset Management & Resiliency | Bridge replacement  | Vernon Grove Rd                               |                               |                           | Longino Creek                 | Bridge rehabilitation or replacement   | Chattahoochee Hills | \$18,000  | N/A         | \$175,000         | N/A                         | \$21,444         | \$214,444          | \$214,444         | \$0                 | 51.4        | 321           |

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| PROJECT ID | PROJECT TYPE                          | PROJECT SUBTYPE       | ROAD NAME                    | FROM | TO | CROSS STREET   | DESCRIPTION                          | JURISDICTION                | PE COST   | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|---------------------------------------|-----------------------|------------------------------|------|----|--|--------------------------------------|-----------------------------|-----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 869        | Roadway Asset Management & Resiliency | Bridge replacement    | Atlanta Newnan Rd            |      |    | Cedar Creek  | Bridge rehabilitation or replacement | Chattahoochee Hills         | \$42,000  | N/A      | \$421,000         | N/A                         | \$51,444         | \$514,444          | \$514,444         | \$0                 | 51.4        | 321           |
| 870        | Roadway Asset Management & Resiliency | Bridge replacement    | Phillips Rd                  |      |    | Little Bear Creek                                    | Bridge rehabilitation or replacement | Palmetto                    | \$23,000  | N/A      | \$232,000         | N/A                         | \$28,333         | \$283,333          | \$283,333         | \$0                 | 46.2        | 333           |
| 871        | Roadway Asset Management & Resiliency | Bridge replacement    | Johnson Rd                   |      |    | Shoal Creek  | Bridge rehabilitation or replacement | Fairburn                    | \$15,000  | N/A      | \$154,000         | N/A                         | \$18,778         | \$187,778          | \$187,778         | \$0                 | 39.8        | 338           |
| 872        | Roadway Asset Management & Resiliency | Bridge replacement    | Harris Rd                    |      |    | White Water Creek Tributary                          | Bridge rehabilitation or replacement | South Fulton                | \$19,000  | N/A      | \$185,000         | N/A                         | \$22,667         | \$226,667          | \$226,667         | \$0                 | 54.4        | 306           |
| 873        | Roadway Asset Management & Resiliency | Bridge replacement    | Koweta Rd                    |      |    | Deep Creek   | Bridge rehabilitation or replacement | South Fulton                | \$38,000  | N/A      | \$379,000         | N/A                         | \$46,333         | \$463,333          | \$463,333         | \$0                 | 45.4        | 334           |
| 875        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-20                         |      |    | SR 70/Fulton Industrial Blvd                         | Bridge rehabilitation                | Fulton County, South Fulton | \$107,400 | N/A      | \$1,074,000       | N/A                         | \$131,267        | \$1,312,667        | \$571,010         | \$741,657           | 72.1        | 178           |
| 876        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 70/Fulton Industrial Blvd |      |    | Utoy Creek   | Bridge rehabilitation                | Fulton County               | \$65,700  | N/A      | \$657,000         | N/A                         | \$80,300         | \$803,000          | \$349,305         | \$453,695           | 59.6        | 265           |
| 877        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 70/Fulton Industrial Blvd |      |    | Chattahoochee River Tributary                        | Bridge rehabilitation                | Fulton County               | \$20,100  | N/A      | \$202,200         | N/A                         | \$24,700         | \$247,000          | \$107,445         | \$139,555           | 63.4        | 242           |
| 878        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 70/Fulton Industrial Blvd |      |    | Morris Creek   | Bridge rehabilitation                | Fulton County               | \$20,100  | N/A      | \$202,200         | N/A                         | \$24,700         | \$247,000          | \$107,445         | \$139,555           | 53.5        | 309           |
| 879        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 6/Camp Creek Pkwy         |      |    | Camp Creek Tributary                                 | Bridge rehabilitation                | South Fulton                | \$20,100  | N/A      | \$202,200         | N/A                         | \$24,700         | \$247,000          | \$107,445         | \$139,555           | 66.6        | 225           |
| 880        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 6/Camp Creek Pkwy         |      |    | Camp Creek Tributary, 6.2 Miles west of College Park | Bridge rehabilitation                | South Fulton                | \$20,100  | N/A      | \$202,200         | N/A                         | \$24,700         | \$247,000          | \$107,445         | \$139,555           | 52.9        | 316           |
| 881        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 6/Camp Creek Pkwy         |      |    | Camp Creek Tributary, 6.1 Miles west of College Park | Bridge rehabilitation                | South Fulton                | \$20,100  | N/A      | \$202,200         | N/A                         | \$24,700         | \$247,000          | \$107,445         | \$139,555           | 59.2        | 271           |

| PROJECT ID | PROJECT TYPE                          | PROJECT SUBTYPE       | ROAD NAME           | FROM | TO | CROSS STREET            | DESCRIPTION           | JURISDICTION | PE COST   | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|---------------------------------------|-----------------------|---------------------|------|----|-------------------------|-----------------------|--------------|-----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 882        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Aldredge Rd         |      |    | Wolf Creek              | Bridge rehabilitation | South Fulton | \$10,200  | N/A      | \$101,100         | N/A                         | \$12,367         | \$123,667          | \$123,667         | \$0                 | 46.8        | 331           |
| 885        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Jones Bridge Rd     |      |    | Line Creek              | Bridge rehabilitation | South Fulton | \$6,300   | N/A      | \$63,300          | N/A                         | \$7,733          | \$100,000          | \$100,000         | \$0                 | 56.4        | 297           |
| 886        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Northcutt Rd        |      |    | Pea Creek               | Bridge rehabilitation | South Fulton | \$6,300   | N/A      | \$63,300          | N/A                         | \$7,733          | \$100,000          | \$100,000         | \$0                 | 53.0        | 312           |
| 887        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Short Rd            |      |    | Pea Creek               | Bridge rehabilitation | South Fulton | \$6,300   | N/A      | \$63,300          | N/A                         | \$7,733          | \$100,000          | \$100,000         | \$0                 | 53.0        | 312           |
| 888        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Ono Rd              |      |    | Bear Creek              | Bridge rehabilitation | South Fulton | \$7,500   | N/A      | \$75,900          | N/A                         | \$9,267          | \$100,000          | \$100,000         | \$0                 | 53.0        | 312           |
| 889        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Hobgood Rd          |      |    | Bear Creek              | Bridge rehabilitation | South Fulton | \$13,200  | N/A      | \$132,600         | N/A                         | \$16,200         | \$162,000          | \$162,000         | \$0                 | 53.0        | 312           |
| 890        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Bishop Rd           |      |    | Bear Creek              | Bridge rehabilitation | South Fulton | \$7,500   | N/A      | \$75,900          | N/A                         | \$9,267          | \$100,000          | \$100,000         | \$0                 | 60.4        | 257           |
| 891        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Herndon Rd          |      |    | Bear Creek              | Bridge rehabilitation | South Fulton | \$13,200  | N/A      | \$132,600         | N/A                         | \$16,200         | \$162,000          | \$162,000         | \$0                 | 60.4        | 257           |
| 892        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Derrick Rd          |      |    | Deep Creek Tributary    | Bridge rehabilitation | South Fulton | \$7,500   | N/A      | \$75,900          | N/A                         | \$9,267          | \$100,000          | \$100,000         | \$0                 | 46.8        | 331           |
| 893        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Mallory Rd          |      |    | CSX Railroad            | Bridge rehabilitation | South Fulton | \$12,600  | N/A      | \$126,300         | N/A                         | \$15,433         | \$154,333          | \$154,333         | \$0                 | 59.5        | 268           |
| 894        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Stacks Rd           |      |    | CSX Railroad            | Bridge rehabilitation | South Fulton | \$12,600  | N/A      | \$126,300         | N/A                         | \$15,433         | \$154,333          | \$154,333         | \$0                 | 66.8        | 222           |
| 895        | Roadway Asset Management & Resiliency | Bridge rehabilitation | US 29/Roosevelt Hwy |      |    | SR 14/South Fulton Pkwy | Bridge rehabilitation | College Park | \$138,900 | N/A      | \$1,389,900       | N/A                         | \$169,867        | \$1,698,667        | \$738,920         | \$959,747           | 59.5        | 267           |



Southern Fulton Comprehensive Transportation Plan

| PROJECT ID | PROJECT TYPE                          | PROJECT SUBTYPE       | ROAD NAME         | FROM | TO | CROSS STREET                  | DESCRIPTION           | JURISDICTION        | PE COST  | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|---------------------------------------|-----------------------|-------------------|------|----|-------------------------------|-----------------------|---------------------|----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 896        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Cascade Rd        |      |    | CSX Railroad                  | Bridge rehabilitation | South Fulton        | \$25,200 | N/A      | \$252,600         | N/A                         | \$30,867         | \$308,667          | \$134,270         | \$174,397           | 65.4        | 231           |
| 899        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Burdette Rd       |      |    | Morning Creek Tributary       | Bridge rehabilitation | South Fulton        | \$4,500  | N/A      | \$44,100          | N/A                         | \$5,400          | \$100,000          | \$100,000         | \$0                 | 65.4        | 231           |
| 902        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Spence Rd         |      |    | White Water Creek Tributary   | Bridge rehabilitation | South Fulton        | \$4,500  | N/A      | \$44,100          | N/A                         | \$5,400          | \$100,000          | \$100,000         | \$0                 | 59.4        | 270           |
| 904        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Capps Ferry Rd    |      |    | Chattahoochee River Tributary | Bridge rehabilitation | Chattahoochee Hills | \$54,300 | N/A      | \$543,300         | N/A                         | \$66,400         | \$664,000          | \$664,000         | \$0                 | 55.3        | 302           |
| 905        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Westside Rd       |      |    | Mill Branch                   | Bridge rehabilitation | Chattahoochee Hills | \$12,600 | N/A      | \$126,300         | N/A                         | \$15,433         | \$154,333          | \$154,333         | \$0                 | 56.8        | 282           |
| 906        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Sardis Church Rd  |      |    | Dry Branch                    | Bridge rehabilitation | Chattahoochee Hills | \$10,000 | N/A      | \$90,000          | N/A                         | N/A              | \$100,000          | \$100,000         | \$0                 | 56.8        | 282           |
| 907        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Rico Rd           |      |    | Moss Creek                    | Bridge rehabilitation | Chattahoochee Hills | \$6,300  | N/A      | \$63,300          | N/A                         | \$7,733          | \$100,000          | \$100,000         | \$0                 | 56.8        | 282           |
| 908        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Rico Rd           |      |    | Longino Creek                 | Bridge rehabilitation | Chattahoochee Hills | \$6,300  | N/A      | \$63,300          | N/A                         | \$7,733          | \$100,000          | \$100,000         | \$0                 | 56.8        | 282           |
| 909        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Old Phillips Rd   |      |    | Longino Creek                 | Bridge rehabilitation | Chattahoochee Hills | \$4,500  | N/A      | \$44,100          | N/A                         | \$5,400          | \$100,000          | \$100,000         | \$0                 | 56.8        | 282           |
| 910        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Waterworks Rd     |      |    | Cedar Creek                   | Bridge rehabilitation | Chattahoochee Hills | \$4,500  | N/A      | \$44,100          | N/A                         | \$5,400          | \$100,000          | \$100,000         | \$0                 | 60.5        | 253           |
| 911        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Wilkerson Mill Rd |      |    | Little Bear Creek             | Bridge rehabilitation | Chattahoochee Hills | \$5,700  | N/A      | \$57,000          | N/A                         | \$6,967          | \$100,000          | \$100,000         | \$0                 | 56.8        | 282           |
| 912        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Cochran Mill Rd   |      |    | Bear Creek                    | Bridge rehabilitation | Chattahoochee Hills | \$7,500  | N/A      | \$75,900          | N/A                         | \$9,267          | \$100,000          | \$100,000         | \$0                 | 56.8        | 282           |

