



The Honorable William "Bill" Edwards, Mayor
The Honorable Mark Baker, District 7, Mayor Pro Tem
The Honorable Catherine F. Rowell, District 1 Councilmember
The Honorable Carmalitha Gumbs, District 2 Councilmember
The Honorable Helen Z. Willis, District 3 Councilmember
The Honorable Naeema Gilyard, District 4 Councilmember
The Honorable Rosie Jackson, District 5 Councilmember
The Honorable khalid kamau, District 6 Councilmember

REGULAR COUNCIL MEETING AGENDA

- I. Meeting Called to Order
- II. Roll Call
- III. Invocation - Pastor Charles Martin, Sr. Pastor of Cornerstone Fellowship Church
- IV. Pledge of Allegiance
- V. Presentations and Announcements
- VI. Adoption of Council Agenda
- VII. Approval of City Council Meeting Minutes
 1. Council Approval of City Council Work Session Meeting Minutes_September 10, 2019 (City Clerk)
 2. Council Approval of Regular Meeting Minutes for September 10, 2019 (City Clerk)
 3. Council Approval of Sept. 18, 2019 Special Called Meeting Minutes (City Clerk)
- VIII. Public Hearing(s)
 4. Council's Reconsideration and Approval with Conditions of M19-001 Mofidification of 2006Z-0042 SFC the Bluffs at Camp Creek (CDRA)

5. Council Reconsideration and Approval with Conditions - M19-002 Modification of 2002Z-0012 SFC Camp Creek Village Phase I (CDRA)
6. Council Approval with Conditions of M18-006 for a Modification of Z00-0102 at Briar Creek (fka Legend Oaks Phase II) (CDRA)
7. Council Approval with Conditions of M19-004 Modification of 2000Z-0103 at 5737 Old National (CRDA)
8. Council Approval of Z19-001 for Rezoning Request at 1995 New Hope Road from R3 to C1 with Conditions (CDRA)
9. Council Approval of Staff's Recommendation on Z19-002 Rezoning Request for 7195 Butner Road from AG1 to CUP (CDRA)

IX. Public Comments

Speakers can complete a Public Comment Speaker Card between the 6:30pm and 6:50pm, when completed, please take card to the City Clerk. Speakers will be granted a total of two (2) minutes each and public comments will not exceed thirty (30) minutes. Speakers will not be allowed to yield or donate their time to other speakers. Speakers must identify themselves and their addresses prior to speaking. Speakers may only address the Presiding Officer, shall observe all rules of decorum. No debate, disrespect or obscenities shall be tolerated. The Presiding Officer shall rule any such individual out of order that fails to comply with the foregoing.

X. Chief Financial Officer's Monthly Report

XI. City Manager's Monthly Report

10. City Manager's August 2019 Report

XII. Comments from Council

XIII. Consent Agenda Items

11. Council Approval to Enter Into a Community Partner Playground Agreement between the City of South Fulton and KaBoom to receive a grant for a playground at Burdett Park (Parks and Recreation)

XIV. Previous Agenda Items

12. Council 2nd Reading and Adoption of Ordinance Reducing Single Plastics Use **(Gumbs)**
13. Council 2nd Reading and Adoption of Amending Alcohol Ordinance **(Willis, Gumbs, Rowell)**

XV. Agenda Items

14. Council Approval to Purchase Bear Cat Equipment (Finance, Police)
15. Council Approval of Resolution Authorizing Capital Projects Agreements
16. Council Approval of Resolution Authorizing Transfer of Title of Southwest Arts Center

17. Council Approval of Resolution of City Sponsored Events (**Gilyard and khalid**)

18. Council 1st Reading of Tree Ordinance (**Jackson**)

XVI. City Attorney's Monthly Report

XVII Executive Session

When an Executive Session is Required, one will be called for the following issues:

1) Personnel, 2) Litigation or 3) Real Estate

XVIII Adjournment of Meeting

GOVERNMENT OF THE CITY OF SOUTH FULTON

Office of the City Manager

WILLIAM "BILL" EDWARDS
MAYOR



ODIE DONALD II
CITY MANAGER

MEMORANDUM

TO: Approval of Meeting Minutes - Tues., September 10, 2019 Work Session

DATE: September 24, 2019

SUBJECT: Approval of Meeting Minutes - Tues., September 10, 2019 Work Session

REFERENCE:

CONCLUSION:

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

Description	Type	Upload Date
Sept 10, 2019 Work Session Meeting Minutes	Cover Memo	9/17/2019



DRAFT

COUNCIL WORK SESSION MEETING MINUTES

I. Call to Order

Minutes:

The meeting was called to order by Mayor William "Bill" Edwards at 5:17pm.

II. Roll Call

Attendee Name	Title	Status	Arrived
William "Bill" Edwards	Mayor	Present	
Mark Baker	District 7 Councilmember Mayor Pro Tem	Present	
Catherine F. Rowell	District 1 Councilmember	Present	
Carmalitha Gumbs	District 2 Councilmember	Present	
Helen Z. Willis	District 3 Councilmember	Present	
Naeema Gilyard	District 4 Councilmember	Present	
Rosie Jackson	District 5 Councilmember	Present	
Khalid Kamau	District 6 Councilmember	Present	

III. Presentations

1. Jacobs presenting a Mid Year Review of Public Works Operations

Minutes:

Antonio Valenzuela, Director of Public Works introduced Wayne Wright with Jacobs who provided an update regarding Public Works Operations in the City of South Fulton.

The Council conducted a question and answer period.

2. Presentation on Signal Pre-Emption and Connected Vehicles / Aerotropolis Improvement Districts

Minutes:

Kirsten Mote, Program Director at Aerotropolis Atlanta CIDs and Freddie Broome, Fire Chief, provided an update regarding implementing signal pre-emption for first responders to decrease response time and increase safety. The initial phase of the program will be implemented in 2019-2020 with broader regional expansion following the initial implementation phase.

The Council conducted a question and answer period.

IV. Agenda Items

3. Discussion of Citywide Fee Schedule

Motion (Authorize): Councilmember khalid

Second: Councilmember Willis

[Motion Approved]

Yea: 7 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell, Willis

Nay: 0

Abstain: 0

Not Voting: 0

Minutes:

Melanie Winfield, Assistant City Manager presented the updated Citywide Fee Schedule to Council.

There was discussion on not charging other municipalities and organizations for the rental of the stage.

Councilmember khalid motioned and was seconded by Councilmember Willis to have the Parks & Recreation Department Director to recommend an amount to charge for the rental of the stage. Motion was approved.

4. Community Development and Regulatory Affairs Activities

Minutes:

Shayla Reed, Director, Community Development and Regulatory Affairs introduced Ken Jarrad and Jeffrey Strickland with Jarrad & Davis, LLP to provide an update regarding the Fulton Industrial Boulevard initiative.

The Council conducted a question and answer period.

V. Executive Session

When an Executive Session is Required, one will be called for the following issues: 1) Personnel, 2) Litigation or 3) Real Estate

Minutes:

No executive session was held.

VI. Adjournment

Motion (Adjourn): Councilmember khalid

Second: Mayor Pro Tem Baker
[Motion Approved]

Yea: 7 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:

Councilmember khalid motioned and was seconded by Councilmember Baker that the Work Session be adjourned at 6:30pm. Motion was approved.

GOVERNMENT OF THE CITY OF SOUTH FULTON

Office of the City Manager

WILLIAM "BILL" EDWARDS
MAYOR



ODIE DONALD II
CITY MANAGER

MEMORANDUM

TO: Approval of Meeting Minutes - Tues., September 10, 2019 Regular Meeting

DATE: September 24, 2019

SUBJECT: Approval of Meeting Minutes - Tues., September 10, 2019 Regular Meeting

REFERENCE:

CONCLUSION:

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

Description	Type	Upload Date
Sept 10, 2019 Regular Meeting Minutes	Cover Memo	9/17/2019



DRAFT

REGULAR MEETING MINUTES

I. Meeting Called to Order

Minutes:

The meeting was called to order by Mayor William Edwards at 7:00 PM. Following the roll call by the City Clerk, a quorum was established.

Attendee Name	Title	Status	Arrived
William "Bill" Edwards	Mayor	Present	
Mark Baker	District 7 Councilmember Mayor Pro Tem	Present	
Catherine F. Rowell	District 1 Councilmember	Present	
Carmalitha Gumbs	District 2 Councilmember	Present	
Helen Z. Willis	District 3 Councilmember	Present	
Naeema Gilyard	District 4 Councilmember	Present	
Rosie Jackson	District 5 Councilmember	Present	
Khalid Kamau	District 6 Councilmember	Present	

Councilmember Gilyard left the meeting at 10:05 PM. Councilmember khalid left the meeting at 10:15 PM.

II. Invocation - Pastor Warren Henry, Chaplain

Minutes:

The invocation was rendered by Chaplain DeWayne Warren, Assistant Chaplain.

III. Pledge of Allegiance

Minutes:

The pledge of allegiance was recited in unison.

IV. Presentations and Announcements

1. Presentations by Comcast and Councilmember Gumbs

Minutes:

PRESENTED

V. Adoption of Council Agenda

Motion (Approve as Amended): Councilmember Gilyard

Second: Councilmember Gumbs

[Motion Approved]

Yea: 6 Gilyard, Gumbs, Jackson, khalid , Rowell, Willis

Nay: 0

Abstain: 0

Not Voting: 0

Minutes:

A motion was made to approve the regular meeting agenda with the following amendments:

Item #14 - Citywide Fee Schedule be pulled from the agenda. Item #19 - Adminstarition Ordinance and Item #22 - Reducing Single-Use Plastics Use be pulled from the agenda. All Items will be held until the next meeting scheduled for September 24, 2019.

The motion passed 6-0. Councilmember Baker did not vote.

VI. Approval of City Council Meeting Minutes

2. Council Approval of Council Meeting Minutes - August 13, 2019 (City Clerk)

Motion (Approve): Councilmember Willis

Second: Councilmember Gilyard

[Motion Approved]

Yea: 6 Baker, Gilyard, Gumbs, Jackson, Rowell, Willis

Nay: 0

Abstain: 0

Not Voting: 0

Minutes:

A motion was made to approve the Meeting Minutes for the Tuesday, August 13, 2019 Council Meeting.

The motion was approved 6-0. Councilmember khalid did not vote.

3. Council Approval of Council Special Called Meeting Minutes - August 20, 2019 (City Clerk)

Motion (Approve): Councilmember Rowell
Second: Councilmember Gumbs
[Motion Approved]

Yea: 6 Baker, Gilyard, Gumbs, Jackson, Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:

A motion was made to approve the Meeting Minutes for the Tuesday, August 20, 2019 Council Meeting.

The motion was approved 6-0. Councilmember khalid did not vote.

4. Council Approval of Council Special Called Meeting Minutes - August 23, 2019 (City Clerk)

Motion (Approve): Councilmember Jackson
Second: Councilmember Gilyard
[Motion Approved]

Yea: 7 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:

A motion was made to approve the Special Meeting Minutes for the Friday, August 23, 2019 Council Meeting.

The motion was approved unanimously 7-0.

VII. Public Hearing(s)

5. Request for Council Approval of M18-006 for a Modification of Z00-0102 at Briar Creek (fka Legend Oaks Phase II) - Planning

Motion (Defer): Councilmember Gumbs
Second: Councilmember khalid
[Motion Deferred]

Yea: 7 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:

A motion was made to defer Item #5 - M18-006 until the September 24, 2019 City Council Meeting.

Councilmember Willis requested that staff contact and schedule a community meeting for District 3 residents which may be affected by this proposed development.

The motion was approved unanimously.

6. Request Council Approval of M19-001 Modification of 2006Z-0042 SFC The Bluffs at Camp Creek (Planning)

Motion (Approve): Councilmember Gumbs

Second: Councilmember Jackson

[Motion Approved]

Yea: 6 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell

Nay: 1 Willis

Abstain: 0

Not Voting: 0

Minutes:

A motion was made to approve Item #6 - M19-001. (This item was heard in conjunction with Item #7 - M19-002).

The motion was approved 6-1. Councilmember Willis voted in opposition.

7. Request Council Approval of M19-002 Modification of 2002Z-0012 SFC Camp Creek Village Phase I - Planning

Motion (Approve): Councilmember Gumbs

Second: Councilmember Jackson

[Motion Approved]

Yea: 6 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell

Nay: 1 Willis

Abstain: 0

Not Voting: 0

Minutes:

A motion was made to approve Item #7 - M19-002. (This item was heard in conjunction with Item #6 - M19-001).