| PROJECT ID | PROJECT TYPE                          | PROJECT SUBTYPE       | ROAD NAME                   | FROM  | TO         | CROSS STREET               | DESCRIPTION           | JURISDICTION             | PE COST   | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|---------------------------------------|-----------------------|-----------------------------|-------|------------|----------------------------|-----------------------|--------------------------|-----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 913        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 14/South Fulton Pkwy     |       |            | Bear Creek                 | Bridge rehabilitation | Chattahoochee Hills      | \$31,500  | N/A      | \$315,900         | N/A                         | \$38,600         | \$386,000          | \$386,000         | \$0                 | 56.8        | 282           |
| 914        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Woodruff Rd                 |       |            | Little Pea Creek Tributary | Bridge rehabilitation | Chattahoochee Hills      | \$9,300   | N/A      | \$92,700          | N/A                         | \$11,333         | \$113,333          | \$113,333         | \$0                 | 56.8        | 282           |
| 916        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Flat Shoals Rd              |       |            | Morning Creek Tributary    | Bridge rehabilitation | South Fulton, Union City | \$15,900  | N/A      | \$157,800         | N/A                         | \$19,300         | \$193,000          | \$193,000         | \$0                 | 69.3        | 205           |
| 917        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85                        |       |            | Branch of Morning Creek    | Bridge rehabilitation | Union City               | \$294,900 | N/A      | \$2,948,100       | N/A                         | \$360,333        | \$3,603,333        | \$1,567,450       | \$2,035,883         | 72.6        | 175           |
| 918        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-285 Ramp                  | I-285 | I-85 South |                            | Bridge rehabilitation | College Park             | \$209,400 | N/A      | \$2,092,500       | N/A                         | \$255,767        | \$2,557,667        | \$1,112,585       | \$1,445,082         | 60.0        | 262           |
| 919        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 279/Old National Hwy     |       |            | CSX Railroad               | Bridge rehabilitation | College Park             | \$60,000  | N/A      | \$600,000         | N/A                         | \$73,333         | \$733,333          | \$319,000         | \$414,333           | 56.7        | 291           |
| 920        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 6/Camp Creek Pkwy        |       |            | Camp Creek                 | Bridge rehabilitation | College Park             | \$16,500  | N/A      | \$164,100         | N/A                         | \$20,067         | \$417,499          | \$181,612         | \$235,887           | 70.4        | 192           |
| 921        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Herschel Rd                 |       |            | Camp Creek                 | Bridge rehabilitation | College Park             | \$63,785  | N/A      | \$574,061         | N/A                         | N/A              | \$637,846          | \$637,846         | \$0                 | 64.7        | 237           |
| 923        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Central Ave                 |       |            | Norman Berry Dr            | Bridge rehabilitation | East Point               | \$18,900  | N/A      | \$189,600         | N/A                         | \$23,167         | \$231,667          | \$231,667         | \$0                 | 55.9        | 299           |
| 924        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 154/Cascade Palmetto Hwy |       |            | Stanton Rd                 | Bridge rehabilitation | East Point               | \$55,200  | N/A      | \$552,900         | N/A                         | \$67,567         | \$675,667          | \$293,915         | \$381,752           | 72.0        | 179           |
| 926        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 166/Campbellton Rd       |       |            | Delowe Dr                  | Bridge rehabilitation | East Point               | \$50,400  | N/A      | \$505,500         | N/A                         | \$61,767         | \$617,667          | \$268,685         | \$348,982           | 70.7        | 188           |
| 927        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 154/Cascade Palmetto Hwy |       |            | South Utoy Creek           | Bridge rehabilitation | East Point               | \$31,500  | N/A      | \$315,900         | N/A                         | \$38,600         | \$386,000          | \$167,910         | \$218,090           | 70.0        | 196           |

Southern Fulton Comprehensive Transportation Plan

| PROJECT ID | PROJECT TYPE                          | PROJECT SUBTYPE       | ROAD NAME               | FROM | TO | CROSS STREET         | DESCRIPTION           | JURISDICTION | PE COST   | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|---------------------------------------|-----------------------|-------------------------|------|----|----------------------|-----------------------|--------------|-----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 929        | Roadway Asset Management & Resiliency | Bridge rehabilitation | N Commerce Dr           |      |    | Camp Creek           | Bridge rehabilitation | East Point   | \$214,800 | N/A      | \$2,148,000       | N/A                         | \$262,533        | \$2,625,333        | \$2,625,333       | \$0                 | 69.6        | 201           |
| 930        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Welcome All Rd          |      |    | Camp Creek           | Bridge rehabilitation | East Point   | \$27,300  | N/A      | \$273,600         | N/A                         | \$33,433         | \$334,333          | \$334,333         | \$0                 | 63.6        | 241           |
| 931        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85                    |      |    | Virginia Ave         | Bridge rehabilitation | East Point   | \$78,900  | N/A      | \$789,600         | N/A                         | \$96,500         | \$965,000          | \$419,775         | \$545,225           | 65.3        | 233           |
| 932        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Rivertown Rd            |      |    | Line Creek           | Bridge rehabilitation | Fairburn     | \$7,500   | N/A      | \$73,800          | N/A                         | \$9,033          | \$100,000          | \$100,000         | \$0                 | 53.2        | 311           |
| 933        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Rivertown Rd            |      |    | King Branch          | Bridge rehabilitation | Fairburn     | \$7,500   | N/A      | \$73,800          | N/A                         | \$9,033          | \$100,000          | \$100,000         | \$0                 | 53.2        | 310           |
| 934        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85                    |      |    | Fayetteville Rd      | Bridge rehabilitation | Fairburn     | \$55,200  | N/A      | \$552,900         | N/A                         | \$67,567         | \$675,667          | \$293,915         | \$381,752           | 63.3        | 243           |
| 935        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Oakley Industrial Blvd  |      |    | CSX Railroad         | Bridge rehabilitation | Fairburn     | \$94,800  | N/A      | \$9,477,002       | N/A                         | \$1,063,534      | \$10,635,336       | \$10,635,336      | \$0                 | 57.1        | 281           |
| 936        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85                    |      |    | Spence Rd            | Bridge rehabilitation | Fairburn     | \$36,300  | N/A      | \$363,300         | N/A                         | \$44,400         | \$444,000          | \$193,140         | \$250,860           | 56.3        | 298           |
| 937        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Landrum Rd              |      |    | Trickham Creek       | Bridge rehabilitation | Fairburn     | \$6,300   | N/A      | \$63,300          | N/A                         | \$7,733          | \$100,000          | \$100,000         | \$0                 | 60.2        | 261           |
| 938        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Creekwood Rd            |      |    | Borum Springs Creek  | Bridge rehabilitation | Fairburn     | \$1,800   | N/A      | \$18,900          | N/A                         | \$2,300          | \$100,000          | \$100,000         | \$0                 | 46.9        | 330           |
| 983        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 14/South Fulton Pkwy |      |    | Buffington Rd        | Bridge rehabilitation | College Park | \$69,900  | N/A      | \$698,700         | N/A                         | \$85,400         | \$854,000          | \$371,490         | \$482,510           | 56.6        | 292           |
| 984        | Roadway Asset Management & Resiliency | Bridge rehabilitation | US 29/ Roosevelt Hwy    |      |    | SR 139/ Riverdale Rd | Bridge rehabilitation | College Park | \$162,000 | N/A      | \$1,621,500       | N/A                         | \$198,167        | \$1,981,667        | \$862,025         | \$1,119,642         | 65.2        | 234           |



| PROJECT ID | PROJECT TYPE                          | PROJECT SUBTYPE       | ROAD NAME            | FROM | TO | CROSS STREET                                     | DESCRIPTION           | JURISDICTION | PE COST  | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|---------------------------------------|-----------------------|----------------------|------|----|--|-----------------------|--------------|----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 985        | Roadway Asset Management & Resiliency | Bridge rehabilitation | Buffington Rd        |      |    | Shannon Creek                                    | Bridge rehabilitation | Union City   | \$6,300  | N/A      | \$63,300          | N/A                         | \$7,733          | \$100,000          | \$100,000         | \$0                 | 69.0        | 211           |
| 987        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85 North           |      |    | SR 6/Camp Creek Pkwy (NBL)                       | Bridge rehabilitation | College Park | \$45,000 | N/A      | \$450,000         | N/A                         | \$55,000         | \$550,000          | \$239,250         | \$310,750           | 52.0        | 318           |
| 988        | Roadway Asset Management & Resiliency | Bridge rehabilitation | International Dr     |      |    | Flint River                                      | Bridge rehabilitation | Hapeville    | \$16,500 | N/A      | \$165,900         | N/A                         | \$20,267         | \$202,667          | \$202,667         | \$0                 | 66.4        | 227           |
| 989        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85                 |      |    | SR 74/Senoia Rd                                  | Bridge rehabilitation | Fairburn     | \$99,000 | N/A      | \$989,700         | N/A                         | \$120,967        | \$1,209,667        | \$526,205         | \$683,462           | 70.4        | 191           |
| 990        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85 Ramp            |      |    | Loop Rd  | Bridge rehabilitation | College Park | \$72,900 | N/A      | \$729,600         | N/A                         | \$89,167         | \$891,667          | \$387,875         | \$503,792           | 54.8        | 305           |
| 991        | Roadway Asset Management & Resiliency | Bridge rehabilitation | SR 6/Camp Creek Pkwy |      |    | US 29/Roosevelt Hwy                              | Bridge rehabilitation | College Park | \$22,500 | N/A      | \$223,800         | N/A                         | \$27,367         | \$273,667          | \$119,045         | \$154,622           | 68.0        | 216           |
| 992        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85                 |      |    | Central Ave                                      | Bridge rehabilitation | Hapeville    | \$63,600 | N/A      | \$634,800         | N/A                         | \$77,600         | \$776,000          | \$337,560         | \$438,440           | 69.1        | 206           |
| 993        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85 North           |      |    | SR 6/Camp Creek Pkwy (SBL)                       | Bridge rehabilitation | College Park | \$52,200 | N/A      | \$521,100         | N/A                         | \$63,700         | \$637,000          | \$277,095         | \$359,905           | 52.0        | 318           |
| 995        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85                 |      |    | Willingham Rd                                    | Bridge rehabilitation | Hapeville    | \$62,400 | N/A      | \$625,500         | N/A                         | \$76,433         | \$764,333          | \$332,485         | \$431,848           | 69.1        | 206           |
| 996        | Roadway Asset Management & Resiliency | Bridge rehabilitation | High Point Rd        |      |    | Deep Creek                                       | Bridge rehabilitation | Union City   | \$11,400 | N/A      | \$113,700         | N/A                         | \$13,900         | \$139,000          | \$139,000         | \$0                 | 59.1        | 272           |
| 997        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85                 |      |    | Flint River Tributary (north of N Outer Loop Rd) | Bridge rehabilitation | East Point   | \$50,400 | N/A      | \$505,500         | N/A                         | \$61,767         | \$617,667          | \$268,685         | \$348,982           | 55.2        | 303           |
| 998        | Roadway Asset Management & Resiliency | Bridge rehabilitation | I-85                 |      |    | Flint River Tributary (south of Willingham Dr)   | Bridge rehabilitation | East Point   | \$50,400 | N/A      | \$505,500         | N/A                         | \$61,767         | \$617,667          | \$268,685         | \$348,982           | 66.3        | 228           |

Southern Fulton Comprehensive Transportation Plan

| PROJECT ID | PROJECT TYPE                          | PROJECT SUBTYPE                       | ROAD NAME                    | FROM                           | TO               | CROSS STREET    | DESCRIPTION  | JURISDICTION                           | PE COST     | ROW COST     | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/ FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|---------------------------------------|---------------------------------------|------------------------------|--------------------------------|------------------|-----------------|--|--|-------------|--------------|-------------------|-----------------------------|------------------|--------------------|-------------------|----------------------|-------------|---------------|
| 1000       | Roadway Asset Management & Resiliency | Bridge rehabilitation                 | I-85                         |                                |                  | I-85 Spur Conn  | Bridge rehabilitation  | College Park                           | \$134,100   | N/A          | \$1,342,500       | N/A                         | \$164,067        | \$1,640,667        | \$713,690         | \$926,977            | 62.8        | 247           |
| 1001       | Roadway Asset Management & Resiliency | Bridge rehabilitation                 | SR 6/Camp Creek Pkwy         |                                |                  | E Main St       | Bridge rehabilitation  | College Park                           | \$24,300    | N/A          | \$243,300         | N/A                         | \$29,733         | \$297,333          | \$129,340         | \$167,993            | 52.0        | 318           |
| 1002       | Roadway Asset Management & Resiliency | Bridge rehabilitation                 | US 29/ Roosevelt Hwy         |                                |                  | CSX Railroad    | Bridge rehabilitation  | South Fulton                           | \$31,500    | N/A          | \$315,900         | N/A                         | \$38,600         | \$386,000          | \$167,910         | \$218,090            | 66.7        | 223           |
| 1004       | Roadway Asset Management & Resiliency | Bridge rehabilitation                 | SR 154/ Cascade Palmetto Hwy |                                |                  | Bear Creek      | Bridge rehabilitation  | Chattahoochee Hills, South Fulton      | \$8,700     | N/A          | \$87,000          | N/A                         | \$10,633         | \$106,333          | \$46,255          | \$60,078             | 64.1        | 238           |
| 1005       | Roadway Asset Management & Resiliency | Bridge rehabilitation                 | Scarboro Rd                  |                                |                  | Wolf Creek      | Bridge rehabilitation  | South Fulton, Union City               | \$3,600     | N/A          | \$36,900          | N/A                         | \$4,500          | \$100,000          | \$100,000         | \$0                  | 66.2        | 229           |
| 1008       | Roadway Asset Management & Resiliency | Bridge rehabilitation                 | Peter Rd                     |                                |                  | Broadanax Creek | Bridge rehabilitation  | Union City                             | \$8,700     | N/A          | \$87,000          | N/A                         | \$10,633         | \$106,333          | \$106,333         | \$0                  | 55.6        | 301           |
| 1516       | Roadway Asset Management & Resiliency | Resurfacing                           |                              |                                |                  |                 | Resurface roadways based on GDOT's Pavement Management System prioritization system  | Fulton County, Fulton Industrial Blvd. | N/A         | N/A          | N/A               | N/A                         | N/A              | N/A                | \$180,583         | \$180,583            | \$0         | N/A           |
| 188        | Roadway Expansion                     | Widening                              | SR 6/Camp Creek Pkwy         | I-285                          | I-85             |                 | Roadway widening from 4 to 6 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.                      | College Park, East Point               | \$4,708,000 | \$0          | \$47,084,000      | \$121,000                   | \$22,248,429     | \$74,161,429       | \$32,260,221      | \$41,901,207         | 103.4       | 24            |
| 205        | Roadway Expansion                     | Collector Distributer and/or new ramp | SR 14/South Fulton Pkwy      |                                |                  | Buffington Rd   | C/D and/or loop ramps for WB South Fulton Pkwy to Buffington Road  | College Park                           | \$1,000,000 | \$3,000,000  | \$6,000,000       | N/A                         | N/A              | \$10,000,000       | \$4,350,000       | \$5,650,000          | 58.2        | 278           |
| 207        | Roadway Expansion                     | Widening                              | Oakley Industrial Blvd       | Jonesboro Rd                   | SR 74/ Senoia Rd |                 | Roadway widening from 2 to 4 lanes, including sidewalks. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible. | Fairburn, South Fulton, Union City     | \$5,105,000 | \$0          | \$51,052,000      | \$1,045,000                 | \$24,515,143     | \$81,717,143       | \$81,717,143      | \$0                  | 94.6        | 50            |
| 210        | Roadway Expansion                     | Alternate and parallel routes         | SR 14/South Fulton Pkwy      | SR 92/ Campbellton Fairburn Rd | Welcome All Rd   |                 | Alternate and parallel routes along South Fulton Parkway   | College Park, South Fulton, Union City | \$5,086,000 | \$20,344,400 | \$50,861,000      | \$632,500                   | \$32,967,386     | \$109,891,286      | \$47,802,709      | \$62,088,576         | 73.6        | 164           |

| PROJECT ID | PROJECT TYPE      | PROJECT SUBTYPE            | ROAD NAME                    | FROM                   | TO                   | CROSS STREET                     | DESCRIPTION  | JURISDICTION               | PE COST     | ROW COST    | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|-------------------|----------------------------|------------------------------|------------------------|----------------------|----------------------------------|--|----------------------------|-------------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 248        | Roadway Expansion | Road extension             | SR 14/South Fulton Pkwy      |                        |                      | The Lakes Point and Harbor Grove | Expand The Lakes Point to provide northside access. Expand Harbor Grove Apartments to provide northside access.  | South Fulton, Union City   | \$112,000   | \$448,800   | \$1,122,000       | \$33,000                    | \$735,343        | \$2,451,143        | \$1,066,247       | \$1,384,896         | 72.1        | 177           |
| 256        | Roadway Expansion | Widening                   | SR 70/Fulton Industrial Blvd | SR 166/Campbellton Rd  | SR 6/Camp Creek Pkwy |                                  | Roadway widening from 4 to 6 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.  | Fulton County              | \$5,556,000 | \$0         | \$55,560,000      | \$973,500                   | \$26,609,786     | \$88,699,286       | \$38,584,189      | \$50,115,096        | 79.1        | 135           |
| 261        | Roadway Expansion | Interchange improvements   | SR 14/South Fulton Pkwy      |                        |                      | Derrick Rd                       | Intersection improvement, which may include construction of a tight diamond interchange  | South Fulton               | \$1,360,600 | \$625,000   | \$13,606,000      | N/A                         | \$1,559,160      | \$21,120,056       | \$9,187,224       | \$11,932,832        | 63.8        | 240           |
| 285        | Roadway Expansion | New roadway connection     | US 29/Roosevelt Hwy          |                        |                      | Consolidated Rental Car Center   | US 29 - Improved access to Consolidated Rental Car Center (Contract) from local street network   | College Park               | \$62,000    | \$247,200   | \$618,000         | N/A                         | \$291,429        | \$971,429          | \$422,571         | \$548,857           | 57.4        | 280           |
| 1041       | Roadway Expansion | Widening                   | Roosevelt Highway/US 29      | Welcome All Rd         | Washington Rd        |                                  | Widen Roosevelt Highway (US 29/SR 14) from two to four lanes from S. Fulton Parkway to Washington Road, tying into the proposed roundabout at Washington Road. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible. | College Park, South Fulton | \$780,000   | \$2,340,000 | \$4,680,000       | N/A                         | N/A              | \$7,800,000        | \$3,393,000       | \$4,407,000         | 87.2        | 94            |
| 1060       | Roadway Expansion | New ramp/connection        | New Ramp                     | Myrtle St/Columbia Ave | I-85                 |                                  | New ramp from I-85 SB to Myrtle St/Columbia Ave  | College Park               | \$2,000,000 | \$6,000,000 | \$12,000,000      | N/A                         | N/A              | \$20,000,000       | \$8,700,000       | \$11,300,000        | 57.7        | 279           |
| 1064       | Roadway Expansion | Frontage roads             | Along US 29                  | Tatum Rd               | Gullatt Rd           |                                  | Install new frontage road parallel to US 29 from Tatum Rd to Gullatt Rd  | Palmetto                   | \$916,000   | \$3,665,200 | \$9,163,000       | \$269,500                   | \$6,005,871      | \$20,019,571       | \$20,019,571      | \$0                 | 63.3        | 244           |
| 1114       | Roadway Expansion | Re-open roadway to traffic | Redwine Rd                   | Desert Dr              | Prince George St     |                                  | Open Redwine Rd from Desert Dr to Prince George St. This section was closed to traffic in the 1980s and re-opening has been considered previously. Evaluate re-opening to improve traffic operations in the area.  | East Point                 | \$10,000    | \$30,000    | \$60,000          | N/A                         | N/A              | \$100,000          | \$100,000         | \$0                 | 73.0        | 172           |



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| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE           | ROAD NAME               | FROM              | TO                   | CROSS STREET           | DESCRIPTION   | JURISDICTION        | PE COST     | ROW COST     | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|---------------------------|-------------------------|-------------------|----------------------|------------------------|---|---------------------|-------------|--------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1573       | Roadway Expansion                                    | Widening                  | Butner Rd.              | Stonewall Tell Rd | SR 6/Camp Creek Pkwy |                        | Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.   | South Fulton        | \$5,185,000 | \$15,555,900 | \$51,853,000      | \$962,500                   | \$31,524,171     | \$105,080,571      | \$105,080,571     | \$0                 | 71.3        | 182           |
| 88         | Roadway Transportation System Management & Operation | Intersection improvements | Rico Rd                 |                   |                      | Atlanta Newnan Rd      | Install roundabout  | Chattahoochee Hills | \$137,922   | \$413,765    | \$827,530         | N/A                         | N/A              | \$1,379,216        | \$1,379,216       | \$0                 | 56.6        | 293           |
| 89         | Roadway Transportation System Management & Operation | Intersection improvements | SR 14/South Fulton Pkwy |                   |                      | Cochran Mill Rd        | Intersection Improvements. Enhanced safety measures may be warranted at this intersection, such as the addition of crossing signage and transverse rumble strips to alert drivers on Cochran Mill Road as they approach the intersection. | Chattahoochee Hills | \$118,652   | \$355,957    | \$711,915         | N/A                         | N/A              | \$1,186,525        | \$516,138         | \$670,386           | 56.6        | 293           |
| 90         | Roadway Transportation System Management & Operation | Intersection improvements | SR 14/South Fulton Pkwy |                   |                      | Old Rico Connector Rd  | Intersection Improvements   | Chattahoochee Hills | \$29,663    | \$88,989     | \$177,979         | N/A                         | N/A              | \$296,631          | \$129,035         | \$167,597           | 56.6        | 293           |
| 91         | Roadway Transportation System Management & Operation | Intersection improvements | SR 14/South Fulton Pkwy |                   |                      | Rico Rd                | Intersection Improvements   | Chattahoochee Hills | \$118,652   | \$355,957    | \$711,915         | N/A                         | N/A              | \$1,186,525        | \$516,138         | \$670,386           | 56.6        | 293           |
| 92         | Roadway Transportation System Management & Operation | Intersection improvements | SR 14/South Fulton Pkwy |                   |                      | Campbellton-Redwine Rd | Intersection Improvements   | Chattahoochee Hills | \$118,652   | \$355,957    | \$711,915         | N/A                         | N/A              | \$1,186,525        | \$516,138         | \$670,386           | 58.8        | 274           |

| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE                  | ROAD NAME  | FROM          | TO                       | CROSS STREET             | DESCRIPTION  | JURISDICTION                        | PE COST  | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|----------------------------------|--|---------------|--------------------------|--------------------------|--|-------------------------------------|----------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 152        | Roadway Transportation System Management & Operation | Railroad crossing event tracking | Railroad signals where there is an at grade crossing with nearby traffic signal: Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave |               |                          |                          | Railroad crossing event broadcasting at 6 locations: CSX Railroad at Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave. At each location, add communications to traffic signal system to predict train arrivals and train event durations, and install connected vehicle infrastructure and associated communications equipment to assist with broadcasting train arrival and event duration information to emergency vehicles and motorists approaching the highway-rail crossing. Using traffic signal system data from ATSPM, develop analytics to predict train arrivals and train event durations and make information available to emergency vehicle dispatch centers; track railroad activity over time to understand traffic impacts; evaluate driver behavior and risk associate with train events; and monitor critical equipment related to highway-rail intersection operations. | College Park, East Point, Hapeville | \$44,000 | N/A      | \$396,000         | N/A                         | N/A              | \$440,000          | \$191,400         | \$248,600           | 58.3        | 277           |
| 171        | Roadway Transportation System Management & Operation | Parking                          | US 29/Main St  | Princeton Ave | South of John Wesley Ave |                          | Convert existing conventional angle parking in downtown College Park to back-in angle parking  | College Park                        | \$26,667 | N/A      | \$240,000         | N/A                         | \$26,667         | \$266,667          | \$116,000         | \$150,667           | 44.7        | 336           |
| 172        | Roadway Transportation System Management & Operation | Parking                          | US 29/Main St  |               |                          | East Point MARTA Station | Convert existing conventional angle parking at East Point MARTA station to back-in angle parking   | East Point                          | \$5,556  | N/A      | \$50,000          | N/A                         | \$5,556          | \$55,556           | \$24,167          | \$31,389            | 33.6        | 340           |