The motion was approved 6-1. Councilmember Willis voted in opposition.

8. Public Hearing and 1st Reading of the FY20 Budget Ordinance (Finance/City Manager)

Minutes:

Fank Milazi, Chief Financial Officer and Treasurer presented the FY2020 Budget Presentation.

There were five (5) speakers who provided public comments as follows:

Ms. Camilla Moore (District 3)

Mr. Reggie Barnes (District 7)

Sir Jose Bright (District 4)

Mr. Michael Venable (District 6)

Mrs. Jewel Johnson (District 1)

First Reading was held.

VIII. Public Comments

Minutes:

There were six (6) speakers who provided public comments as follows:

Ms. Desiree Sanchez (District 7): Street paving in Autumn Lake subdivision

Mr. Michael Chappie (District 4): Bishop Road landfill

Mr. Don Winbush (District 6): Accolades for Police Department; ONMA 5K Walk - September 14, 2019

Mr. Reggie Barnes (District 7): Flooding on Lawrence Avenue

Ms. Patricia Montgomery (District 7): Sanitation letter

Ms. Shamica Parker (District 6): Request pedestrian crosswalk and signals on Old National Highway

IX. Consent Agenda Items

Motion (Approve): Councilmember Rowell

Second: Councilmember Willis

[Motion Approved]

Yea: 5 Gilyard, Gumbs, Jackson, Rowell, Willis

Nay: 0

Abstain: 0

Not Voting: 0

Minutes:

A motion was made to approve Consent Agenda Items 9, 10, 11, 12, 13, 15, 16, 17 and 18.

The motion was approved 5-0. Councilmembers Baker and khalid did not vote.

9. Proclamation was presented to One Child Left Behind (**Mayor and Council**)

10. Proclamation was presented to the Family of Beanie Elaine Walker Reeves **(Edwards)**
11. Proclamation was presented to Pleasant Word Christian Center **(Edwards)**
12. Council Approval of Amended IGA for the Provisions of Election Services with the Fulton County Board of Registration and Elections in the amount of \$324,314.40 (City Clerk)
13. Council Approval of Local Match to Implement the Initial Phase of the Aerotropolis Community Improvement Districts Signal Pre-Emption (City Manager)
14. Council Approval of Citywide Fee Schedule (City Manager)

Minutes:

Item was pulled from the agenda and held until September 24, 2019 City Council Meeting.

15. Council Approval to Execute a Memorandum of Understanding (MOU) with the Atlanta Hawks LLC and City of South Fulton for donations to the City's Youth Basketball Program (Parks and Recreation)
16. Council Approval of MOU with Union City and City of South Fulton for the Use of Union City's Municipal Court Facilities (Court)
17. Council Approval of Resolution and Agreement with GA State University for a Federal Work Study Off-Campus Program **(Gilyard)**
18. Council Approval to Accept a Grant Awarded by Northern District of GA Project Safe Neighborhoods in the amount of \$45,348 (Police)

X. Previous Agenda Items

19. Council 2nd Reading and Adoption of Amending Administration Ordinance **(Rowell)**

Minutes:

Item was pulled from the agenda and held until September 24, 2019 City Council Meeting.

20. Council 2nd Reading and Approval of Amending Ordinance Title 1 Chapter 4 Elections of the City of South Fulton **(Rowell)**

Motion (Approve): Councilmember Rowell

Second: Councilmember Gumbs

[Motion Approved]

Yea: 7 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell, Willis

Nay: 0
Abstain: 0
Not Voting: 0

Minutes:

A motion was made to approve Resolution Amending Ordinance Title 1 Chapter 4 Elections of the City of South Fulton.

The motion was approved unanimously.

21. Council Approval of Resolution of the City of South Fulton to the Fulton County Development Authority Requesting Recognition of Territorial Boundaries of the South Fulton Development Authority **(Gilyard)**

Motion (Approve): Councilmember Gilyard

Second: Councilmember Jackson

[Motion Approved]

Yea: 5 Baker, Gilyard, Gumbs, Jackson, khalid
Nay: 2 Rowell, Willis
Abstain: 0
Not Voting: 0

Minutes:

A motion was made to approve Resolution to the Fulton County Development Authority Requesting Recognition of Territorial Boundaries of the South Fulton Development Authority.

The motion was approved 5-2. Councilmembers Rowell and Willis voted in opposition.

22. Council 2nd Reading and Approval of Ordinance Reducing Single Plastics Use **(Gumbs)**

Minutes:

Item was pulled from the agenda and held until September 24, 2019 City Council Meeting.

23. Council Approval of South Fulton Convention and Visitors Bureau **(Willis)**

Motion (Approve): Councilmember Willis

Second: Mayor Pro Tem Baker

[Motion Approved]

Yea: 6 Baker, Gilyard, Gumbs, Jackson, Rowell, Willis
Nay: 1 khalid
Abstain: 0
Not Voting: 0

Minutes:

A motion was made to approve the South Fulton Convention and Visitors Bureau.

The motion was approved 6-1. Councilmember khalid voted in opposition.

24. Council Approval of Resolution and IGA with Fulton County to Provide Animal Control Services to City of South Fulton (City Manager)

Motion (Approve): Councilmember Gumbs

Second: Councilmember Willis

[Motion Approved]

Yea: 7 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell, Willis

Nay: 0

Abstain: 0

Not Voting: 0

Minutes:

A motion was made to approve Resolution and IGA with Fulton County to provide Animal Control Services to City of South Fulton.

The motion was approved unanimously 7-0.

XI. Agenda Items

25. Council Approval to Award the Contract for Fire Hose and Nozzles to Ten-8 Fire and Safety Equipment of GA, LLC in an amount not to exceed \$110,000 (Fire)

Motion (Approve): Councilmember khalid

Second: Councilmember Rowell

[Motion Approved]

Yea: 7 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell, Willis

Nay: 0

Abstain: 0

Not Voting: 0

Minutes:

A motion was made to approve the awarding of a contract for Fire Hose and Nozzles to Ten-8 Fire Safety and Equipment of GA, LLC in an amount not to exceed \$110,000.

The motion was approved unanimously 7-0.

26. Council Approval of Resolution and MOU with Fulton County for the Receipt and Transfer of Title Ad Valorem Tax (TAVT) (Finance)

Motion (Approve): Councilmember Willis

Second: Councilmember Gilyard

[Motion Approved]

Yea: 6 Baker, Gilyard, Gumbs, Jackson, Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:

A motion was made to approve a Resolution and MOU with Fulton County for the receipt and transfer of Title Ad Valorem Tax (TAVT).

The motion was approved 6-0. Councilmember khalid did not vote.

27. Council Approval of Resolution to Revise the Impact Fee Committee **(Gilyard)**

Motion (Approve): Councilmember Gilyard

Second: Councilmember Jackson

[Motion Approved]

Yea: 6 Baker, Gilyard, Gumbs, Jackson, Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:

A motion was made to approve Resolution to Revise the Impact Fee Committee.

The motion was approved 6-0. Councilmember khalid did not vote.

28. Council Approval of Resolution for Renaming the Taskforce Committee **(Edwards, Willis and Baker)**

Motion (Approve): Councilmember Willis

Second: Mayor Pro Tem Baker

[Motion Approved]

Yea: 6 Baker, Gilyard, Gumbs, Jackson, Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:

A motion was made to approve Resolution for Renaming the Taskforce Committee with the following amendments:

- **Remove Councilmembers from committee, no elected officials may sit on the committee**
- **Each Councilmember may appoint two residents from their district (14 total)**
- **Councilmembers will bring nominations for the committee at the next City Council meeting on September 24, 2019**

- City Manager will assign staff to assist the committee
- The committee should forward their recommendation for a naming process no later than December 2019.

The motion was approved 6-0. Councilmember khalid did not vote.

29. Council 1st Reading of Amending Alcohol Ordinance (**Willis**)

Motion (Hold): Councilmember khalid

Second:

[Motion Failed for Lack of Second]

Yea: 0

Nay: 0

Abstain: 0

Not Voting: 0

Minutes:

Motion a.

A motion was made to hold this Resolution until legislation is developed which defines what a "city-sponsored event" is.

The motion did not receive a second.

Minutes:

First Reading.

Councilmember Willis added Councilmembers Gumbs and Rowell as co-sponsors of this Resolution.

Councilmember khalid requests that the legislation address wineries, farmer's markets and city-sponsored events. Additionally, he requests to review the laws referenced in ordinance.

30. Council Approval of 1st Reading of Shopping Cart Ordinance (**Jackson and Rowell**)

Minutes:

First Reading.

31. Council 2nd Reading and Adoption of Amending Title 7 Courts

Motion (Approve as Amended): Councilmember Gumbs

Second: Councilmember Gilyard

[Motion Approved]

Yea: 7 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:

A motion was made to approve an Ordinance Amending Title 7, Municipal Courts, Of the City Code and For Other Lawful Purposes.

Councilmember Rowell requested that the Ordinance be amended as follows:

Remove the word "privately" before the word subcontract from Sec 7-1002 (b), last paragraph.

The motion was approved unanimously 7-0.

XII. Chief Financial Officer's Monthly Report

Minutes:

Report presented.

XIII. City Manager's Monthly Report

32. City Manager's July 2019 Monthly Report

Minutes:

Report distributed to Council.

33. City Manager's FY19 Goals Presentation

Minutes:

Report presented.

XIV. City Attorney's Monthly Report

Minutes:

No report presented.

XV. Executive Session

Minutes:

No executive session was held.

XVI. Adjournment of Meeting

Motion (Adjourn): Mayor Pro Tem Baker

Second: Councilmember Jackson
[Motion Approved]

Yea: 5 Baker, Gumbs, Jackson, Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 2 Gilyard, khalid

Minutes:

A motion was made to adjourn the regular meeting at 10:33 PM.

The motion was approved 5-0. Councilmembers Gilyard and khalid were absent.

GOVERNMENT OF THE CITY OF SOUTH FULTON

Office of the City Manager

WILLIAM "BILL" EDWARDS
MAYOR



ODIE DONALD II
CITY MANAGER

MEMORANDUM

TO: Approval of Meeting Minutes - Tues., September 18, 2019 Special Called Meeting

DATE: September 24, 2019

SUBJECT: Approval of Meeting Minutes - Tues., September 18, 2019 Special Called Meeting

REFERENCE:

CONCLUSION:

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

Description	Type	Upload Date
Special Called Meeting Minutes - Sept. 18, 2019	Cover Memo	9/19/2019



SPECIAL CALLED MEETING MINUTES

1. Meeting Called to Order

Minutes:

The special meeting was called to order by Mayor William Edwards at 6:00 PM. Following the roll call by the Deputy City Clerk, a quorum was established.

2. Roll Call

Minutes:

Attendee Name	Title	Status	Arrived
William "Bill" Edwards	Mayor	Present	
Mark Baker	District 7 Councilmember Mayor Pro Tem		6:20 PM
Catherine F. Rowell	District 1 Councilmember	Present	
Carmalitha Gumbs	District 2 Councilmember	Present	
Helen Z. Willis	District 3 Councilmember	Present	
Naeema Gilyard	District 4 Councilmember	Present	
Rosie Jackson	District 5 Councilmember	Present	
Khalid Kamau	District 6 Councilmember	Present	

Councilmember Rowell left the meeting at 6:59 PM.

3. Public Hearing

Minutes:

Frank Milazi, Chief Financial Officer and Treasurer presented the FY2020 Budget Presentation.

The Council conducted a question and answer period.

There were 12 speakers who provided public comments as follows:

Mr. Michael Johnson, Sr. (District 1)
Sir Jose Bright (District 4)
Ms. Joyce Jones (District 1)
Mr. Don Johnson (District 1)
Ms. Pamela Harris (District 1)
Mr. Andn Francis (District 1)
Ms. Marcia Powell (District 1)
Ms. Mary McNair (District 1)
Ms. Jewel Johnson (District 1)
Ms. Leola Summers (District 1)
Ms. Linda Allen (District 1)
Mr. Mathis Colquitt (District 1)

Mayor Edwards requested that the City Manager provide a listing of all proposed cuts to the FY 2020 Budget and responses to the citizens' comments via the website and other means.

- a. 2nd Public Hearing and Adoption of FY20 Budget Ordinance in the amount of \$105,915,402 (Finance)

Motion (Approve as Amended): Councilmember Willis
Second: Councilmember Rowell
[Motion Approved]

Yea: 7 Baker, Gilyard, Gumbs, Jackson, khalid , Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:
Motion a.