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|------------|--|----------------------------|------------------------------------|--------------|----------------------|-------------------------------|---|---|-----------|-----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 175        | Roadway Transportation System Management & Operation | Raised medians             | US 29/Broad St                     |              |                      |                               | Construct raised median in downtown Fairburn.   | Fairburn  | \$138,017 | N/A       | \$1,242,154       | N/A                         | \$138,017        | \$1,380,171        | \$600,374         | \$779,797           | 60.4        | 254           |
| 176        | Roadway Transportation System Management & Operation | Roadside barrier/guardrail | SR 14/South Fulton Pkwy            | Rivertown Rd | US 29/ Roosevelt Hwy |                               | Install roadside barrier/guardrail at locations where obstructions are located within the clear zone                | Chattahoochee Hills, College Park, South Fulton, Union City | \$672,903 | N/A       | \$6,056,128       | N/A                         | N/A              | \$6,729,031        | \$2,927,129       | \$3,801,903         | 59.4        | 269           |
| 178        | Roadway Transportation System Management & Operation | Intersection improvements  | SR 138/ Jonesboro Rd               |              |                      | SR 279/Old National Hwy       | Make the left turns protected only and expand the northbound left turn lane to a dual left.                         | South Fulton  | \$160,000 | N/A       | \$187,000         | N/A                         | \$38,556         | \$385,556          | \$167,717         | \$217,839           | 73.9        | 161           |
| 181        | Roadway Transportation System Management & Operation | Intersection improvements  | SR 139/ Martin Luther King, Jr. Dr |              |                      | SR 70/ Fulton Industrial Blvd | Intersection improvement  | Fulton County   | \$200,000 | \$600,000 | \$1,200,000       | N/A                         | N/A              | \$2,000,000        | \$870,000         | \$1,130,000         | 76.7        | 143           |
| 192        | Roadway Transportation System Management & Operation | Interchange improvement    | SR 279/Old National Hwy            |              |                      | I-285                         | Interchange improvement   | College Park  | \$100,000 | \$0       | \$2,000,000       | N/A                         | \$210,000        | \$2,844,616        | \$1,237,408       | \$1,607,208         | 71.2        | 183           |
| 206        | Roadway Transportation System Management & Operation | Intersection improvements  | Phipps Rd                          |              |                      | US 29/ Roosevelt Hwy          | Intersection re-alignment to allow for signal   | Palmetto  | \$122,000 | N/A       | \$1,430,000       | N/A                         | \$172,444        | \$1,724,444        | \$750,133         | \$974,311           | 64.0        | 239           |
| 229        | Roadway Transportation System Management & Operation | Electric vehicle charging  | N/A                                |              |                      |                               | Electric vehicle charging/ smart streetlights for on-street parking in downtown College Park. Three charging spots. | College Park  | \$6,600   | \$19,800  | \$39,600          | N/A                         | N/A              | \$66,000           | \$66,000          | \$0                 | 72.6        | 176           |



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|------------|--|---------------------------------|-------------------------|------|----|--------------------------|---|--|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 232        | Roadway Transportation System Management & Operation | Wayfinding/ Directional Signage | N/A                     |      |    |                          | CIDs wayfinding locations   | Atlanta, College Park, East Point, Hapeville, South Fulton | \$400,000 | N/A         | \$4,800,000       | N/A                         | N/A              | \$6,055,657        | \$6,055,657       | \$0                 | 75.0        | 159           |
| 233        | Roadway Transportation System Management & Operation | Loading Zones                   | N/A                     |      |    |                          | Designate loading zones for trucks and TNCs in downtown College Park  | College Park   | \$1,000   | \$3,000     | \$6,000           | N/A                         | N/A              | \$10,000           | \$10,000          | \$0                 | 58.5        | 276           |
| 243        | Roadway Transportation System Management & Operation | New access points               | SR 14/South Fulton Pkwy |      |    |                          | New Access Points along S Fulton Pkwy   | Union City   | \$470,000 | \$1,878,400 | \$4,696,000       | \$418,000                   | \$3,198,171      | \$10,660,571       | \$4,637,349       | \$6,023,223         | 55.7        | 300           |
| 251        | Roadway Transportation System Management & Operation | Intersection improvements       | SR 6/Camp Creek Pkwy    |      |    | Old Fairburn Rd          | Intersection improvements   | South Fulton   | \$75,000  | \$225,000   | \$450,000         | N/A                         | N/A              | \$750,000          | \$326,250         | \$423,750           | 70.8        | 186           |
| 272        | Roadway Transportation System Management & Operation | Intersection improvements       | SR 6/Camp Creek Pkwy    |      |    | SR 166/ Campbellton Road | Intersection improvement  | South Fulton   | \$200,000 | \$600,000   | \$1,200,000       | N/A                         | N/A              | \$2,000,000        | \$870,000         | \$1,130,000         | 70.9        | 185           |
| 273        | Roadway Transportation System Management & Operation | Intersection improvements       | SR 14/South Fulton Pkwy |      |    | Stonewall Tell Rd        | Intersection improvements, including potentially: extending left lane(s) at Stonewall Tell Rd onto South Fulton Pkwy; and extending the eastbound left turn lane and westbound right turn lanes | Union City   | \$200,000 | \$600,000   | \$1,200,000       | N/A                         | N/A              | \$2,000,000        | \$2,000,000       | \$0                 | 59.6        | 266           |
| 281        | Roadway Transportation System Management & Operation | Intersection improvements       | SR 138/ Jonesboro Rd    |      |    | Peters Rd                | Intersection improvement  | Union City   | \$75,000  | \$225,000   | \$450,000         | N/A                         | N/A              | \$750,000          | \$326,250         | \$423,750           | 69.8        | 199           |

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|------------|--|---------------------------|-------------------------|------|----|-------------------------|--|--------------|-----------|-------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 286        | Roadway Transportation System Management & Operation | Intersection improvements | US 29/Roosevelt Hwy     |      |    | SR 14/South Fulton Pkwy | Intersection improvement   | South Fulton | \$500,000 | \$1,500,000 | \$3,000,000       | N/A                         | N/A              | \$5,000,000        | \$2,175,000       | \$2,825,000         | 73.9        | 161           |
| 287        | Roadway Transportation System Management & Operation | Intersection improvements | US 29/Roosevelt Hwy     |      |    | Buffington Rd           | Intersection improvement   | College Park | \$75,000  | \$225,000   | \$450,000         | N/A                         | N/A              | \$750,000          | \$326,250         | \$423,750           | 65.2        | 235           |
| 939        | Roadway Transportation System Management & Operation | Intersection improvements | SR 14/South Fulton Pkwy |      |    | Majestic Pl             | Convert intersection to unsignalized Restricted Crossing U-turn design; install signage to redirect left turns to Mason Road; cut trees back to improve sight lines; upgrade pavement markings; install raised pavement markers and median nose delineators; and install sidewalks along South Fulton Parkway (SR 14).   | Union City   | \$10,000  | \$30,000    | \$60,000          | N/A                         | N/A              | \$100,000          | \$43,500          | \$56,500            | 69.8        | 199           |
| 940        | Roadway Transportation System Management & Operation | Intersection improvements | Welcome All Rd          |      |    | Scarborough Rd          | To tighten the approaches and curb radius along Jaillette Road and Scarborough Road to reinforce the residential character of these roadways; upgrade pavement markings and install raised pavement markers; Install signage along Welcome All Road directing trucks to stay on Welcome All Road to complement existing signage prohibiting trucks on Jaillette Road and Scarborough Road. Coordinate with Fulton County T-SPLOST project CSF-159, Welcome All Road at Scarboro Road intersection improvements to provide geometric and congestion relief. | South Fulton | \$10,000  | \$30,000    | \$60,000          | N/A                         | N/A              | \$100,000          | \$100,000         | \$0                 | 64.9        | 236           |

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|------------|--|---------------------------------|------------------------------|----------------------|--------------|--------------------------|--|---------------|-----------|-----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 941        | Roadway Transportation System Management & Operation | Intersection improvements       | Ben Hill Rd                  |                      |              | Welcome All Rd           | Upgrade and enhance pavement markings; retrofit pedestrian poles and signal heads; install raised pavement markers and median nose delineators; relocate stop bar, add supplemental signal heads and signage to discourage vehicles from queuing on the railroad tracks; and install sidewalks along Welcome All Road. | East Point    | \$30,000  | \$90,000  | \$180,000         | N/A                         | N/A              | \$300,000          | \$300,000         | \$0                 | 66.7        | 224           |
| 947        | Roadway Transportation System Management & Operation | Intersection improvements       | Global Gateway Conn          |                      |              | SR 139/ Riverdale Rd     | Upgrade pavement markings and install raised pavement markers; upgrade signal equipment, signal heads, and wiring; install directional signage and pavement markings to direct vehicles to SR 139, US 29, and I-285; retrofit curb radii.  | College Park  | \$50,000  | N/A       | \$450,000         | N/A                         | N/A              | \$500,000          | \$217,500         | \$282,500           | 71.4        | 181           |
| 962        | Roadway Transportation System Management & Operation | Wayfinding/ Directional Signage | SR 6/Camp Creek Pkwy         | Princeton Lakes Pkwy | Carmia Drive |                          | Redirect Camp Creek Marketplace Traffic: Build on recommendation from SR 6 Access Management Study and redirect Publix traffic in Camp Creek Marketplace area from Princeton Lakes Parkway to Carmia Drive.  | East Point    | \$500     | N/A       | \$4,500           | N/A                         | N/A              | \$5,000            | \$2,175           | \$2,825             | 52.2        | 317           |
| 1037       | Roadway Transportation System Management & Operation | Intersection improvements       | SR 70/Fulton Industrial Blvd |                      |              | Westpark Pl/Villanova Dr | Evaluate intersection for improvement opportunities, including potential signal and pedestrian crossing.   | Fulton County | \$2,500   | N/A       | \$22,500          | N/A                         | N/A              | \$25,000           | \$25,000          | \$0                 | 69.6        | 202           |
| 1038       | Roadway Transportation System Management & Operation | Signal installation             | Riverdale Rd                 |                      |              | Embassy Dr               | New Signal   | College Park  | \$23,000  | N/A       | \$234,000         | N/A                         | \$28,556         | \$285,556          | \$285,556         | \$0                 | 60.3        | 260           |
| 1039       | Roadway Transportation System Management & Operation | Parking                         | N Central Ave                |                      |              | King Arnold St           | Potential for Automated Parking System. A possible location is the lot with existing surface parking and detention pond on King Arnold St. east of Dearborn Pl.  | Hapeville     | \$408,711 | \$544,000 | \$3,715,556       | N/A                         | \$2,000,686      | \$6,668,953        | \$6,668,953       | \$0                 | 37.6        | 339           |