A motion was made to transfer the Geographical Information Systems (GIS) function and GIS analyst position to the Information Technology Department effective with the passage of the FY 2020 Budget.

The motion was approved 7-0.

Motion (Approve): Councilmember Willis
Second: Councilmember Rowell
[Motion Approved]

Yea: 6 Baker, Gumbs, Jackson, khalid , Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:
Motion b.

A motion was made for the Code Enforcement Division to remain in the Community Development and Regulatory Affairs Department.

The motion was approved 6-0. Councilmember Gilyard did not vote.

Motion (Approve): Councilmember Willis
Second:
[Motion Failed for Lack of Second]

Yea: 0
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:
Motion c.

A motion was made to transfer the Business License Division and the Permitting Division to the Community Development and Regulatory Affairs Department.

The motion did not receive a second.

Motion (Approve): Councilmember Willis
Second: Councilmember Rowell
[Motion Approved]

Yea: 4 Gumbs, khalid , Rowell, Willis
Nay: 0
Abstain: 0
Not Voting: 0

Minutes:
Motion d.

A motion was made to move the Chief Financial Officer position under the City Manager position.

The motion was approved 4-0. Councilmembers Baker, Gilyard and Jackson did not vote.

Motion (Approve): Councilmember Gumbs
Second: Councilmember Rowell
[Motion Approved]

Yea: 6 Gilyard, Gumbs, Jackson, khalid , Rowell, Willis
Nay: 1 Baker
Abstain: 0

Not Voting: 0

Minutes:

Motion e.

A motion was made to transfer the Permitting Division to the Community Development and Regulatory Affairs Department.

The motion was approved 6-1. Councilmember Baker voted in opposition.

Motion (Approve): Councilmember Gilyard

Second: Councilmember Gumbs

[Motion Withdrawn]

Yea: 0

Nay: 0

Abstain: 0

Not Voting: 0

Minutes:

Motion f.

A motion was made to place sufficient funds in the FY 2020 Budget for future litigation.

The motion was withdrawn.

Motion (Adopt): Councilmember Willis

Second: Mayor Pro Tem Baker

[Motion Adopted]

Yea: 4 Baker, Edwards, Jackson, Willis

Nay: 3 Gilyard, Gumbs, khalid

Abstain: 0

Not Voting: 1 Rowell

Minutes:

Motion g.

A motion was made to adopt the FY 2020 Budget with the amendments and adjustments as discussed.

The motion was approved 4-3. Councilmember Gilyard, Gumbs and khalid voted in opposition. Councilmember Rowell was not present.

4. Adjournment

Motion (Adjourn): Councilmember Gumbs

Second: Councilmember Willis

[Motion Approved]

Yea: 6 Baker, Gilyard, Gumbs, Jackson, khalid , Willis

Nay: 0

Abstain: 0

Not Voting: 1 Rowell

Minutes:

A motion was made to adjourn the Special Called Meeting at 8:08 PM.

The motion was approved 6-0. Councilmember Rowell was not present.

GOVERNMENT OF THE CITY OF SOUTH FULTON

Office of the City Manager

WILLIAM "BILL" EDWARDS
MAYOR



ODIE DONALD II
CITY MANAGER

MEMORANDUM

TO: Public Hearing - M19-001 Modification of 2006Z-0042

DATE: September 24, 2019

SUBJECT: Public Hearing - M19-001 Modification of 2006Z-0042

REFERENCE:

CONCLUSION:

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

Description	Type	Upload Date
M19-001 Modification The Bluffs at Camp Creek	Cover Memo	9/18/2019

GOVERNMENT OF THE CITY OF SOUTH FULTON

ODIE DONALD II
CITY MANAGER



SHAYLA REED
DIRECTOR
COMMUNITY DEVELOPMENT &
REGULATORY AFFAIRS

MEMORANDUM

TO: City of South Fulton Mayor and Council
FROM: Planning & Zoning Division
SUBJECT: M19-001 for a Modification of 2006Z-0042 SFC at The Bluffs at Camp Creek
DATE: September 24, 2019

To consider an amendment of four (4) modifications identified in zoning case 2006Z-0042 SFC, 1.c, 2.a, 3.a, and 3.c at "The Bluffs at Camp Creek" subdivision by Battle Law, PC on behalf of Hybrass Overlook, LLC.

May 14, 2019 – Applicant was deferred 14 days for a traffic study.

May 28, 2019 – Applicant was deferred 60 days to allow additional time in completing the traffic study.

July 23, 2019 – Applicant was deferred for 30 days.

August 27, 2019 – Meeting was canceled.

September 10, 2019 – Approved.

STAFF RECOMMENDATION: APPROVAL with Conditions

V19-001 was withdrawn by the applicant at the May 16th ZBA hearing. Due to V19-001 and M19-001 having similar requests, staff is asking the modification request to not include the R-4 portion.

cc: Diane White, City Clerk

M19-001 for a Modification at The Bluffs at Camp Creek
September 24, 2019
Page 1 of 7

APPLICATION INFORMATION

Applicant Information: Battle Law, PC
c/o Michele Battle
1 West Court Square
Suite 750
Decatur, GA 30030

Status of Applicant: Attorney for property owner

City Council District(s): 2

Parcel ID Number: 14F-0069-LL-0145
14F-0069-LL-0103
14F-0069-LL-0137
14F-0069-LL-0129
14F-0069-LL-0111

Area of Property: The property is composed of approximately 99.98 acres.

Current/Past Use of the Property: The property is currently undeveloped.

Prior Zoning Cases/History: **2006Z-0042**, Request to rezone from AG-1 (Agricultural District) to CUP (Community Unit Plan` District) – **APPROVED WITH CONDITIONS**

M06-001, request to add conditions and include site plan – **APPROVED**

VC06-064, concurrent request to eliminate two buffers – **APPROVED**

VC06-064, concurrent request to reduce minimum front setback from 35' to 20' – **DENIED**

V-18-001 & V-18-002, request to reduce minimum front setback from 35' to 20' – **APPROVED**

V-18-008, request to reduce minimum front setback from 35' to 20' - **APPROVED**

V-19-001, request to reduce minimum front setback from 35' to 20' - **WITHDRAWN**

Surrounding Zoning: North: R-4 (Single-Family Dwelling District) and MIX (Mixed Use District)
South: R-3 (Single-Family Dwelling District) and AG-1 (Agricultural District)
East: R-3 (Single-Family Dwelling District) and R-4 (Single-Family District)
West: R-3 (Single-Family Dwelling District) and AG-1 (Agricultural District)

2035 Future Land Use Designation: Suburban Neighborhood, 2 to 3 Units per acre.

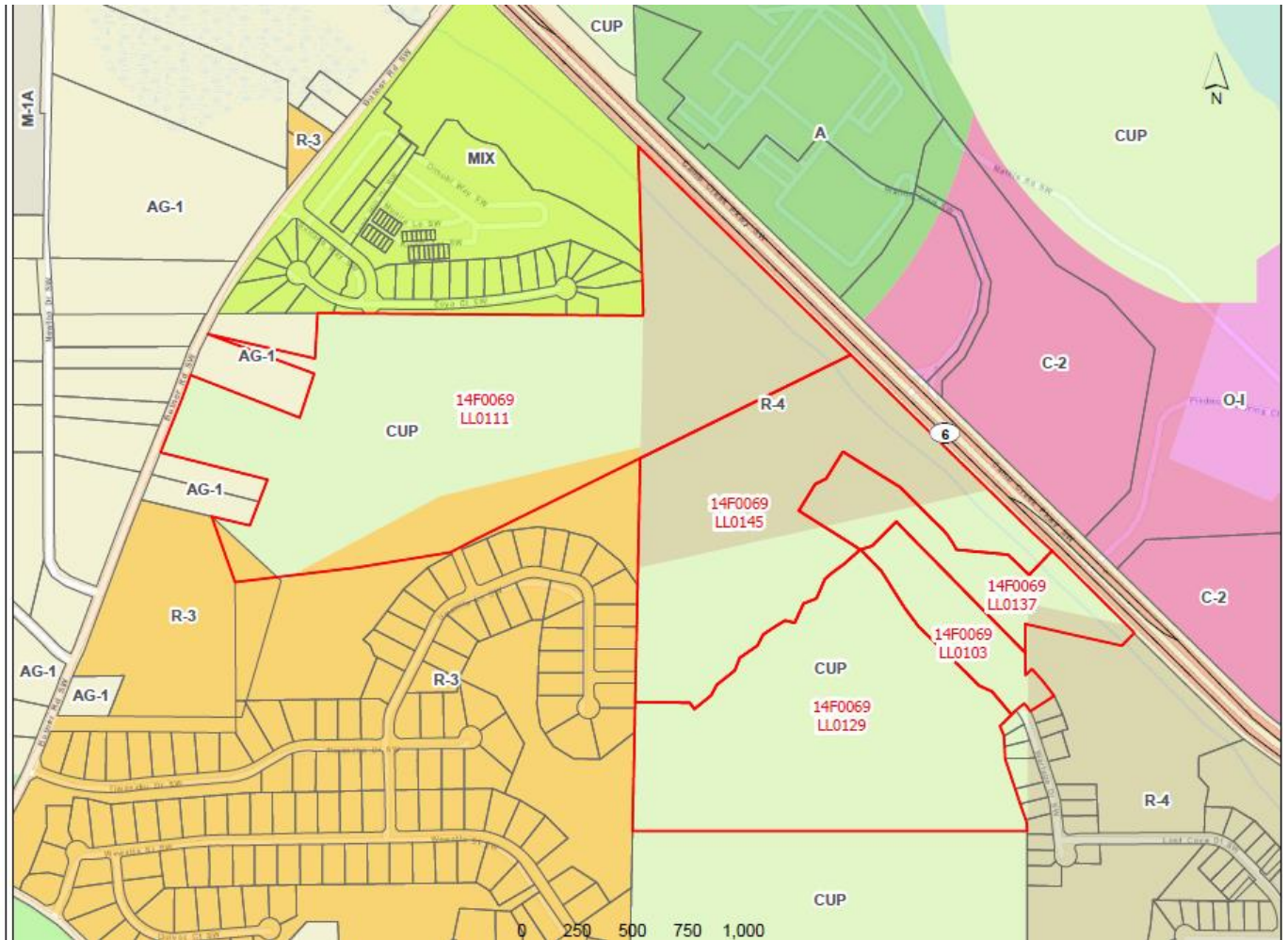
Compatibility to the Fulton County 2035 Comprehensive Plan: The proposed modification aligns with the Comprehensive Plan.

Overlay District: Cliftondale Overlay

Public Utilities: Water service is provided to these sites by City of Atlanta. Sewer service is available to the site by Fulton County. Any extension of sewer service is the responsibility of the developer.

Public Services: Police and Fire services are available to the site by the City of South Fulton.

Transportation: Street: Butner Road & Camp Creek Parkway
Classification: Primary Arterial Local Road
Public Transit: MARTA is not available within 5 miles of this site
Bike/Pedestrian Access: There are no sidewalks along this section of Butner Rd nor Camp Creek Parkway.



This case only applies to the CUP sections. Any action taken by Mayor and Council would have no effect on the R-4 section.

CONDITION(S) TO BE MODIFIED:

2006Z-0042 condition 1C states: The Minimum lot size and minimum heated floor area shall be as follows:

- i. ~~No more than 80 lots at or between 6,000 square feet and 7,000 square feet with a minimum heated floor area of 1,800 square feet.~~
- ii. No more than ~~85~~ **155** lots at or between 7,001 square feet and 9,000 square feet with a minimum heated floor area of 2,000 square feet;
- iii. No less than ~~60~~ **68** lots a minimum 9,001 square feet with a minimum heated floor area of 2,400 square feet.

2006Z-0042 condition 2A states: To the site plan received by the Department of Environmental and Community Development on April 5, 2006 **City of South Fulton Community Development and Regulatory Affairs Department on December 19, 2018.** Said site plan is conceptual only and must meet or exceed the requirement of the Zoning Resolution and the conditions prior to approval of a Land Disturbance Permit. The applicant shall be required to complete the concept review procedure prior to application for a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.

2006Z-0042 condition 3A states: The minimum design standards are:

Minimum Lot Width: ~~60~~ 65 feet, except 70 feet for lots with a minimum square footage of 9,001 square feet or greater

Minimum Front Yard Setback: ~~25~~ 20 feet

Minimum Side Corner Setback: 25 feet with side entry garage and 15 feet without side entry garage

Minimum Building Separation: ~~20~~ 15 feet

2006Z-0042 condition 3C: (pursuant to 2006VC-0061 SFC, Part 1): To delete the 50-foot undisturbed buffer and 10-foot improvement setback for Tract B along the east property line and adjacent to the Camp Creek Village Subdivision along the northwestern boundary of the Subject Property.