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|------------|--|---------------------------------|-----------------------------|----------------|------------------------------|---------------------|---|---------------|-----------|-----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1043       | Roadway Transportation System Management & Operation | Raised medians                  | Camp Creek Pkwy/SR 6        | Welcome All Rd | Fulton Industrial Blvd/SR 70 |                     | Camp Creek Parkway (SR 6) Median Barrier: Build on recommendation from SR 6 Access Management Study and provide a median barrier on Camp Creek Parkway (SR 6) between Fulton Industrial Boulevard (SR 70) and Welcome All Road.   | South Fulton  | \$220,000 | N/A       | \$1,980,000       | N/A                         | N/A              | \$2,200,000        | \$957,000         | \$1,243,000         | 60.3        | 259           |
| 1057       | Roadway Transportation System Management & Operation | Wayfinding/ Directional Signage | Herschel Rd                 | Roosevelt Hwy  | South Fulton Pkwy            |                     | Herschel Road Truck Prohibition Signage: Per Sec. 19-25.1 of the City of College Park Code of Ordinances, install truck prohibition signs on southbound Herschel Avenue at its intersection with Camp Creek Parkway (SR 6) and on northbound Herschel Avenue at its intersection with Old National Highway (SR 279).        | College Park  | \$400     | N/A       | \$3,600           | N/A                         | N/A              | \$4,000            | \$4,000           | \$0                 | 51.2        | 325           |
| 1058       | Roadway Transportation System Management & Operation | Wayfinding/ Directional Signage | Riverdale Rd                | Herschel Rd    | Global Gateway Conn          |                     | Riverdale Road (SR 139) Truck Prohibition Signage: Per Sec. 19-25.1 of the City of College Park Code of Ordinances, install truck prohibition signs on westbound Riverdale Road (SR 139) at its intersection with Global Gateway Connector and on eastbound Riverdale Road (SR 139) at its intersection with Herschel Road. | College Park  | \$400     | N/A       | \$3,600           | N/A                         | N/A              | \$4,000            | \$1,740           | \$2,260             | 55.2        | 304           |
| 1078       | Roadway Transportation System Management & Operation | Intersection improvements       | SR 92                       |                |                              | Butner Rd/ Ridge Rd | Ridge Road @ Butner Road at SR 92 intersection improvement  | South Fulton  | \$75,000  | \$225,000 | \$450,000         | N/A                         | N/A              | \$750,000          | \$326,250         | \$423,750           | 71.0        | 184           |
| 1081       | Roadway Transportation System Management & Operation | Intersection improvements       | Fulton Industrial Boulevard |                |                              | Bakers Ferry Drive  | Addition of a right turn lane to Bakers Ferry Road; turn radii and median modifications; left turn bulb out for SB U-turns  | Fulton County | \$52,300  | N/A       | \$614,600         | N/A                         | \$54,400         | \$860,315          | \$374,237         | \$486,078           | 69.6        | 202           |

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|------------|--|----------------------------------|---|------|----|-------------------------------------|--|---------------|-------------|-----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1082       | Roadway Transportation System Management & Operation | Intersection improvements        | Fulton Industrial Boulevard                   |      |    | Cascade Road                        | Addition of a right turn lane to Cascade Road; turn radii and median modifications; pedestrian crossings and signals | Fulton County | \$56,700    | N/A       | \$767,100         | N/A                         | \$59,000         | \$1,052,941        | \$458,029         | \$594,912           | 69.6        | 202           |
| 1083       | Roadway Transportation System Management & Operation | Intersection improvements        | Fulton Industrial Boulevard                   |      |    | Riverside Drive/ Tradewater Parkway | Traffic signal installation at intersection  | Fulton County | \$45,000    | N/A       | \$169,700         | N/A                         | \$14,100         | \$272,896          | \$118,710         | \$154,186           | 66.4        | 226           |
| 1102       | Roadway Transportation System Management & Operation | Intersection improvements        | SR 74   |      |    | Senoia Rd                           | Intersection improvements at SR 74 at Senoia Road  | Fairburn      | \$200,000   | \$600,000 | \$1,200,000       | N/A                         | N/A              | \$2,000,000        | \$870,000         | \$1,130,000         | 69.0        | 210           |
| 1139       | Roadway Transportation System Management & Operation | Parking                          | Merk Rd                                       |      |    | Wolf Creek Amphitheater area        | Potential for Automated Parking System (APS) or other parking solution near Merk Rd and Wolf Creek Amphitheater      | South Fulton  | \$319,306   | \$42,000  | \$2,902,778       | N/A                         | \$1,398,893      | \$4,662,977        | \$4,662,977       | \$0                 | 11.0        | 344           |
| 1143       | Roadway Transportation System Management & Operation | Raised medians                   | SR 70/Fulton Industrial Boulevard             |      |    |                                     | Install a raised median along corridor for safety  | Fulton County | \$1,155,035 | N/A       | \$10,395,314      | N/A                         | \$1,155,035      | \$11,550,349       | \$5,024,402       | \$6,525,947         | 62.6        | 248           |
| 1151       | Roadway Transportation System Management & Operation | Raised medians                   | SR 74/Senoia Rd/Fairburn Industrial Boulevard |      |    |                                     | Install a raised median along corridor for safety  | Fairburn      | \$378,386   | N/A       | \$3,405,477       | N/A                         | \$378,386        | \$3,783,863        | \$1,645,980       | \$2,137,882         | 59.7        | 264           |
| 1154       | Roadway Transportation System Management & Operation | Railroad crossing event tracking | SR 74/Senoia Rd/Fairburn Industrial Boulevard |      |    |                                     | Install railroad event broadcasting to notify drivers of trains  | Fairburn      | \$1,500     | N/A       | \$13,500          | N/A                         | N/A              | \$15,000           | \$6,525           | \$8,475             | 54.2        | 307           |

Southern Fulton Comprehensive Transportation Plan

| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE           | ROAD NAME                     | FROM                            | TO | CROSS STREET                    | DESCRIPTION  | JURISDICTION  | PE COST   | ROW COST  | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|---------------------------|-------------------------------|---------------------------------|----|---------------------------------|--|---------------|-----------|-----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1157       | Roadway Transportation System Management & Operation | Signal cabinet upgrades   | Dogwood Dr                    |                                 |    | North Ave                       | Upgrade signal cabinet for Dogwood Dr at North Ave intersection  | Hapeville     | \$3,000   | N/A       | \$27,000          | N/A                         | N/A              | \$30,000           | \$30,000          | \$0                 | 51.0        | 326           |
| 1560       | Roadway Transportation System Management & Operation | Intersection improvements | Camp Creek Parkway/ SR 6      |                                 |    | Enon Rd.                        | Camp Creek Pkwy. at Enon Rd. intersection improvement and road alignment   | South Fulton  | \$125,000 | \$375,000 | \$750,000         | N/A                         | N/A              | \$1,250,000        | \$543,750         | \$706,250           | 67.8        | 218           |
| 1562       | Roadway Transportation System Management & Operation | Intersection improvements | Flat Shoals Rd.               |                                 |    | Oakley Rd.                      | Intersection improvement at Flat Shoals Rd. at Oakley Rd. to improve left turn from WB Flat Shoals Rd. onto Oakley Rd. | South Fulton  | \$125,000 | \$375,000 | \$750,000         | N/A                         | N/A              | \$1,250,000        | \$1,250,000       | \$0                 | 74.0        | 160           |
| 1577       | Roadway Transportation System Management & Operation | Intersection improvements | US 29/ Roosevelt Hwy.         |                                 |    | Stonewall Tell Rd.              | Intersection improvements at Stonewall Tell Rd. at US 29/ Roosevelt Hwy.   | South Fulton  | \$125,000 | \$375,000 | \$750,000         | N/A                         | N/A              | \$1,250,000        | \$543,750         | \$706,250           | 67.9        | 217           |
| 1578       | Roadway Transportation System Management & Operation | Signal installation       | SR 70/Fulton Industrial Blvd. |                                 |    | Westgate Pkwy.                  | Install traffic signal at intersection of SR 70/Fulton Industrial Blvd. and Westgate Pkwy.                             | Fulton County | \$28,556  | N/A       | \$257,000         | N/A                         | N/A              | \$285,556          | \$124,217         | \$161,339           | 45.2        | 335           |
| 1582       | Roadway Transportation System Management & Operation | Signal installation       | SR 70/Fulton Industrial Blvd. | Tradewater Pkwy. /Riverside Dr. |    | Tradewater Pkwy. /Riverside Dr. | Install traffic signal at intersection of SR 70/ Fulton Industrial Blvd. and Tradewater Pkwy. /Riverside Dr.           | Fulton County | \$28,556  | N/A       | \$257,000         | N/A                         | N/A              | \$285,556          | \$124,217         | \$161,339           | 48.1        | 328           |
| 1586       | Roadway Transportation System Management & Operation | Electric vehicle charging | N/A                           |                                 |    |                                 | Electric vehicle charging/ smart streetlights for on-street parking in downtown Fairburn. Three charging spots.        | Fairburn      | \$6,600   | N/A       | \$59,400          | N/A                         | N/A              | \$66,000           | \$66,000          | \$0                 | 59.8        | 263           |



| PROJECT ID | PROJECT TYPE   | PROJECT SUBTYPE           | ROAD NAME | FROM | TO | CROSS STREET | DESCRIPTION   | JURISDICTION | PE COST | ROW COST | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|---------------------------|-----------|------|----|--------------|---|--------------|---------|----------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 1587       | Roadway Transportation System Management & Operation | Electric vehicle charging | N/A       |      |    |              | Electric vehicle charging/ smart streetlights for on-street parking in downtown Union City. Three charging spots. | Union City   | \$6,600 | N/A      | \$59,400          | N/A                         | N/A              | \$66,000           | \$66,000          | \$0                 | 71.8        | 180           |
| 1588       | Roadway Transportation System Management & Operation | Electric vehicle charging | N/A       |      |    |              | Electric vehicle charging/ smart streetlights for on-street parking in downtown Palmetto. Three charging spots.   | Palmetto     | \$6,600 | N/A      | \$59,400          | N/A                         | N/A              | \$66,000           | \$66,000          | \$0                 | 61.4        | 252           |
| 1589       | Roadway Transportation System Management & Operation | Loading Zones             | N/A       |      |    |              | Designate loading zones for trucks and TNCs in downtown East Point  | East Point   | \$1,000 | N/A      | \$9,000           | N/A                         | N/A              | \$10,000           | \$10,000          | \$0                 | 59.0        | 273           |
| 1590       | Roadway Transportation System Management & Operation | Loading Zones             | N/A       |      |    |              | Designate loading zones for trucks and TNCs in downtown Hapeville   | Hapeville    | \$1,000 | N/A      | \$9,000           | N/A                         | N/A              | \$10,000           | \$10,000          | \$0                 | 68.1        | 215           |
| 1591       | Roadway Transportation System Management & Operation | Loading Zones             | N/A       |      |    |              | Designate loading zones for trucks and TNCs in downtown Fairburn  | Fairburn     | \$1,000 | N/A      | \$9,000           | N/A                         | N/A              | \$10,000           | \$10,000          | \$0                 | 47.2        | 329           |
| 1592       | Roadway Transportation System Management & Operation | Loading Zones             | N/A       |      |    |              | Designate loading zones for trucks and TNCs in downtown Union City  | Union City   | \$1,000 | N/A      | \$9,000           | N/A                         | N/A              | \$10,000           | \$10,000          | \$0                 | 58.6        | 275           |
| 1593       | Roadway Transportation System Management & Operation | Loading Zones             | N/A       |      |    |              | Designate loading zones for trucks and TNCs in downtown Palmetto  | Palmetto     | \$1,000 | N/A      | \$9,000           | N/A                         | N/A              | \$10,000           | \$10,000          | \$0                 | 48.4        | 327           |

Southern Fulton Comprehensive Transportation Plan

| PROJECT ID | PROJECT TYPE                                 | PROJECT SUBTYPE             | ROAD NAME  | FROM                | TO                  | CROSS STREET | DESCRIPTION   | JURISDICTION  | PE COST     | ROW COST     | CONSTRUCTION COST | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST | TOST COST ESTIMATE | TOTAL LOCAL MATCH | STATE/FEDERAL MATCH | FINAL SCORE | FINAL RANKING |
|------------|--|-----------------------------|--|---------------------|---------------------|--------------|---|---|-------------|--------------|-------------------|-----------------------------|------------------|--------------------|-------------------|---------------------|-------------|---------------|
| 23         | Trail  | Multi-use trail             | Loop Rd  | SR 139/Riverdale Rd | SR 139/Riverdale Rd |              | 15-mile trail that would circle Hartsfield-Jackson Atlanta International Airport. Include link to Phoenix Trail.                          | Atlanta, College Park, Hapeville                                | \$762,667   | \$3,812,000  | \$7,624,000       | N/A                         | \$1,355,407      | \$13,554,074       | \$5,896,022       | \$7,658,052         | 95.7        | 47            |
| 25         | Trail  | Multi-use trail             | East Point, College Park, South Fulton, Flat Shoals Rd, Forest Park, Mountain View, Hapeville, City of Atlanta |                     |                     |              | The Outer Loop multi-use trail will connect the AeroATL Greenway to other greenway and bike/ped networks in the region.                   | Atlanta, College Park, East Point, Hapeville, South Fulton      | \$2,282,400 | \$11,412,400 | \$22,824,800      | N/A                         | \$4,057,733      | \$40,577,333       | \$17,651,140      | \$22,926,193        | 108.9       | 9             |
| 43         | Trail  | Multi-use trail             | East Main Street   | GICC                | City Boundary       |              | Multi-use off-road trail  | College Park  | \$168,000   | \$376,000    | \$752,000         | N/A                         | \$144,000        | \$1,440,000        | \$626,400         | \$813,600           | 78.9        | 136           |
| 1061       | Trail  | Multi-use trail             |  |                     |                     |              | Chattahoochee RiverLands Greenway along Chattahoochee River, nearly 100 miles (from Bufford Dam to Chattahoochee Bend State Park)         | Chattahoochee Hills, South Fulton, Unincorporated Fulton County | \$2,104,050 | \$10,520,445 | \$21,040,890      | N/A                         | \$3,740,598      | \$37,405,983       | \$37,405,983      | \$0                 | 92.5        | 63            |
| 98         | Transit Asset Management and System Upgrades | Park and Ride improvements  | N/A  |                     |                     |              | Improvements to the Southside Park and Ride to include resurfacing, shelter, lighting, safety, and communications/technology improvements | South Fulton  | \$100,000   | N/A          | \$900,000         | N/A                         | N/A              | \$1,000,000        | \$200,000         | \$0                 | 54.1        | 308           |
| 165        | Transit Asset Management and System Upgrades | Parking                     | East Point MARTA station   |                     |                     |              | Provide parking deck at East Point station parking lot and reduce surface parking. As described in TOD LCI.                               | East Point  | \$411,840   | N/A          | \$3,744,000       | N/A                         | \$1,781,074      | \$5,936,914        | \$5,936,914       | \$0                 | 22.6        | 343           |
| 166        | Transit Asset Management and System Upgrades | Parking                     | College Park MARTA station   |                     |                     | E Main St    | Provide parking deck (consider Automated Parking Systems) at College Park station parking lot and reduce surface parking.                 | College Park  | \$957,917   | N/A          | \$8,708,333       | N/A                         | \$4,142,679      | \$13,808,929       | \$13,808,929      | \$0                 | 24.6        | 342           |
| 96         | Transit Expansion                            | High capacity/rapid transit | SR 70/Fulton Industrial Blvd   |                     |                     |              | Arterial rapid transit  | Fulton County   | \$1,320,000 | \$2,640,000  | \$4,840,000       | N/A                         | N/A              | \$8,800,000        | \$1,760,000       | \$4,972,000         | 92.5        | 61            |

| PROJECT ID    | PROJECT TYPE      | PROJECT SUBTYPE                  | ROAD NAME               | FROM  | TO                        | CROSS STREET | DESCRIPTION   | JURISDICTION                                  | PE COST              | ROW COST             | CONSTRUCTION COST    | FIBER COST (WIDENINGS ONLY) | CONTINGENCY COST     | TOST COST ESTIMATE     | TOTAL LOCAL MATCH    | STATE/FEDERAL MATCH  | FINAL SCORE | FINAL RANKING |
|---------------|-------------------|----------------------------------|-------------------------|-------|---------------------------|--------------|---|---|----------------------|----------------------|----------------------|-----------------------------|----------------------|------------------------|----------------------|----------------------|-------------|---------------|
| 99            | Transit Expansion | High capacity/rapid transit      | N/A                     |       |                           |              | MARTA West Line High Capacity Transit - The MARTA Board adopted an LPA, a heavy rail extension to the interchange of MLK Dr and I-285 and a BRT segment along I-20 to Fulton Industrial Blvd. Three stations are included as part of the alternative (two BRT stations and one heavy rail station). | Atlanta, Fulton County, South Fulton          | \$37,500,000         | \$75,000,000         | \$137,500,000        | N/A                         | N/A                  | \$250,000,000          | \$50,000,000         | \$141,250,000        | 97.5        | 41            |
| 100           | Transit Expansion | High capacity/rapid transit      | SR 14/South Fulton Pkwy | SR 92 | Campbell-ton-Redwine Road |              | Bus rapid transit   | Chattahoochee Hills, South Fulton, Union City | \$21,750,000         | \$43,500,000         | \$79,750,000         | N/A                         | N/A                  | \$145,000,000          | \$29,000,000         | \$81,925,000         | 91.7        | 67            |
| 104           | Transit Expansion | Intermodal transportation center | N/A                     |       |                           |              | Construct an Intermodal Transit Centers west of the airport   | College Park                                  | \$7,500,000          | \$15,000,000         | \$27,500,000         | N/A                         | N/A                  | \$50,000,000           | \$10,000,000         | \$0                  | 73.6        | 165           |
| <b>TOTAL:</b> |                   |                                  |                         |       |                           |              |   |   | <b>\$122,268,521</b> | <b>\$243,536,422</b> | <b>\$771,879,267</b> | <b>\$4,455,000</b>          | <b>\$181,666,886</b> | <b>\$1,339,861,205</b> | <b>\$663,017,047</b> | <b>\$541,151,158</b> |             |               |



# PLANS, POLICIES, AND OTHER RECOMMENDATIONS

**TABLE 4: PLANS, POLICIES, AND OTHER RECOMMENDATIONS**

| PROJECT SUBTYPE                   | DESCRIPTION   | JURISDICTION            | SOURCE PLAN  | TOTAL COST ESTIMATE |
|-----------------------------------|---|-------------------------|--|---------------------|
| Coordination                      | Trees Atlanta partnership opportunity for shade trees at bus stops without shelters (requires coordination with GDOT on state routes)   | All jurisdictions       |  | N/A                 |
| Coordination                      | Cities coordinate with GDOT Operations to utilize contract vehicle and coordinate signal upgrade improvements   | All jurisdictions       |  | N/A                 |
| Coordination                      | Dogwood Dr. from N. Central Ave. to Marina St.: Coordinate with private property owners to identify ways to increase functional sidewalk width.   | Hapeville               | City of Hapeville Comprehensive Plan/LCI Study Update (2017) | N/A                 |
| Coordination                      | Partnerships to Provide Truck Parking Data to Existing Parking Availability Notification Apps: As more truck parking is developed within the Aerotropolis, work with companies to develop a real-time data feed on parking availability that can be pulled into existing parking notification apps to facilitate truck drivers more easily finding available parking within the area.   | TBD - Private Companies | AACIDs Freight Cluster Plan                                  | N/A                 |
| Coordination                      | Work with organizations to coordinate safe routes to school programs and pedestrian connections.  | Union City              | 2015 Union City Comprehensive Plan                           | N/A                 |
| Intersection Justification Report | Intersection Justification Report (IJR) for new interchange at I-85 near Johnson Rd and Gullatt Rd  | Fairburn, Palmetto      |  | \$150,000           |
| Policy                            | Increasing frequency of paving and or convert from asphalt to concrete during next cycle for high truck volume roads  | All jurisdictions       |  | N/A                 |
| Policy                            | As new development reviews occur, consider automated parking systems as alternate to surface lots.  | All jurisdictions       |  | N/A                 |
| Policy                            | Install fiber wherever construction occurs, and fiber does not exist  | All jurisdictions       |  | N/A                 |
| Policy                            | Require new industrial and some commercial developments to include for truck parking and explore parking options at existing large developments (e.g., retail centers)  | All jurisdictions       |  | N/A                 |
| Policy                            | As new park and ride lots are built, policies should allow for other uses such as overnight truck parking   | All jurisdictions       |  | N/A                 |
| Policy                            | Access Management Policy: Collaborate with local jurisdictions to establish and adopt access management policies or overlay districts that require the installation of interparcel connections along regional truck routes during redevelopment or expansion of an existing use, and consolidation of access when adjacent parcels come under common ownership. Such overlays or policies could establish standards for the number, density and spacing of curb cuts to better manage access and seek to provide access via side streets rather than the mainline where possible. Routes to be considered include regional truck routes that transect or are adjacent to AACIDs: Camp Creek Parkway (SR 6) Main Street (US 29/SR 14), Roosevelt Highway (US 29/SR 14), Old Dixie Road (US 41/US 19/SR 3), and Forest Parkway (SR 331), as well as arterial roadways that carry a substantial volume of truck traffic like Old National Highway (SR 279), South Fulton Parkway, and Riverdale Road (SR 139). | All jurisdictions       | AACIDs Freight Cluster Plan                                  | N/A                 |
| Policy                            | Access Management: As redevelopment occurs, seek opportunities to consolidate driveways along Old National Highway (SR 279) from south of Jolly Road (limit of PI 0013724) to Pleasant Hill Road.   | All jurisdictions       | AACIDs Freight Cluster Plan                                  | N/A                 |
| Policy                            | Repurpose Vacant Commercial or Industrial Properties for Temporary Truck Parking: Work with local governments, property owners, and/or property managers to identify candidate vacant properties that could accommodate truck staging and/or overnight parking on a temporary basis. The temporary repurposing of these properties should be handled on a case-by-case basis and depending on the situation at-hand, management and oversight of the parking lot could be handed by a third-party operator, by the property owner, or local government.   | All jurisdictions       | AACIDs Freight Cluster Plan                                  | N/A                 |
| Policy                            | Redevelop Underutilized Sites for New Permanent Truck Parking: Identify potential candidate locations and evaluate the feasibility of redeveloping underutilized sites into permanent truck parking with amenities such as security (fence) and plumbing.   | All jurisdictions       | AACIDs Freight Cluster Plan                                  | N/A                 |
| Policy                            | Cities should consider updating development regulations to require property owners to dedicate ROW for future transit in areas where transit is planned.  | All jurisdictions       |  | N/A                 |
| Policy                            | Cities should have uniform traffic impact analysis requirements. Developments with negative traffic impacts should make the same infrastructure improvements in all the municipalities in the study area. Also needed is a review of the criteria to require a traffic study, which may include a multimodal approach.  | All jurisdictions       |  | N/A                 |
| Policy                            | Work with local jurisdictions to encourage them to adopt and implement policies that require new freight-generating warehouse and distribution facilities to allow and provide short-term/temporary on-site parking.  | All jurisdictions       | AACIDs Freight Cluster Plan                                  | N/A                 |