*Whereas, this request is to modify these conditions specifically, but all conditions remain intact. See attachment for all conditions.

PUBLIC PARTICIPATION

The applicant held a public participation meeting at Camp Creek Church of Christ on March 18, 2019 at 6:30pm to 7:30pm. The applicant stated that no resident was present to express any concerns.

STAFF COMMENTS

Engineering: No comments determined

Environmental: Prior to the approval of any plat by the appropriate jurisdiction, the Environmental Health Services Division of the Fulton County Board of Health shall review and approve the plat regarding water supply and sewage disposal. No person may sell, offer for sale, lease, begin construction or otherwise begin the physical improvement of an exemption plat development, nor shall a building permit be issued in any form until all requirements set forth by the Fulton County Board of Health have been met.

The Fulton County Board of Health will require that the owner/developer connect the proposed development to public water and public sanitary sewer, which are available to the site.

The Fulton County Board of Health does not anticipate any adverse impacts to the health of humans or the environment by approving the modification to allow for the development of the proposed subdivision.

Public Works: None received

Transportation: None received

MARTA: None received

Fulton County Schools: None received

Fire: None received

Legal: None received

PLANNER'S RECOMMENDATION:

1. All lots that front Zoya Court shall have a minimum front yard and rear yard setback of 25 feet.
2. All lots that front Zoya Court will not be required to meet the 5-foot stagger requirement.
3. All lots that front Zoya Court shall have one-sided masonry front.
4. Lots 1 & 115, pursuant to site plan received December 19, 2018, shall be two-sides brick facing Zoya Court and Sultana Way.

PREPARED BY:

Richard Hathcock, Senior Planner

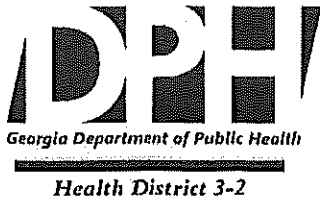
REVIEWED BY:

Keedra T. Jackson, Senior Planner

Shayla Reed, Director

MAYOR & COUNCIL ACTION

Original hearing date: May 14, 2019.



Kathleen E. Toomey, M.D., Commissioner | Brian Kemp, Governor

March 29, 2019

N

Dana Gray
 Planner II
 City of South Fulton
 Community Development Services
 5440 Fulton Industrial Boulevard SW
 Atlanta, GA 30336-0308

RE: Zoning Comments for March 2019

Dear Mr. Gray:

The following are comments by the Environmental Health Services (EHS) Division and the Environmental Justice (EJ) Program of the Fulton County Board of Health. These comments are in reference to the zoning cases which were previously received from your office.

CASE NO.	ZONING COMMENTS
M19-001 (The Bluffs at Camp Creek – formerly The Overlook at Camp Creek)	<p><u>EHS Comments</u></p> <ul style="list-style-type: none"> • Prior to the approval of any plat by the appropriate jurisdiction, the Environmental Health Services Division of the Fulton County Board of Health shall review and approve the plat regarding water supply and sewage disposal. No person may sell, offer for sale, lease, begin construction or otherwise begin the physical improvement of an exemption plat development, nor shall a building permit be issued in any form until all requirements set forth by the Fulton County Board of Health have been met. • The Fulton County Board of Health will require that the owner/developer connect the proposed development to public water and public sanitary sewer which are available to the site. <p><u>Public Health and EJ Comments</u></p> <ul style="list-style-type: none"> • The proposed residential development is not an environmentally adverse



M19-001

CASE NO.	ZONING COMMENTS
	<p>use. The Environmental Justice Program of the Fulton County Board of Health does not anticipate any adverse impacts to the health of humans or the environment as a result of approving the proposed zoning modification to increase the number of lots and reduce the front yard setback so long as drainage and/or erosion issues are not created in the development of this residential use.</p>
<p>M19-002 (The Bluffs at Camp Creek – formerly The Overlook at Camp Creek)</p>	<p><u>EHS Comments</u></p> <ul style="list-style-type: none"> • Prior to the approval of any plat by the appropriate jurisdiction, the Environmental Health Services Division of the Fulton County Board of Health shall review and approve the plat regarding water supply and sewage disposal. No person may sell, offer for sale, lease, begin construction or otherwise begin the physical improvement of an exemption plat development, nor shall a building permit be issued in any form until all requirements set forth by the Fulton County Board of Health have been met. • The Fulton County Board of Health will require that the owner/developer connect the proposed development to public water and public sanitary sewer which are available to the site. <p><u>Public Health and EJ Comments</u></p> <ul style="list-style-type: none"> • The proposed residential development is not an environmentally adverse use. The Environmental Justice Program of the Fulton County Board of Health does not anticipate any adverse impacts to the health of humans or the environment as a result of approving the proposed zoning modification to allow the single-family detached lots having frontage on Zoya Court not to be counted against the total dwelling units or maximum density requirements.
<p>V19-001 (The Bluffs at Camp Creek – formerly the Overlook at Camp Creek)</p>	<p><u>EHS Comments</u></p> <ul style="list-style-type: none"> • The Environmental Health Services Division of the Fulton County Board of Health does not anticipate any issues with approving this variance so long as the lots are not served by onsite sewage management systems (septic) or onsite water supply systems. <p><u>Public Health and EJ Comments</u></p> <ul style="list-style-type: none"> • The Environmental Justice Program of the Fulton County Board of

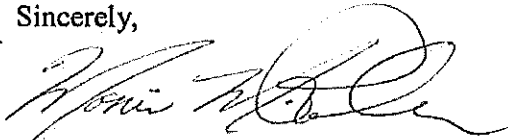


J. Patrick O'Neal, M.D.
Interim District Health Director, District 3-2

CASE NO.	ZONING COMMENTS
	Health does not anticipate any adverse impacts to the health of humans or the environment as a result of approving the proposed variance to allow the proposed reduction of the front yard setback.

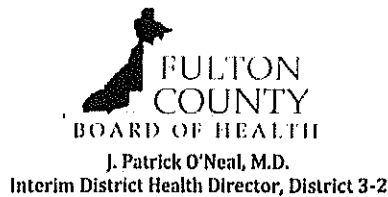
If you have any questions related to the EHS comments, you may contact Ellis "Eli" Jones at 404-613-1337 or by e-mail at Ellis.Jones@fultoncountyga.gov. All questions related to the broader public health and/or environmental justice comments should be directed to me, Monica Robinson, by telephone at 404-613-1491 or e-mail at Monica.Robinson@fultoncountyga.gov.

Sincerely,



Monica M. Robinson, M.B.A.
 Health Program Manager
 Environmental Justice Program

CC: Ellis "Eli" Jones, Deputy Director EHS



RECOMMENDED CONDITIONS

If this petition is approved by the Board of Commissioners, it should be APPROVED CUP (Community Unit Plan) CONDITIONAL subject to the following enumerated conditions. Where these conditions conflict with the stipulations and offerings contained in the Letter of Intent, these conditions shall supersede unless specifically stipulated by the Board of Commissioners.

1. To the owner's agreement to restrict the use of the subject property as follows:
 - a. Single family detached dwellings and accessory uses and structures.
 - b. No more than 255 total dwelling units at a maximum density of 2.62 dwelling units per acre, whichever is less, based on the total acreage zoned. Approved lot totals are not guaranteed. The developer is responsible through site engineering (at the time of application for a Land Disturbance Permit) to demonstrate that all lots/units within the approved development meet or exceed all the development standards of Fulton County. The total lot yield of the subject site shall be determined by this final engineering.
 - c. ~~The minimum lot size shall be 9,000 square feet. The minimum lot size and minimum heated floor area shall be as follows:~~
 - ~~No more than 80 lots at or between 6,000 square feet and 7,000 square feet with a minimum heated floor area of 1,800 square feet;~~
 - ~~No more than 85 lots at or between 7,001 square feet and 9,000 square feet with a minimum heated floor area of 2,000 square feet;~~
 - ~~No less than 60 lots at a minimum of 9,001 square feet with a minimum heated floor area of 2,400 square feet.~~
 - d. ~~The minimum heated floor area per dwelling unit shall be 1,800 square feet. (See condition 3.c.)~~
2. To the owner's agreement to abide by the following:
 - a. To the site plan received by the Department of Environment and Community Development on April 5, 2006. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Resolution and these conditions prior to the approval of a Land Disturbance Permit. The

applicant shall be required to complete the concept review procedure prior to application for a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.

- b. All recreational and other areas which may be held in common shall be maintained by a mandatory homeowners association, whose proposed documents of incorporation shall be submitted to the Director of the Department of Environment and Community Development for review and approval prior to the recording of the first final plat.

3. To the owner's agreement to the following site development considerations:

- a. The minimum design standards are:

Minimum Lot Width 60 feet, except 70 feet for lots with a minimum square footage at 9,001 square feet or greater
Minimum Front Yard Setback 20 25 feet
Minimum Side Corner Setback 15 feet 25 feet with side entry garage and 15 feet without side entry garage
Minimum Side Yard Setback 7.5 0 feet
Minimum Rear Yard Setback 25 30 feet
Minimum Building separation: 15 20 feet

- b. Provide a staggered setback of all dwelling facades. Staggered setbacks shall be determined by the placement of the dwellings on either side of the dwelling in question. Said setback shall provide a minimum 5-foot variation for single family detached dwellings and a 2-foot variation for attached dwellings as measured from the back of curb.
- c. To delete the 50-foot undisturbed buffer and 10-foot improvement setback for Tract B along the east property line. (2006VC-0061 SFC, Part 1)
- d. To delete the 50-foot undisturbed buffer and 10-foot improvement setback for Tract A along the north and east property lines. (2006VC-0061 SFC, Part 2)
- e. All dwellings shall have a minimum 2-car garage.
- f. The use of vinyl or aluminum siding on the dwellings shall be prohibited.

4. To the owner's agreement to abide by the following traffic requirements, dedications and improvements:

- a. Reserve for Fulton County along the necessary property frontage of the following roadways, prior to the approval of a Land Disturbance permit,

sufficient land as necessary to provide for compliance with the Comprehensive Plan. All building setback lines shall be measured from the dedication but at no time shall a building be allowed inside the area of reservation. All required landscape strips and buffers may straddle the reservation line so that the reservation line bisects the required landscape strip or buffer. At a minimum, 10 feet of the required landscape strip or buffer shall be located outside the area of reservation. All required tree plantings per Article 4.23 shall be placed within the portion of the landscape strip or buffer that lies outside the area of reservation.

45 feet from centerline of Butner Road

- b. Dedicate at no cost to Fulton County along the entire property frontage, prior to the approval of a Land Disturbance Permit, sufficient land as necessary to provide the following rights-of-way, and dedicate at no cost to Fulton County such additional right-of-way as may be required to provide at least 10.5 feet of right-of-way from the back of curb of all abutting road improvements, as well as allow the necessary construction easements while the rights-of-way are being improved:

30 feet from centerline of Butner Road,

75 feet from the centerline of Campcreek Parkway (SR-6) or as may be required by the Georgia Department of Transportation.

5. To the owner's agreement to abide by the following:

- a. Prior to submitting the application for a (LDP) with the Department of Environment and Community Development, Development Review Division, arrange to meet with the Fulton County Traffic Engineer. A signed copy of the results of these meetings will be required to be submitted along with the application for a Land Disturbance Permit.
- b. Prior to submitting the application for an LDP, arrange an on-site evaluation of existing specimen trees/stands, buffers, and tree protection zones within the property boundaries with the Fulton County Arborist. A signed copy of the results of these meetings will be required to be submitted along with the application for an LDP.
- c. Prior to submitting the application for an LDP, the developer/engineer shall contact the Public Works Department, Water Services Division, and arrange to meet on-site with an engineer from the Surface Water Management Program (SWMP), who is responsible for review of Storm Water Concept Plan submittals.