| PROJECT SUBTYPE | DESCRIPTION  | JURISDICTION   | SOURCE PLAN  | TOTAL COST ESTIMATE |
|-----------------|--|--|--|---------------------|
| Policy          | Sidewalk and First/Last Mile Upgrades: Collaborate with local and regional agencies to advance sidewalk projects along critical routes: North Loop Road, Riverdale Road, Camp Creek Parkway.   | All jurisdictions  | AACIDs Freight Cluster Plan                                  | N/A                 |
| Policy          | Zoning and Land Use Coordination: Provide information to Aerotropolis Alliance to facilitate collaboration with local agencies and partner jurisdictions and encourage them to review their respective zoning and development regulations to determine ways to better coordinate and accommodate truck traffic, as well as to avoid future conflicts between residential and industrial land uses. Strategies may include more clustering of manufacturing, warehousing, and distribution centers; mandating or encouraging siting of such facilities on regional truck routes; or incentivizing redevelopment of underutilized properties in lieu of developing greenfield. | All jurisdictions  | AACIDs Freight Cluster Plan                                  | N/A                 |
| Policy          | Systematic Intersection Upgrades along Key Truck Routes: Work with GDOT to prioritize standard intersection upgrades on key freight corridors where they have not already been installed. Standard upgrades should include installing FYAs for protected-permissive left turn phases; raised pavement markers; retroreflective signal panels; and median nose delineators. Suggested routes include: Camp Creek Parkway (SR 6); Old Dixie Road (US 19/US 41/SR 3); Roosevelt Highway (US 29/SR 14); Forest Parkway (SR 331).   | All jurisdictions  | AACIDs Freight Cluster Plan                                  | N/A                 |
| Policy          | All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.  | All jurisdictions  |  | N/A                 |
| Policy          | Consider design elements such as wider sidewalks, when possible, to allow for physical distancing related to pandemics, such as COVID-19.  | All jurisdictions  |  | N/A                 |
| Policy          | Install raised medians on multi-lane corridors without existing raised medians as needed. When other projects are done along a freight corridor, a raised median should be included where it makes sense.  | Atlanta, College Park, East Point, Fairburn, Fulton County, Palmetto, Union City |  | N/A                 |
| Policy          | Plan and design multi-use trails and/or sidewalks during the development or renovation of any Fulton County facility.  | South Fulton   | 2035 Fulton County Comprehensive Plan                        | N/A                 |
| Policy          | Adopt development regulation amendments requiring installation of bicycle and pedestrian amenities with new development.   | Union City   | 2015 Union City Comprehensive Plan                           | N/A                 |
| Scoping study   | Partner with the Fulton Industrial Boulevard CID and local jurisdictions to conduct a scoping study along Camp Creek Parkway (SR 6) from the Chattahoochee River to I-85, with a focus on operations, capacity, and safety.  | College Park   | AACIDs Freight Cluster Plan                                  | \$1,000,000         |
| Study           | Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.  | All jurisdictions  |  | \$250,000           |
| Study           | Pedestrian Plan: Evaluate feasibility of Chattahoochee Hill Country Greenway Trail and assess use of resources   | Chattahoochee Hills  | City of Chattahoochee Hills Comprehensive Plan               | \$150,000           |
| Study           | Pedestrian Plan: Expand the current Parks, Recreation and Trails Plan and promote awareness of its recommendations to the community  | Chattahoochee Hills  | City of Chattahoochee Hills Comprehensive Plan               | \$150,000           |
| Study           | Conduct transit feasibility study for potential new high-capacity transit (such as bus rapid transit, express bus, or rail)  | Chattahoochee Hills; City of South Fulton  |  | \$300,000           |
| Study           | Conduct Greenway Trails Plan, to include Connection to Atlanta BeltLine through Bike and Pedestrian Trails   | College Park   | City of College Park Comprehensive Plan (2016)               | \$250,000           |
| Study           | SR 279/Old National Hwy at Godby Rd.: Safety Study and Improvements  | College Park   | SFCTP 2013   | \$1,231,436         |
| Study           | US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.  | College Park, East Point, Fairburn, Palmetto, South Fulton, Union City           |  | \$500,000           |
| Study           | Traffic analysis study for Camp Creek Marketplace area with recommendations for improved traffic flow.   | East Point   |  | \$100,000           |
| Study           | Study to Support Implementation of I-285 NB Directional Signage  | East Point, South Fulton   | AACIDs Freight Cluster Plan                                  | \$200,000           |
| Study           | Traffic signal warrant study at US 29 @ Senoia Rd. This is on a bus route and near senior center and police station. Signalized crossing would help seniors cross US 29 to access the senior center and police station.  | Fairburn   |  | \$7,000             |
| Study           | Pedestrian Plan: Evaluate a Hapeville Gateway and Downtown Overlay District and Design Guidelines. Design Guidelines may include streetscape standards, block sizes, setbacks, etc. Encourage the incorporation of functional art into streetscapes, including creative streetlights, crosswalks, benches, etc.  | Hapeville  | City of Hapeville Comprehensive Plan/LCI Study Update (2017) | \$200,000           |
| Study           | Corridor study for SR 279/Old National Hwy from Flat Shoals Rd to I-285  | South Fulton   | SFCTP 2013   | \$350,000           |
| Study           | SR 279/Old National Hwy at Flat Shoals Rd.: Safety study and improvements, including Advanced Traffic Management Systems (ATMS)  | South Fulton   | SFCTP 2013   | \$1,231,436         |
| Study           | Study for new roadway facility parallel to the north of Camp Creek Pkwy from approximately SR 70/Fulton Industrial Blvd. to Butner Rd.   | South Fulton   |  | \$100,000           |
| Study           | Pedestrian and Bicycle Masterplan for the City of South Fulton   | South Fulton   |  | \$150,000           |

Southern Fulton Comprehensive Transportation Plan

| PROJECT SUBTYPE                           | DESCRIPTION  | JURISDICTION                        | SOURCE PLAN | TOTAL COST ESTIMATE |
|---|--|-------------------------------------|-------------|---------------------|
| Study                                     | Conduct analysis and develop policies to reduce truck traffic on local residential roads. May include cameras, apps/notifications to drivers, etc. as well as infrastructure constraints causing trucks to travel on residential roads | Union City                          |             | \$250,000           |
| Travel Demand Management                  | Microtransit Pilot within AACIDs. 24-passenger van to operate within Aerotropolis CID boundaries, focused on transportation for employees traveling outside of MARTA service hours.  | All jurisdictions                   |             | N/A                 |
| Travel Demand Management                  | Employer Networking: Networking meetings for area employers to identify employee transportation issues and develop area-wide solutions   | All jurisdictions                   |             | N/A                 |
| Travel Demand Management                  | AERO TMA Boundary Expansion: Expand the AERO TMA to allow more tailored and in-depth TDM programming in South Fulton, including discounted transit passes. Would require going through ARC TMA feasibility process.                    | College Park, East Point, Hapeville |             | N/A                 |
| Wayfinding/ Directional Signage Inventory | Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.   | All jurisdictions                   |             | \$150,000           |
| Wayfinding/ Directional Signage Plan      | Wayfinding Signage Plan  | College Park                        |             | \$50,000            |
| Wayfinding/ Directional Signage Plan      | Wayfinding Signage Plan  | East Point                          |             | \$50,000            |
| <b>TOTAL:</b>                             |  |                                     |             | <b>\$6,819,871</b>  |



**A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF CHATTAHOOCHEE HILLS, GEORGIA TO ADOPT REVISIONS TO THE FISCAL YEAR 2020 BUDGET**

**WHEREAS**, the City Manager of the City of Chattahoochee Hills has presented a General Fund revision to the fiscal year 2020 Budget to the City Council; and

**WHEREAS**, this budget is a balanced budget, so that revenues equal expenditures; and

**WHEREAS**, S.B. 345 provided for the amendment to Title 15 of the Official Code of Georgia Annotated (hereinafter referred to as O.C.G.A.), relating to Courts and the distribution of fines, forfeitures, surcharges, additional fees, and costs in cases of partial payments into the court;

**WHEREAS**, a new article to Chapter 21, O.C.G.A. 15-21-200, shall be known as the Court Technology Funding Act which requires the City to formally adopt a budget for these funds; and

**WHEREAS**, the City has added a line item in the Budget to provide for these revenues and appropriated expenditures.

**NOW THEREFORE, BE IT RESOLVED** that this budget, "Exhibit A" attached hereto and by this reference made a part of this resolution, shall become the City of Chattahoochee Hills Amended General Fund Budget for fiscal year 2020: and

**BE IT FURTHER RESOLVED** that this budget be and is hereby approved and the several items of revenues shown in the budget are adopted and that the several amounts shown in the budget as expenditures are hereby appropriated to the departments named in the funds and;

**BE IT FURTHER RESOLVED** that the expenditures do not exceed the appropriations authorized by this budget or amendments thereto; and further provided that expenditures for the fiscal year do not exceed actual funding available.

**RESOLVED** this 1<sup>st</sup> day of September, 2020.

ATTEST:

APPROVED:

\_\_\_\_\_  
Dana Wicher, City Clerk

\_\_\_\_\_  
Tom Reed, Mayor

(Seal)

EXHIBIT A

| <b>TECHNOLOGY Fund<br/>REVENUE</b> | <b>FY2020<br/>YTD (100%)</b> | <b>(+/-)<br/>%</b> | <b>FY2021<br/>Adopted</b> | <b>(+/-)<br/>%</b> |
|------------------------------------|------------------------------|--------------------|---------------------------|--------------------|
| Technology Fund                    | \$ 21,712                    |                    | \$ 20,000                 |                    |
| Fund Balance                       | \$ 52,737                    |                    | \$ -                      |                    |
| Subtotal Other Financing Uses:     | \$ 74,449                    | 0%                 | \$ 20,000                 | 100%               |
| <b>TOTAL REVENUE</b>               | <b>\$ 74,449</b>             | <b>0%</b>          | <b>\$ 20,000</b>          | <b>100%</b>        |

| <b>EXPENDITURE</b>             | <b>FY2020<br/>YTD (100%)</b> | <b>(+/-)<br/>%</b> | <b>FY2021<br/>Adopted</b> | <b>(+/-)<br/>%</b> |
|--------------------------------|------------------------------|--------------------|---------------------------|--------------------|
| Technology Fund                | \$ 7,125                     | 0%                 | \$ 20,000.00              | 100%               |
| Due from GF                    | \$ 67,324                    |                    | \$ -                      |                    |
| Subtotal Other Financing Uses: | \$ 74,449                    | 0%                 | \$ 20,000.00              | 100%               |
| <b>TOTAL EXPENDITURE</b>       | <b>\$ 74,449</b>             | <b>0%</b>          | <b>\$ 20,000</b>          | <b>100%</b>        |

**AN ORDINANCE BY THE MAYOR AND COUNCIL OF CHATTAHOOCHEE HILLS  
REQUIRING THE USE OF MASKS OR FACE COVERINGS IN PUBLIC  
DURING THE COVID-19 OUTBREAK**

**WHEREAS**, the World Health Organization declared COVID-19 a worldwide pandemic as of March 11, 2020;

**WHEREAS**, on March 13, 2020, President Donald Trump declared a national emergency in response to the outbreak of COVID-19;

**WHEREAS**, on March 14, 2020, Governor Brian Kemp declared that a public health emergency exists in the State of Georgia due to the spread of COVID-19 within Georgia;

**WHEREAS**, a significant number of Georgia residents are at risk of serious health complications, including death, from COVID-19;

**WHEREAS**, a large number of persons with serious infections can compromise the ability of the healthcare system to deliver necessary care to the public;

**WHEREAS**, individuals diagnosed with COVID-19 have been known to experience long-term health effects following recovery from acute COVID-19 symptoms;

**WHEREAS**, COVID-19 is a respiratory illness, transmitted through person-to-person contact or by contact with surfaces contaminated with the virus and persons infected with COVID-19 may become symptomatic two to fourteen days after exposure;

**WHEREAS**, asymptomatic (including pre-symptomatic) infected persons are known to be infectious and, without mitigation many infections occur from individuals without symptoms;

**WHEREAS**, respiratory droplets, including aerosols, from infected persons are a major mode of COVID-19 transmission. This understanding is the basis of the recommendations for physical distancing, and of the personal protective equipment guidance for healthcare workers. Droplets do not only come from coughing or sneezing; droplets are also generated via talking and breathing;

**WHEREAS**, evidence indicates that the use of face coverings reduces the transmissibility per contact by reducing transmission of infected droplets in both laboratory and clinical contexts. Public face covering wearing is most effective at stopping the spread of the virus when compliance is high. This evidence supports the conclusion that the adoption of more widespread face covering requirements can help to control the COVID-19 epidemic by reducing the shedding of droplets into the environment from asymptomatic and symptomatic individuals;

**WHEREAS**, evidence from the South Carolina Department of Health and Environmental Control announced on August 12, 2020, that parts of the State of South Carolina under public mask-wearing mandates registered a 46.3% drop in coronavirus cases in the four weeks after they were introduced as compared to areas of the state which did not impose such mandates;

**WHEREAS**, evidence from data from the State of Alabama shows a 11% drop in COVID-



19 cases in the four weeks since that state's mask mandate went into effect;

**WHEREAS**, according to a Vanderbilt University study, hospitals in the State of Tennessee where at least 75% of patients came from mask-mandate counties reported hospitalizations rising by only 30% since July 1, 2020, as compared to a rise of 200% in the same time period when 75% or more of patients came from counties without mask mandates in the State of Tennessee;

**WHEREAS**, the Governor also has repeatedly and strenuously urged Georgians to adopt a practice that is simple but highly effective at preventing the spread of COVID-19: wearing a face covering or mask when in public;

**WHEREAS**, specifically, Governor Kemp, through Executive Order 05.12.20.02 and subsequent Executive Orders, has recommended that individuals wear facial coverings over the nose and mouth to mitigate the spread of COVID-19 when they are in public places where they cannot practice social distancing (i.e., staying at least six feet away from other individuals who do not share the same household);

**WHEREAS**, in early July, Governor Kemp embarked on a statewide "Wear a Mask Tour" flying to numerous Georgia cities to publicly emphasize the need for Georgians to wear masks;

**WHEREAS**, on July 6, 2020, Governor Kemp introduced the "Georgia Safety Promise," a safety campaign to remind Georgia businesses and the public of following COVID-19 safety guidelines, including wearing face coverings;

**WHEREAS**, guidelines published by the U.S. Centers for Disease Control (CDC) recommend that all people wear cloth face coverings in public settings where other physical distancing measures may be difficult to maintain. The CDC also advises the use of simple cloth face coverings to slow the spread of the virus and help people who may have the virus and do not know it from transmitting it to others;

**WHEREAS**, the White House Coronavirus Task Force has repeatedly called for the wearing of masks to be mandatory in the State of Georgia;

**WHEREAS**, decreased transmissibility due to face covering use could substantially reduce the number of illnesses, hospitalization, and deaths and reduce the negative economic impact of the COVID-19 pandemic and the cost of the intervention of mandating the wearing of masks is extremely low;

**WHEREAS**, O.C.G.A. § 38-3-28(a) grants political subdivisions the power to supplement the Governor's Executive Orders so long as such actions are consistent with the Governor's Orders;

**WHEREAS**, this Ordinance is intended to be entered with due regard to the widely accepted, scientifically proven uniform principle that masks or facial coverings will slow the spread of COVID-19;

**WHEREAS**, pursuant to O.C.G.A. § 38-3-51, the Governor's declared public health emergency authorizes the City Commission to use emergency powers in O.C.G.A. §§ 38-3-1 through 38-3-64;

**WHEREAS**, pursuant to O.C.G.A. § 38-3-6, during an emergency, O.C.G.A. §§ 38-3-1 through 38-3-64 are supposed to be liberally construed to effectuate their purposes;

**WHEREAS**, on August 15, 2020, Governor Kemp issued Executive Order 08.15.20.01 which specifically offers guidelines for local government mask mandates;

**WHEREAS**, the United States Supreme Court has previously held that “[u]pon the principle of self-defense, of paramount necessity, a community has the right to protect itself against an epidemic of disease which threatens the safety of its members;”

**WHEREAS**, the following actions related to requiring facial coverings in public are necessary and appropriate to balance the public’s interest in not being unduly burdened with the compelling public interest of providing for the health, safety and welfare of the residents of the City;

**WHEREAS**, the goal of this Ordinance is to increase the usage of facial coverings and masks and not revenue generation; and

**NOW, THEREFORE, BE IT ORDAINED** that for the protection of members of the public, facial coverings or masks shall be required within the City to slow the spread of COVID-19 as follows:

**SECTION 1.**

- (a) The provisions of this Ordinance shall only be enforced in the portions of the city that are located in a county in which the prevalence of confirmed cases of COVID-19 over the previous fourteen (14) days is equal to or greater than one hundred (100) cases per one hundred thousand (100,000) people according to the Georgia Department of Public Health.
- (b) For purposes of this Ordinance, the following terms are hereby defined as follows:
  - (1) *Entity* means any private business, establishment, corporation, non-profit corporation, or organization, including the curtilage thereof.
  - (2) *Facial covering or mask* means a device to cover the nose and mouth of a person and impedes the spread of saliva, respiratory droplets, or other fluids during speaking, coughing, sneezing or other intentional or involuntary action. Medical grade masks are not required; coverings may be fashioned as advised by the CDC and from other suitable fabrics. The mask must cover the mouth and nose of the wearer.
  - (3) *Polling place* means the room provided in each precinct for voting at a primary or election.
  - (4) *Public place* means any place other than a personal vehicle, residential property, or an entity including the curtilage thereof.
- (c) Except as otherwise provided in this Ordinance all persons in an entity or a public place shall wear a facial covering or mask over the mouth and nose at all times where other physical distancing measure may be difficult to maintain from non-cohabitating persons.

- (d) Facial coverings or masks are not required in the following circumstances:
- (1) In personal vehicles or upon residential property;
  - (2) When a person is alone in enclosed spaces or only with other household members;
  - (3) When the individual has a bona fide religious objection to wearing a facial covering or mask;
  - (4) While drinking or eating;
  - (5) When a licensed healthcare provider has determined that wearing a facial covering or mask causes or aggravates a health condition for the individual or when such person has a bona fide medical reason for not wearing a facial covering or mask;
  - (6) When wearing a facial covering or mask would prevent the receipt of personal services or performing work in the course of employment;
  - (7) When complying with the directions of a law enforcement officer or for the purposes of verifying a person's identity, such as when purchasing alcohol, tobacco, or prescription drugs or when engaging in a financial transaction;
  - (8) Children under the age of ten (10) years;
  - (9) When the individual is having difficulty donning or removing a face mask or face covering without assistance;
  - (10) At any polling place and no individual shall be denied ingress or egress to or from a polling place for failure to wear a facial covering or mask; and
  - (11) When outdoors and maintaining social distancing from anyone other than individuals with whom they cohabitate.
- (e)
- (1) Every entity subject to this Ordinance which does not consent to enforcement of this Ordinance upon its property shall post a clearly legible sign in one inch Arial font at all public entrances of such entity stating the following: "This location does not consent to enforcement of any local face covering requirement upon this property."
  - (2) If an entity does not post the signage described in subparagraph (1) of this paragraph it shall be conclusively presumed to have consented to enforcement of this Ordinance on its property and failures by individuals to wear facial coverings or masks as required by this ordinance shall be determined to be violations and enforced as contemplated in paragraph (f).
- (f) Violations of this Section 1 may be enforced by a notice of ordinance violation issued by any police officer, code enforcement officer, or other authorized law enforcement official, as provided below:
- (1) A person who fails to comply with paragraph (c) of Section 1 of this Ordinance shall be first given a warning and an opportunity to put on a facial covering or mask, leave the entity, or comply with one of the exceptions in paragraph (d) of Section 1.
  - (2) If the person violating this Ordinance refuses or fails to comply with this Ordinance after being given a warning pursuant to subparagraph (1) of this paragraph then such person may be subject to a civil penalty of not more than \$25.00 on the first offense and not more than \$50.00 on the second and any subsequent offenses.
  - (3) A notice of violation may be served by delivery into the hands of the suspected violator or by other reasonable process for serving notice of ordinance violations used by the City.
  - (4) Violations of this ordinance shall not be enforced against any entity and shall not be



taken against any owner, director, officer, or agent of an entity for the failure of their customers to comply with this ordinance.

- (5) Notwithstanding the foregoing, every effort shall be made to bring an individual into voluntary compliance with the terms of this Ordinance prior to issuance of any notice of violation, including providing complimentary masks, explaining the importance of wearing facial coverings during this pandemic, and issuing verbal and written warnings.
- (g) In all locations where facial coverings or masks are not required to be worn pursuant to this Ordinance, they are strongly encouraged to be worn.

**SECTION 2.**

This Ordinance shall be effective immediately and shall remain in effect until revised or repealed by further action of the Board of Mayor and Commissioners.

**SECTION 3.**

Should any provision, paragraph, sentence, or word of this Ordinance be rendered or declared invalid by any final court of competent jurisdiction, the remaining provisions, paragraphs, sentences, or words of this Ordinance shall remain in full force and effect.

**SECTION 4.**

Should any ordinance or part thereof be found to conflict with this ordinance or the provisions thereof, then those sections contained herein shall be deemed controlling.

**SO ORDAINED**, this 1<sup>st</sup> day of September, 2020.

CITY OF CHATTHOOCHEE HILLS, GEORGIA

By: \_\_\_\_\_  
Tom Reed, Mayor

Attest: \_\_\_\_\_  
Dana Wicher, City Clerk

**A RESOLUTION OF THE CITY OF CHATTAHOOCHEE HILLS ACCEPTING A  
DONATION FROM K.D. MCMURRAIN, M.D. IN THE FORM OF  
TWO 72 INCH SKAG DIESEL LAWNMOWERS**

**WHEREAS**, the two 72 inch Skag Diesel Kubota lawnmowers valued at five-thousand dollars (\$5,000) each have been offered to the city by K.D. McMurrain, M.D.; and

**WHEREAS**, the Mayor and City Council desire to accept the donation of the lawnmowers to be used for city property maintenance.

**NOW, THEREFORE BE IT SO RESOLVED**, this 1<sup>st</sup> day of September, 2020, by the Mayor and Council of the City of Chattahoochee Hills that the donation of two (2) 72 inch lawnmowers is hereby accepted.

**SO RESOLVED BY THE COUNCIL OF CHATTAHOOCHEE HILLS** this 1<sup>st</sup> day of September, 2020.

Approved:

\_\_\_\_\_  
Tom Reed, Mayor

Attest:

\_\_\_\_\_  
Dana Wicher, City Clerk  
(Seal)

**RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF CHATTAHOOCHEE HILLS CALLING FOR A SPECIAL ELECTION TO FILL THE COUNCIL SEAT FOR DISTRICT 4 AND FOR OTHER RELATED PURPOSES**

**WHEREAS**, the Council seat for District 4 has become vacant due to the resignation of Councilman Alan Merrill; and

**WHEREAS**, Section 2.03 of the City Charter requires that the vacant seat be filled through a special election; and

**WHEREAS**, Title 21, Article 14 of the Georgia Code requires such a special election this time of year be held in conjunction with the general election; and

**WHEREAS**, if the City conducts the special election, the period of time between the call of the special election and the election date must be no less than 29 days; and

**WHEREAS**, the qualifying period must be no less than two-and-one-half days; and

**WHEREAS**, the qualifying fee shall be \$36.00 as set by law; and

**WHEREAS**, according to state law, the City Charter, and the City Code of Ordinances, the City shall hold a special election on November 3, 2020, the date of the general election, for the purpose of filling the unexpired term of Councilman Alan Merrill, District 4 according to the terms of O.C.G.A. Section 21-2-1 *et seq.*, Charter Section 2.03, and Code Section 12-3.

**NOW, THEREFORE, BE IT RESOLVED, AND IT IS HEREBY RESOLVED** by the Mayor and City Council of the City of Chattahoochee Hills as follows:

Section 1. Findings. The Mayor and Council are required to call for a special election to fill the empty Council seat for District 4.

Section 2. Setting Date for Special Election; Setting the Conduct of the Special Election; Setting Qualifying Period; Setting Qualifying Fee. The Special Election to fill the empty Council seat for District 4 shall be the date of the general election, November 3, 2020. The City shall conduct the special election and the hours of the election shall be the same as those as set by Fulton County, which will be conducting the general election simultaneously with the special election. Qualifying shall begin at 9:00 a.m. on Tuesday, September 8 and shall end at 5:00 p.m. on Friday, September 11, 2020. All those wishing to qualify shall do so at City Hall. The qualifying fee for all candidates shall be \$36.00 unless a pauper's affidavit is properly filed with the City according to state law.



Section 3. Effective Date; Conflicting Ordinances. This Resolution shall take effect immediately upon its adoption. Any and all ordinances in conflict with this Resolution are hereby rendered null and void to the extent of such conflict.

Adopted this \_\_\_\_ day of September, 2020.

**CITY OF CHATTAHOOCHEE HILLS,  
GEORGIA**

Mayor: \_\_\_\_\_  
Tom Reed

Attest: \_\_\_\_\_  
Dana Wicher, City Clerk

(Seal)