- d. Prior to submitting the application for an LDP, the developer and/or engineer shall submit to the SWMP, through the Development Review Division, a project 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. As part of the Storm Water Concept Plan submittal, a preliminary capacity analysis shall be performed by the engineer on the off-site drainage system(s) points of constraint. The capacity analysis shall determine the capacity of all existing constraint points, such as pipes, culverts, etc. from the point of storm water discharge at the proposed development site boundary downstream to the confluence of the receiving drainage course at a point where the drainage area is at least ten times the proposed development site area and the next downstream drainage area having a drainage area of fifty acres or more. The critical capacity points shall be selected based upon the engineer's field observation, professional judgment, and limited field survey data. The analysis shall identify the downstream properties pre and post-development 100-year water surface elevations, and for any post-development water surface elevation increase exceeding 0.05 feet, the developer shall acquire the applicable offsite drainage easement to accommodate the 100-year storm flow through impacted properties. Where Fulton County has completed a model of the basin, it shall be used by the developer in the analyses.
- e. 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. Should the method to achieve sheet flow across an external property line be unsuccessful, the developer shall acquire an easement(s) from the point of discharge to a point down gradient at a live dry weather stream sufficient to contain the 25 year storm flow or other location as approved by the Director of Public Works. This condition will not apply when the storm water management facility is designed and approved to discharge directly to a stream or watercourse.
- f. A draft of the Inspection and Maintenance Agreement required by Fulton County Code Section 26-278 shall be submitted to the Department of Public Works with the Storm Water Concept Plan.

- g. The Inspection and Maintenance Agreement shall provide that all storm water management/detention facility outlet control structures shall be inspected, photographed, and cleaned, if necessary, on a monthly basis, by the owner. The Inspection and Maintenance Agreement shall require that the design engineer shall prepare an operation and maintenance guidance document, for use by the owner and/or any professionals retained by the owner, to plainly describe the basic operational function of the facility(ies), including a description of a permanent marker post(s) which shall indicate that the level of sediment which, if exceeded, requires sediment removal. The Inspection and Maintenance Agreement shall require an annual operation and maintenance report for all storm water management/detention facilities be prepared by a licensed design professional and submitted to the SWMP. The annual report shall include monthly inspections, photographs, and documentation of the cleaning of storm water management/detention facilities outlet control structure(s) as well as an operational assessment of the facilities indicating that they do, or do not, function as described in the design guidance document (described above), and if they do not, a description of the specific actions to be taken to allow the facilities to function as intended.
- h. The required Inspection and Maintenance Agreement shall be recorded with the Clerk of Superior Court prior to issuance of an LDP, Grading Permit, or Building Permit associated with the development.
- i. The engineer/developer is required to submit, along with the application for an LDP, signed documentation verifying approval of the Storm Water Concept Plan.
- j. Where paved parking areas (including access aisles) are proposed to exceed 5,000 square feet, the storm water management facilities shall be designed to reduce pollutants such as oil, grease and other automobile fluids that may leak from vehicles. A general description, or concept, of the storm water management facilities proposed to achieve the removal of such pollutants shall be submitted with the Storm Water Concept Plan. A detailed design of such facilities shall be included in applicable documents for a land disturbance permit.
- k. With the application for an LDP, provide documentation (such as channel cross-sections, centerline profile, etc.) describing the geometry of those existing natural streams, creeks, or draws within the proposed development boundary which in the design engineer's judgment are at risk of erosion due to increased flow, provide a description of the basis utilized in judging areas to be at risk, and provide details on the Storm Water Management Plan of the post-development channel bank protection measures.

- l. The developer/engineer shall demonstrate to the County by engineering analysis submitted with the LDP application, that the discharge rate and velocity of the storm water runoff resulting from the development is restricted to seventy-five percent (75%) of the pre-development conditions for the 1-year frequency storm event, up to and including the ten (10)-year frequency storm event.

- m. Drainage from all disturbed areas shall be collected and conveyed to a storm water management facility provided as part of the development. The Storm Water Concept Plan shall identify any proposed areas with incidental and minor release of storm water not conveyed to such facilities, subject to the approval of the Director of Public Works. Plans for any land disturbance permit shall show all proposed drainage patterns for the proposed development after its completion. Any incidental release of unmanaged or untreated storm flows from any disturbed portion of the developed property shall be allowed only with the approval of the Director of Public Works. Other than minimal incidental flows shall be specifically approved by the Director of Public Works. 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.

- n. Storm water management facility(ies) volumes shall be designed to achieve water quality treatment, channel protection, over bank flood protection and extreme flood protection, in accordance with the Georgia State Storm water Manual, except that the duration of release for water quality treatment shall be 48 hours.



APPLICATION FOR ADMINISTRATIVE OR ZONING MODIFICATIONS

The undersigned, having an interest in the property herein described respectfully request:

SECTION I

MODIFICATION #: _____
(To be assigned by the City of South Fulton)

- A. **ADMINISTRATIVE MODIFICATION:** A modification of a condition(s) of zoning or Use Permit that does not require a public hearing. A decision will be made by the Director of Community Development Services.
- B. **ZONING MODIFICATION:** A modification of a condition(s) of zoning or Use Permit where public interest has been determined. This requires a public hearing by the City of South Fulton Councilmembers.

If "A" was denied, list previous case number: #M _____

- 1) Planner who determined the type of Modification you should file: Dana Gray
- 2) Identify the specific condition(s) being modified as provided by the Planner. State the condition number(s) and letter(s) (e.g. 2-b, 2-e). 1(e); 2(a); 3(a)
- 3) Petition number of the Zoning or Use Permit to which this application applies 20062 0042 SFC
Current zoning district CUP
- 4) Attach a copy of Legal Description [must be metes and bounds], or complete the following information if the property is within a recorded subdivision.

SUBDIVISION NAME: The Bluffs at Camp Creek UNIT/PHASE: _____
 LOT NUMBER: _____ BLOCK DESIGNATION: _____ LAND LOT(S): _____
 DISTRICT/SECTION: 1 RECORDED IN PLAT BOOK: _____ PAGE: _____
 ROAD NAME: Butner Road + Camp Creek Parkway

RECEIVED

FEB 26 2019

PLANNING AND ZONING

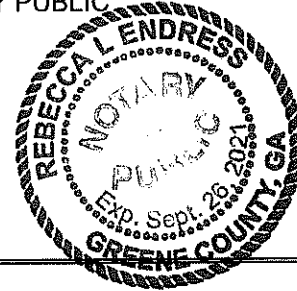
NOTICE: Sections III or IV below **MUST** be signed and notarized when application is submitted. If Section III is signed and notarized, applicant need only complete Section IV as "Applicant", notarization of Section IV is not necessary.

SECTION III: Owner states under oath that he/she is the owner of property described in the attached legal description, which is made part of this application for a Modification.

Butner Investments, LLC
TYPE OR PRINT OWNER'S NAME
988 East Freeway Drive SE, Suite A
ADDRESS
Conyers, GA 30094
CITY & STATE ZIP CODE
[Signature]
OWNER OF PROPERTY (SIGNATURE)
(770) 679-4262
PHONE NUMBER
bill@havenwoodholdings.com
EMAIL ADDRESS

Sworn to and subscribed before me this
19th day of December 2018

[Signature]
NOTARY PUBLIC



SECTION IV: Applicant, if different from the Owner, states under oath that:

- 1) Applicant is the executor or attorney-in-fact under a Power-of-Attorney for the Owner. Attach copy of Power-of-Attorney and type name of Owner as indicated in Section III; or
- 2) Applicant has an option to purchase said property conditioned upon the property being granted a modification. Attach copy of contract and type name of Owner as indicated in Section III; or
- 3) Applicant has an estate for years which permits the applicant to apply for a modification. Attach a copy of lease and type name of Owner as indicated in Section III.

Sworn to and subscribed before me this

APPLICANT (SIGNATURE)

TYPE/PRINT NAME OF APPLICANT

ADDRESS

CITY & STATE ZIP CODE

PHONE NUMBER

EMAIL ADDRESS

_____ day of _____ 20____

NOTARY PUBLIC

Indicate which of the above is applicable: 1 _____ 2 _____ or 3 _____

SECTION IV: Attorney or Agent, if different from the applicant and/or owner

[Signature]
SIGNATURE OF ATTORNEY/AGENT
One West Court Sq., Suite 750
ADDRESS
Decatur, GA 30030
CITY & STATE ZIP CODE
404-601-7616
PHONE NUMBER

CHECK ONE: [] ATTORNEY [] AGENT

M19-001

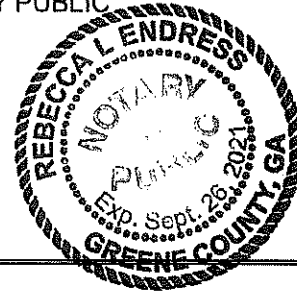
NOTICE: Sections III or IV below **MUST** be signed and notarized when application is submitted. If Section III is signed and notarized, applicant need only complete Section IV as "Applicant", notarization of Section IV is not necessary.

SECTION III: Owner states under oath that he/she is the owner of property described in the attached legal description, which is made part of this application for a Modification.

Hybrass Overlook, LLC
TYPE OR PRINT OWNER'S NAME
988 East Freeway Drive SE, Suite A
ADDRESS
Conyers, GA 30094
CITY & STATE ZIP CODE
[Signature]
OWNER OF PROPERTY (SIGNATURE)
(770) 679-4262
PHONE NUMBER
bill@havenwoodholdings.com
EMAIL ADDRESS

Sworn to and subscribed before me this
19th day of December 2018

[Signature]
NOTARY PUBLIC



SECTION IV: Applicant, if different from the Owner, states under oath that:

- 1) Applicant is the executor or attorney-in-fact under a Power-of-Attorney for the Owner. Attach copy of Power-of-Attorney and type name of Owner as indicated in Section III; or
- 2) Applicant has an option to purchase said property conditioned upon the property being granted a modification. Attach copy of contract and type name of Owner as indicated in Section III; or
- 3) Applicant has an estate for years which permits the applicant to apply for a modification. Attach a copy of lease and type name of Owner as indicated in Section III.

APPLICANT (SIGNATURE)

TYPE/PRINT NAME OF APPLICANT

ADDRESS

CITY & STATE ZIP CODE

PHONE NUMBER

EMAIL ADDRESS

Sworn to and subscribed before me this
_____ day of _____ 20____

NOTARY PUBLIC

Indicate which of the above is applicable: 1 _____ 2 _____ or 3 _____

SECTION V: Attorney or Agent, if different from the applicant and/or owner

[Signature]
SIGNATURE OF ATTORNEY/AGENT
One West Court Sq., Suite 750
ADDRESS
Decatur, GA 30030
CITY & STATE ZIP CODE
404-601-7616
PHONE NUMBER

CHECK ONE: [] ATTORNEY [] AGENT

STATEMENT OF INTENT

And

Other Material Required by
City of South Fulton, Georgia Zoning Ordinance
For

Zoning Modification Application pursuant to
the City of South Fulton Zoning Ordinance

Of

Hybrass Overlook,, LLC

For

2006Z 0042 SFC

Regarding 99.98 acres of land zone CUP
being

Portions of Fulton County, Georgia Tax Parcels

14F-0069-LL-0145

14F-0069-LL-0103

14F-0069-LL-0137

14F-0069-LL-0129

14F-0069-LL-0111

Submitted for Applicant by:

Michèle L. Battle

Battle Law, P.C.

One West Court Square, Suite 750

Decatur, Georgia 30030

(404) 601-7616 Phone

(404) 745-0045 Facsimile

mlb@battlelawpc.com

I. STATEMENT OF INTENT

On August 2, 2006, the Fulton County Board of Commissioner approved the rezoning of two parcels of land having frontage on Butler Road and Camp Creek Parkway and being an aggregate acreage of +/-99.98 acres (the "Subject Property") from AG-1 to CUP for the development of a 255-unit residential subdivision pursuant to Rezoning Case No. 2006Z 0042 SFC and 2006VC-0061 SFC. Subsequent to the approval of the CUP, the Subject Property was foreclosed upon prior to the development of the Subject Property. Hybrass Overlook, LLC acquired the Subject Property during the Summer of 2017. The Subject Property is an environmentally challenging piece of land as the topography varies greatly with deep valleys and high peaks. The Subject Property is traversed by creeks and a gas line main, and parts of the property are heavily wooded. In order to develop a subdivision which honors the environmental complexity of the site in a manner which is aesthetically and marketable, yet cost effective, the Application is seeking the following modification to the CUP Conditions:

1. Modify Condition 1(c) as follows:

The minimum lot size and minimum heated floor area shall be as follows:

- i. ~~No more than 80 lots at or between 6,000 square feet and 7,000 square feet with a minimum heater floor area of 1,800 square feet~~
- ii. No more than 85 155 lots at or between 7,001 square feet and 9,000 square feet with a minimum heated floor area of 2,000 square feet;
- iii. No less than 60 68 lots at a minimum of 9,001 square feet with a minimum heated floor area of 2,400 square feet.

2. Modify Condition 2a as follows:

~~To the site plan received by the Department of Environmental and Community Development on April 5, 2006~~ City of South Fulton Planning and Zoning Department on December 19, 2018. Said site plan is conceptual only and must meet or exceed the requirement of the Zoning Resolution and these conditions prior to the approval of a Land Disturbance Permit. The applicant shall be required to complete the concept review procedure prior to application for a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy

3. Modify Condition 3a as follows:

- a. The minimum design standards are:

Minimum Lot Width: ~~60 65 feet, except 70 feet for lots with a minimum square footage of 9,001 square feet or greater~~

65-feet

Minimum Front Yard Setback: 25 20 feet

Minimum Side Corner Setback: 25 feet with side entry garage and
15 feet without side entry garage

Minimum Side Yard Setback: 7.5 0 feet

Minimum Rear Yard Setback 30 feet

Minimum Building Separation: 20-15 ft

4. To delete the 50ft undisturbed buffer and 10ft improvement setback adjacent to the Camp Creek Village Subdivision along the northwestern boundary of the Subject Property

II. BASIS FOR REQUESTED MODIFICATION

It is the Applicant's contention that the reason the prior owner was unable to complete the development was in part due to the prior owner's failure to layout the Subject Property in a manner that addressed the topographic and environmental conditions of the Subject Property in a cost-effective manner. The 2006 site plan was simply unworkable. In order to address the topo and environmental issues with the Subject Property, the Applicant believes that it is imperative to increase the minimum size of the lots, by eliminating the requirement to build lots under 7,000 sq. ft. The topo makes the smaller lots unmarketable due to the lack of a functional rear yard particularly when combined with the 25ft front setback that pushes the house further back on the lot. The increase in the minimum size, when combined with the wider lot, will allow for a larger house that is more consistent with the homes in the surrounding communities, and in some instances, allow for a step up from other surrounding subdivisions in style and price point.

ft

Due to the topographic challenges of the site set forth above, the Applicant is seeking to reduce the 25 ft front setback back to the originally required 20 ft front setback. This change is necessary in order to allow for the required 5ft staggered setback required in Condition 3.b. The staggered setback has been voiced by the City Council as a desired look for communities. In order to achieve this look the lots have to have a sufficient area to push back the house on the lot 5 feet. The majority of the proposed lots are simply too shallow to push the lot back 5 feet and have a functional rear yard, particularly if the rear yard has a retaining wall in it due to the topography of the lot, and in some instances the location of the gas line and/or creek running behind the lot.

The reduction of the minimum building separation is needed in order to make the building separation consistent with the 7.5ft. side yard setback. Requiring a 20 ft building separation imposes a de facto 10 ft side yard setback. This would result in the builder having to build a 40 to 45 wide house, instead of the more marketable 50 ft wide house on a 65 ft wide lot. While the elimination of the buffer and landscape strip along the northwestern border is needed as the Subject Property and the Camp Creek Village Subdivision on Zoya Ct are being developed jointly by the Applicant.

Based upon the foregoing, the Applicant is hereby requesting the approval of the Modifications set forth above.

III. STEINBERG CRITERIA

A. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property: The zoning proposal will permit a use that is suitable in view of the use and development of adjacent property and nearby property. The Subject Property is in a single-family subdivision, which is adjacent to other single-family subdivision within the immediate area. The proposed changes to the CUP Zoning District Requirements will have no impact on the surrounding community, as the proposed changes will only impact those homes within the proposed subdivision. The proposed modifications, however, will allow for the development of homes that are consistent with the size and quality of homes in the immediate area.

B. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property: The proposed use will not affect the existing use or usability of adjacent or nearby property. Again, the proposed change to the front yard setback will have no impact on the surrounding community.

C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned: Without the proposed modifications, the Subject Property has marginal value as currently zoned. The Subject Property was approved for 255 lots under the CUP zoning conditions, however, the lots are simply too shallow, and the terrain is too varied to allow for the development of marketable homes based upon the 2006 site plan subject to the existing conditions.

D. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools: The zoning proposal will not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools, as the Subject Property has been zoned for up to 255 single family homes since 2006.

E. Whether the zoning proposal is in conformity with the policy and intent of the land use plan: The zoning proposal is in conformity with the policy and intent of the future land use plan.

F. Whether there are other existing or changing conditions affecting the use and development of the property, which give supporting grounds for either approval or disapproval of the zoning proposal: The Subject Property was rezoned in 2006 for 255 single family homes. As the market has continued to rebound from the 2007 real estate crash, opportunities have arisen for builders to pick up abandoned projects, and complete them, which greatly benefits the surrounding community.

IV. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Zoning Modification be approved by the City of South Fulton City Council.

V. NOTICE OF PRESERVATION OF CONSTITUTIONAL RIGHTS

The portions of the City of South Fulton Zoning Ordinance, facially and as applied to the Subject Property, which restrict or classify or may restrict or classify the Subject Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the City of South Fulton Zoning Ordinance to the Subject Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary and capricious act by the City of South Fulton City Council without any rational basis therefore, constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the City of South Fulton City Council to rezone the Subject Property to the classification as requested or issue the special land use permit requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property or granting of a special land use permit 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 Applicant's utilization of the property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.



DISCLOSURE REPORT FORM C

Office use only:
 REZONING PETITION #: _____ CITY COUNCIL MEETING DATE: _____

- Within the (2) years immediately preceding the filing of this zoning petition have you, as the applicant, owner and/or opponent for the rezoning petition, or an attorney or agent of the applicant or opponent for the rezoning petition, made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to a member of the City Council.

CIRCLE ONE: YES NO

If the answer is YES, proceed to sections 1 through 4.
 If the answer is NO, complete only section 4.

1. CIRCLE ONE: Party to Petition In Opposition to Petition

If party to petition, complete sections 2, 3, and 4 below.
 If in opposition, proceed to sections 3 and 4 below.

2. List all individuals or business entities which have an ownership interest in the property which is the subject of this rezoning petition: _____

3. CAMPAIGN CONTRIBUTIONS:

Name of Government Official	Total Dollar Amount	Date of Contribution	Enumeration and Description of Gift Valued at \$250.00 or more

4. The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name (print) Hybrass Overlook, LLC
MICHAEL K. POTTS

Signature: Date: 12/19/2018



**PUBLIC PARTICIPATION PLAN
FORM D**

Applicant: Hybrass Overlook, LLC

1. The following individuals (property owners within a quarter mile of the property), homeowner's associations, political jurisdictions, other public agencies, etc., will be notified in accordance with the requirements of Article 28.4.7, Public Participation Plan and Report, of the Zoning Resolution:

The Applicant will send out notices for the proposed community meeting to those

property owners identified in the property owner list generated by the City of South Fulton

and provided to the Applicant at the time of submission of this Application.

2. The individuals and others listed in 1. above will be notified of the requested variance using the following method(s): (e.g., letters, meeting notices, telephone calls, e-mails, etc.)

The property owners will be notified of the community meeting by postcard

3. Individuals and others listed in 1. above will be allowed to participate in the following manner: (At least one meeting at a convenient time and location is required.)

The Applicant will hold a community meeting at 6:30pm at a location to be determined

which will be at a location within a 1 to 2 miles radius of the Subject Property.

Attach additional sheets as needed.



ZONING MODIFICATION APPLICATION CHECKLIST

DOCUMENTS AND QUANTITIES REQUIRED

**ALL PERTINENT ITEMS ARE DUE AT THE TIME OF FILING.
NO INCOMPLETE APPLICATION WILL BE ACCEPTED.**

ITEM #	REQUIRED ITEM	NUMBER OF COPIES	CHECK ✓
1.	PRE-APPLICATION REVIEW FORM	1 Copy	✓
2.	APPLICATION FORM	3 Copies	✓
3.	LEGAL DESCRIPTIONS	3 Copies	NA ✓
4.	SITE PLAN	9 Copies	✓
5.	LETTERS OF INTENT	9 Copies	✓
6.	PUBLIC PARTICIPATION PLAN	1 Copy	✓
7.	ADJACENT PROPERTY OWNERS/NEIGHBORHOOD ASSOCIATION LETTERS	2 Copies	* Applicant will email over prior to packages to the board
8.	DEPARTMENTAL SIGN-OFF LETTERS	2 Copies	✓
9.	DISCLOSURE FORM	2 Copies	✓

THE BLUFFS AT OVERLOOK
CUP ZONING LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 72, DISTRICT 14FF, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE COMMON CORNER OF LAND LOTS 68, 69, 72 & 73 AT A 3/4" OPEN TOP PIPE FOUND;
THENCE, ALONG COMMON LINE OF LAND LOTS 69 AND 72, SOUTH 00° 18 MINUTES 56 SECONDS WEST, 675.11 FEET TO AN AXLE FOUND;
THENCE, LEAVING COMMON LAND LOT LINE, SOUTH 63° 51MINUTES 00 SECONDS WEST, 932.72 FEET TO A POINT;
THENCE, SOUTH 81 DEGREES 24 MINUTES 42 SECONDS WEST, 959.37 FEET TO AN AXLE FOUND;
THENCE, NORTH 18 DEGREES 23 MINUTES 50 SECONDS WEST, 401.75 FEET TO A 1/2" REBAR FOUND;
THENCE, SOUTH 75 DEGREES 42 MINUTES 32 SECONDS EAST, 200.54 FEET TO A 1" OPEN TOP PIPE FOUND;
THENCE, NORTH 21 DEGREES 34 MINUTES 15 SECONDS EAST, 99.69 FEET TO A 1" CRIMPED TOP PIPE FOUND;
THENCE, NORTH 21 DEGREES 39 MINUTES 26 SECONDS EAST, 99.98 FEET TO A 1/2" OPEN TOP PIPE FOUND;
THENCE, NORTH 75 DEGREES 42 MINUTES 02 SECONDS WEST, 497.76 FEET TO A 1/2" ROD FOUND ON THE EASTERLY RIGHT OF WAY LINE OF BUTNER ROAD (50' R/W);
THENCE, ALONG SAID RIGHT OF WAY LINE, NORTH 21 DEGREES 31 MINUTES 53 SECONDS EAST, 234.11 FEET TO A POINT;
THENCE, NORTH 21 DEGREES 32 MINUTES 22 SECONDS EAST, 149.52 FEET TO A POINT;
THENCE, LEAVING SAID RIGHT OF WAY LINE, SOUTH 68 DEGREES 53 MINUTES 22 SECONDS EAST, 498.47 FEET TO A 1/2" CRIMPED TOP PIPE FOUND;
THENCE, NORTH 21 DEGREES 16 MINUTES 45 SECONDS EAST, 200.20 FEET TO 1/2" REBAR FOUND;
THENCE, NORTH 68 DEGREES 55 MINUTES 35 SECONDS WEST, 491.36 FEET TO A 1/2" REBAR FOUND ON THE EASTERLY RIGHT OF WAY LINE OF BUTNER ROAD;
THENCE, LEAVING SAID RIGHT OF WAY LINE, SOUTH 75 DEGREES 34 MINUTES 19 SECONDS EAST, 491.61 FEET TO A 1/2 REBAR FOUND;
THENCE, NORTH 01 DEGREES 18 MINUTES 18 SECONDS EAST, 202.28 FEET TO A 1/2" REBAR FOUND;
THENCE, SOUTH 88 DEGREES 45 MINUTES 13 SECONDS EAST, 1430.47 FEET TO THE **POINT OF BEGINNING**.

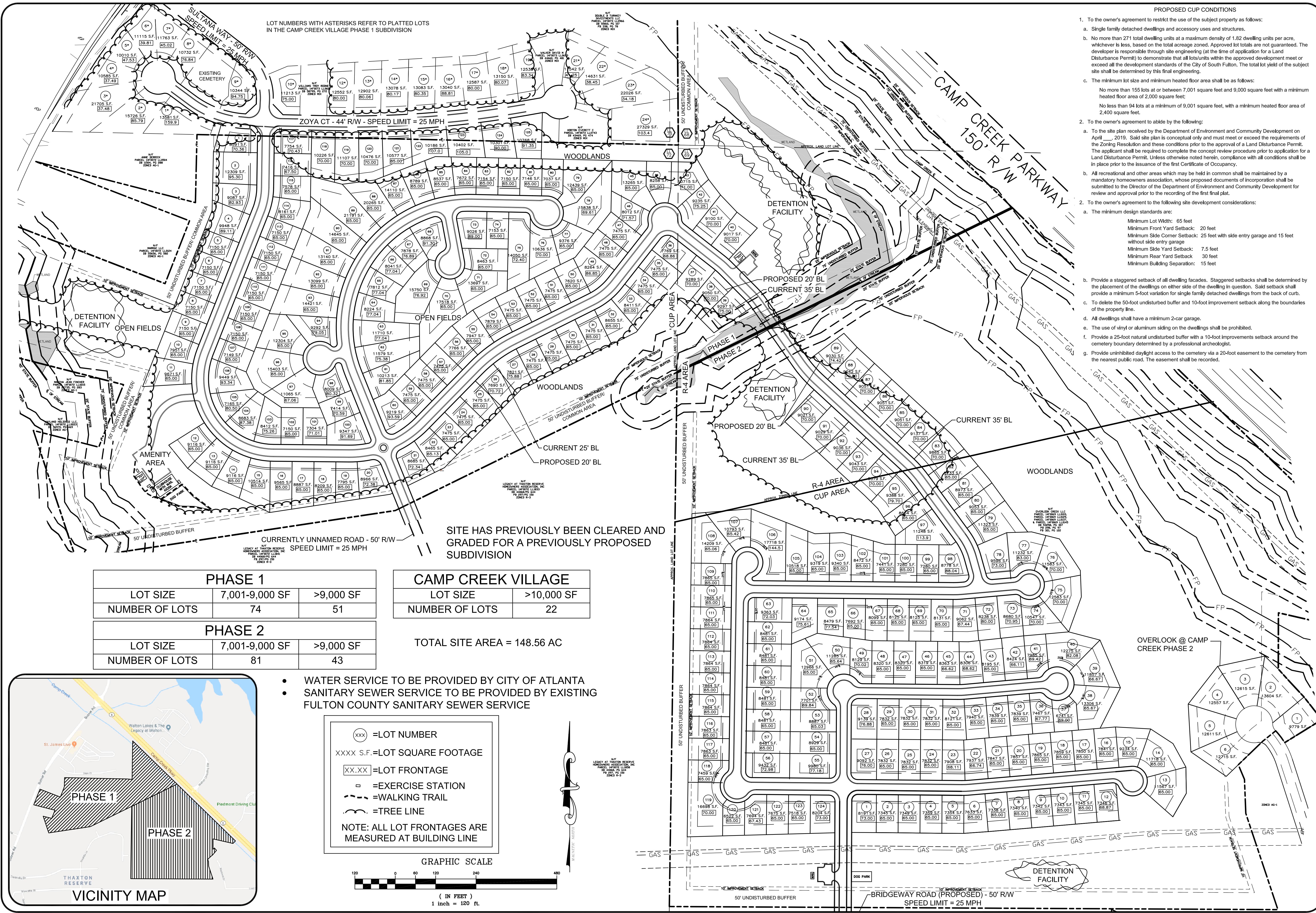
SAID TRACT OF LAND CONTAINING **42.59 ACRES (1,855,250 SQUARE FEET)**.

THE BLUFFS AT OVERLOOK
CUP (2) ZONING LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 69, DISTRICT 14FF, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE COMMON CORNER OF LAND LOTS 68, 69, 72 & 73 AT A 3/4" OPEN TOP PIPE FOUND;
THENCE, ALONG COMMON LINE OF LAND LOTS 69 AND 72, SOUTH 00 DEGREES 18 MINUTES 56 SECONDS WEST, 675.11 FEET TO AN AXLE FOUND;
THENCE, SOUTH 00 DEGREES 48 MINUTES 45 SECONDS WEST, 445.14 FEET TO AN AXLE FOUND, BEING THE **POINT OF BEGINNING**;
THENCE, LEAVING COMMON LAND LOT LINE, NORTH 77 DEGREES 30 MINUTES 04 SECONDS EAST, 1636.31 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF CAMP CREEK PARKWAY (150' RIGHT OF WAY);
THENCE, ALONG SAID RIGHT OF WAY LINE, SOUTH 45 DEGREES 45 MINUTES 30 SECONDS EAST, 958.10 FEET TO A POINT;
THENCE, LEAVING SAID RIGHT OF WAY, SOUTH 44 DEGREES 14 MINUTES 03 SECONDS WEST, 77.19 FEET TO THE TO A POINT;
THENCE, NORTH 77 DEGREES 08 MINUTES 18 SECONDS WEST, 448.35 FEET TO A POINT;
THENCE, SOUTH 00 DEGREES 07 MINUTES 25 SECONDS WEST, 225.94 FEET TO A POINT;
THENCE, NORTH 47 DEGREES 03 MINUTES 58 SECONDS EAST, 39.39 FEET TO A POINT;
THENCE, SOUTH 42 DEGREES 56 MINUTES 02 SECONDS EAST, 70.00 FEET TO A POINT;
THENCE, SOUTH 38 DEGREES 12 MINUTES 00 SECONDS EAST, 85.57 FEET TO A POINT;
THENCE, SOUTH 58 DEGREES 17 MINUTES 49 SECONDS WEST, 129.73 FEET TO A POINT ON THE NORTHEASTERLY RIGHT OF WAY LINE OF WARTRACE DRIVE (50' RMV);
THENCE, 44.10 FEET WITH SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT, (SAID CURVE HAVING A RADIUS OF 225.00 FEET, AND A CHORD BEARING NORTH 37 DEGREES 19 MINUTES 08 SECONDS WEST, 44.03 FEET) TO A POINT;
THENCE, SOUTH 51 DEGREES 20 MINUTES 45 SECONDS WEST, 50.14 FEET TO A POINT
THENCE, SOUTH 45 DEGREES 59 MINUTES 41 SECONDS WEST, 100.02 FEET TO A POINT
THENCE, SOUTH 22 DEGREES 48 MINUTES 59 SECONDS EAST, 47.25 FEET TO A POINT
THENCE, SOUTH 02 DEGREES 12 MINUTES 52 SECONDS EAST, 101.01 FEET TO A POINT
THENCE, SOUTH 18 DEGREES 26 MINUTES 20 SECONDS EAST, 301.46 FEET TO A 1/2" REBAR FOUND;
THENCE, NORTH 89 DEGREES 42 MINUTES 31 SECONDS WEST, 1808.14 FEET TO A 1/2" REBAR FOUND ON THE COMMON LAND LOT LINE OF LAND LOTS 69 AND 72;
THENCE, FOLLOWING ALONG SAID LAND LOT LINE, NORTH 00 DEGREES 51 MINUTES 01 SECONDS EAST, 586.80 FEET TO A 1/2" REBAR FOUND;
THENCE, NORTH 00 DEGREES 49 MINUTES 58 SECONDS EAST, 555.99 FEET THE **POINT OF BEGINNING**.

SAID TRACT OF LAND CONTAINING **57.39 ACRES (2,499,752 SQUARE FEET)**.



LOT NUMBERS WITH ASTERISKS REFER TO PLATTED LOTS IN THE CAMP CREEK VILLAGE PHASE 1 SUBDIVISION

PROPOSED CUP CONDITIONS

- To the owner's agreement to restrict the use of the subject property as follows:
 - Single family detached dwellings and accessory uses and structures.
 - No more than 271 total dwelling units at a maximum density of 1.82 dwelling units per acre, whichever is less, based on the total acreage zoned. Approved lot totals are not guaranteed. The developer is responsible through site engineering (at the time of application for a Land Disturbance Permit) to demonstrate that all lots/units within the approved development meet or exceed all the development standards of the City of South Fulton. The total lot yield of the subject site shall be determined by this final engineering.
 - The minimum lot size and minimum heated floor area shall be as follows:
 - No more than 155 lots at or between 7,001 square feet and 9,000 square feet with a minimum heated floor area of 2,000 square feet;
 - No less than 94 lots at a minimum of 9,001 square feet, with a minimum heated floor area of 2,400 square feet.
- To the owner's agreement to abide by the following:
 - To the site plan received by the Department of Environment and Community Development on April, 2019. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Resolution and these conditions prior to the approval of a Land Disturbance Permit. The applicant shall be required to complete the concept review procedure prior to application for a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.
 - All recreational and other areas which may be held in common shall be maintained by a mandatory homeowners association, whose proposed documents of incorporation shall be submitted to the Director of the Department of Environment and Community Development for review and approval prior to the recording of the first final plan.
- To the owner's agreement to the following site development considerations:
 - The minimum design standards are:
 - Minimum Lot Width: 65 feet
 - Minimum Front Yard Setback: 20 feet
 - Minimum Side Corner Setback: 25 feet with side entry garage and 15 feet without side entry garage
 - Minimum Side Yard Setback: 7.5 feet
 - Minimum Rear Yard Setback: 30 feet
 - Minimum Building Separation: 15 feet
 - Provide a staggered setback of all dwelling facades. Staggered setbacks shall be determined by the placement of the dwellings on either side of the dwelling in question. Said setback shall provide a minimum 5-foot variation for single family detached dwellings from the back of curb.
 - To delete the 50-foot undisturbed buffer and 10-foot improvement setback along the boundaries of the property line.
 - All dwellings shall have a minimum 2-car garage.
 - The use of vinyl or aluminum siding on the dwellings shall be prohibited.
 - Provide a 25-foot natural undisturbed buffer with a 10-foot improvements setback around the cemetery boundary determined by a professional arborist.
 - Provide unobstructed daylight access to the cemetery via a 20-foot easement to the cemetery from the nearest public road. The easement shall be recorded.

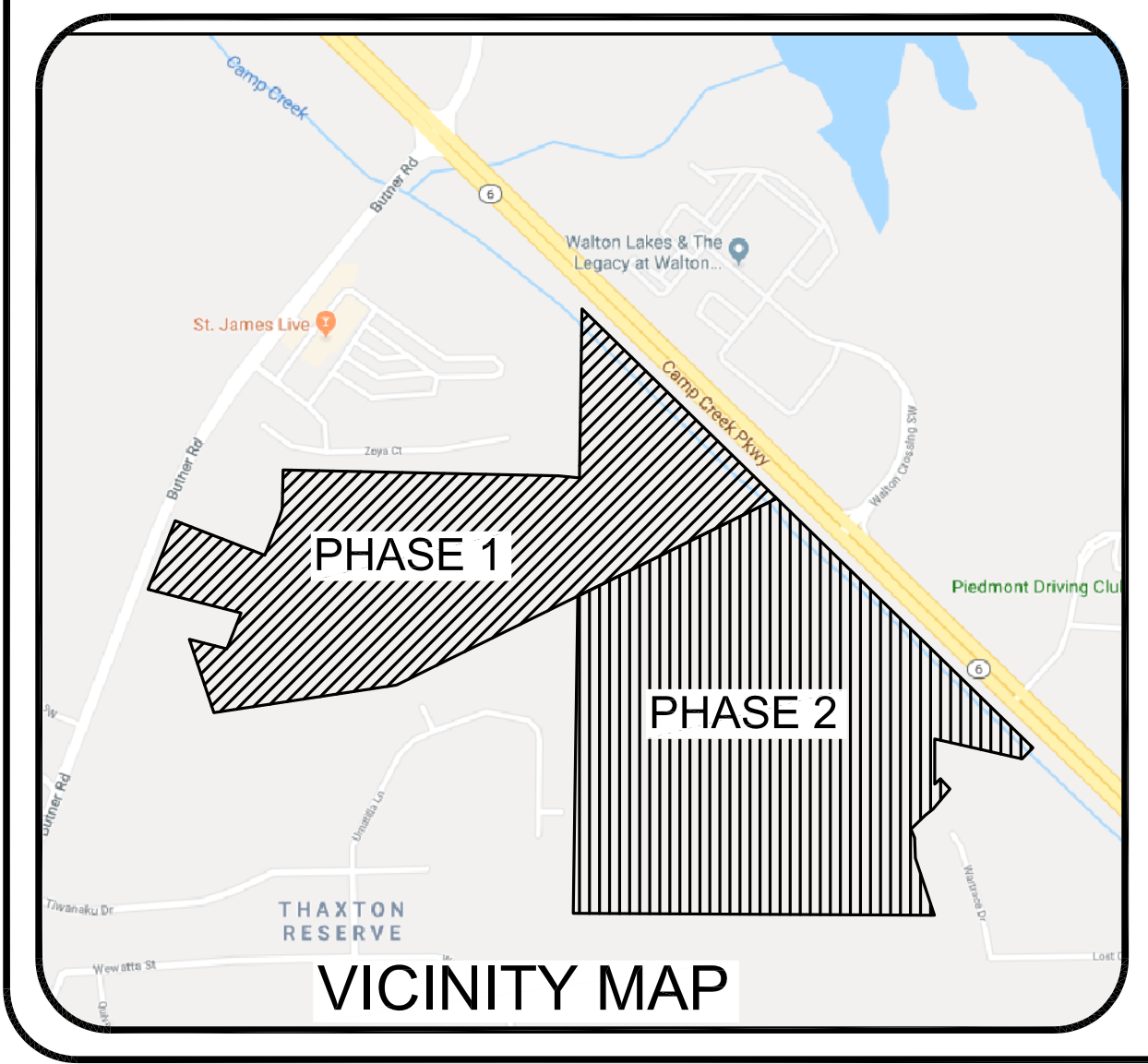
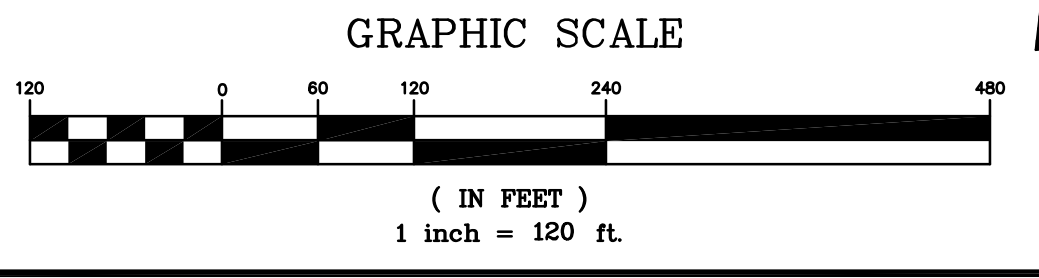
PHASE 1		
LOT SIZE	7,001-9,000 SF	>9,000 SF
NUMBER OF LOTS	74	51
PHASE 2		
LOT SIZE	7,001-9,000 SF	>9,000 SF
NUMBER OF LOTS	81	43

CAMP CREEK VILLAGE	
LOT SIZE	>10,000 SF
NUMBER OF LOTS	22

TOTAL SITE AREA = 148.56 AC

- WATER SERVICE TO BE PROVIDED BY CITY OF ATLANTA
- SANITARY SEWER SERVICE TO BE PROVIDED BY EXISTING FULTON COUNTY SANITARY SEWER SERVICE

XXXX = LOT NUMBER
 XXXX S.F. = LOT SQUARE FOOTAGE
 XX.XX = LOT FRONTAGE
 □ = EXERCISE STATION
 --- = WALKING TRAIL
 ~~~ = TREE LINE  
 NOTE: ALL LOT FRONTAGES ARE MEASURED AT BUILDING LINE



PREPARED BY:  
**HRC**  
 HUGHES-RAY COMPANY, INC.  
 6554 EAST CHURCH STREET  
 DOUGLASSVILLE, GEORGIA 30134  
 P 770.942.0196  
 F 770.942.0152  
 www.HughesRay.com

| NO. | DATE:   | REVISION | REVISED LAYOUT AND CONDITIONS |
|-----|---------|----------|-------------------------------|
| 1   | 1/22/19 | 1        | REVISED LOT 49 FRONT BSL      |
| 2   | 2/21/19 | 2        | REVISED LAYOUT                |
| 3   | 4/8/19  | 3        |                               |

OVERALL LOT LAYOUT PLAN  
 OF  
**THE BLUFFS @ CAMP CREEK**  
 PHASE 1 & 2  
 L.L. 68, 69 & 72 DISTRICT 14FF.  
 CITY OF SOUTH FULTON, FULTON COUNTY, GEORGIA

**OWNER:**  
 HYBRASS PROPERTIES LLC  
 988 EAST FREEWAY DRIVE,  
 SUITE A  
 CONYERS, GA. 30094  
**DEVELOPER:**  
 SAME AS ABOVE  
**24 HR. CONTACT:**  
 BILL GOODWIN  
 770.652.6963

DATE: 12/12/18  
 DRAWN BY: JCS  
 CHECKED BY: HBR  
**JOB#: H17229**  
**OV-1**



# TRAFFIC IMPACT STUDY

Prepared For

**HYBRASS PROPERTIES**

## **BLUFFS AT CAMP CREEK DEVELOPMENT** FULTON COUNTY, GA

June 18, 2019



**Report Submitted: June 18, 2019**

**Prepared For:**

Mr. Bill Goodwin  
Hybrass Properties  
235 Corporate Center Drive  
Suite 100  
Stockbridge, GA 30281

**Prepared By:**

Speedy Boutwell, PE, PTOE  
Wilburn Engineering  
55 Millard Farmer Industrial Boulevard  
Newnan, GA 30263  
678.423.0050  
speedy@wilburnengineering.com

Additional investigation by:  
Gavin Searels  
Andrew Johnson, E.I.T.

# CONTENTS

|                                                                   |    |
|-------------------------------------------------------------------|----|
| INTRODUCTION.....                                                 | 1  |
| PLANNED DEVELOPMENT .....                                         | 3  |
| PLANNED IMPROVEMENTS FROM TSPLOST .....                           | 4  |
| EXISTING CONDITIONS.....                                          | 5  |
| INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL.....           | 5  |
| TURNING MOVEMENT VOLUMES.....                                     | 6  |
| AUTOMATIC TRAFFIC RECORDER.....                                   | 7  |
| EXISTING SIGHT DISTANCE.....                                      | 8  |
| REQUIRED SIGHT DISTANCE.....                                      | 8  |
| PROJECTED CONDITIONS .....                                        | 9  |
| TRIP GENERATION.....                                              | 9  |
| TRIP DISTRIBUTION .....                                           | 10 |
| TRAFFIC ASSIGNMENT .....                                          | 11 |
| New Trips.....                                                    | 12 |
| Total Peak Hour Traffic Volumes .....                             | 13 |
| CAPACITY ANALYSIS .....                                           | 14 |
| EXISTING CONDITIONS RESULTS .....                                 | 14 |
| PROJECTED CONDITION RESULTS .....                                 | 16 |
| PROJECTED CONDITIONS WITH TSPLOST PLANNED IMPROVEMENTS.....       | 17 |
| SUMMARY OF FINDINGS.....                                          | 18 |
| RECOMMENDATIONS .....                                             | 19 |
| APPENDICES .....                                                  | 20 |
| SITE PLAN .....                                                   | A  |
| SOUTH FULTON TSPLOST DOCUMENTS.....                               | B  |
| TURNING MOVEMENT DATA .....                                       | C  |
| ATR DATA .....                                                    | D  |
| TRIP GENERATION DATA.....                                         | E  |
| CAPACITY ANALYSIS REPORTS, EXISTING CONDITIONS .....              | F  |
| CAPACITY ANALYSIS REPORTS, PROJECTED CONDITIONS .....             | G  |
| CAPACITY ANALYSIS REPORTS, PROJECTED CONDITIONS WITH TSPLOST..... | H  |

## LIST OF ILLUSTRATIONS

|                                                |    |
|------------------------------------------------|----|
| Figure 1: PROJECT LOCATION MAP.....            | 1  |
| Figure 2: STUDY INTERSECTION MAP .....         | 2  |
| Figure 3: SITE PLAN .....                      | 3  |
| Figure 4: EXISTING CONDITIONS.....             | 4  |
| Figure 5: EXISTING TRAFFIC VOLUMES .....       | 5  |
| Figure 6: ATR DATA .....                       | 6  |
| Figure 7: TRIP DISTRIBUTION .....              | 9  |
| Figure 8: NEW TRIPS .....                      | 11 |
| Figure 9: TOTAL PEAK HOUR TRAFFIC VOLUMES..... | 12 |

## LIST OF TABLES

|                                                                            |    |
|----------------------------------------------------------------------------|----|
| Table 1: MEASURED SIGHT DISTANCES.....                                     | 7  |
| Table 2: TRIP GENERATION .....                                             | 8  |
| Table 3: BLUFFS AT CAMP CREEK TRIP ASSIGNMENT.....                         | 10 |
| Table 4: LEVEL OF SERVICE CRITERIA.....                                    | 13 |
| Table 5: CAPACITY ANALYSIS EXISTING CONDITIONS SIGNALIZED .....            | 13 |
| Table 6: CAPACITY ANALYSIS EXISTING CONDITIONS UNSIGNALIZED.....           | 14 |
| Table 7: CAPACITY ANALYSIS RESULTS PROJECTED CONDITIONS SIGNALIZED .....   | 15 |
| Table 8: CAPACITY ANALYSIS RESULTS PROJECTED CONDITIONS UNSIGNALIZED ..... | 15 |
| Table 9: CAPACITY ANALYSIS RESULTS PROJECTED CONDITIONS WITH TSPLOST ..... | 16 |

# INTRODUCTION

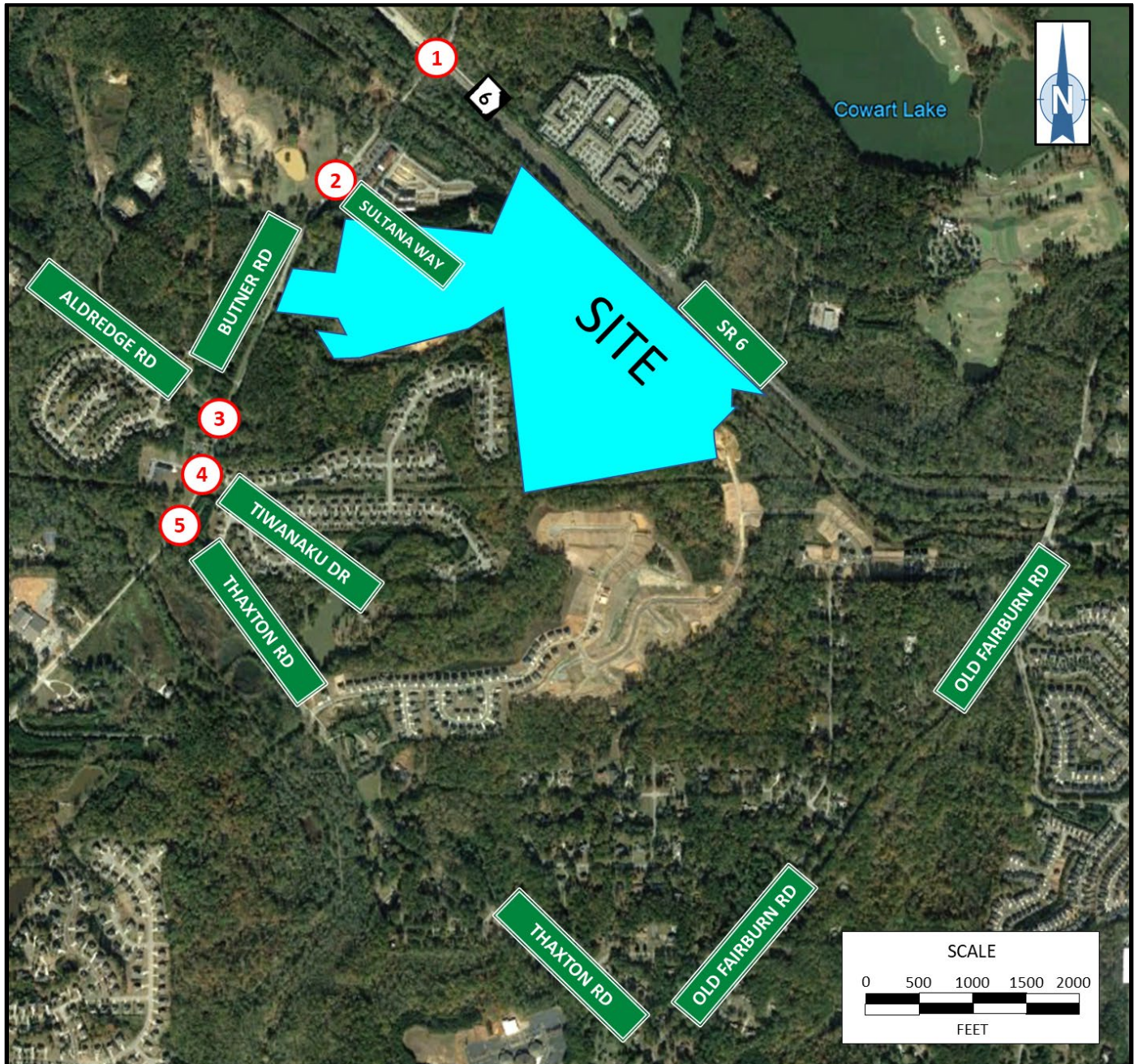
This study includes an analysis of the traffic-related impacts expected from the Bluffs at Camp Creek Development in Fulton County, GA. The project location is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



The intersections included in the study are shown in Figure 2.

Figure 2: STUDY INTERSECTION MAP

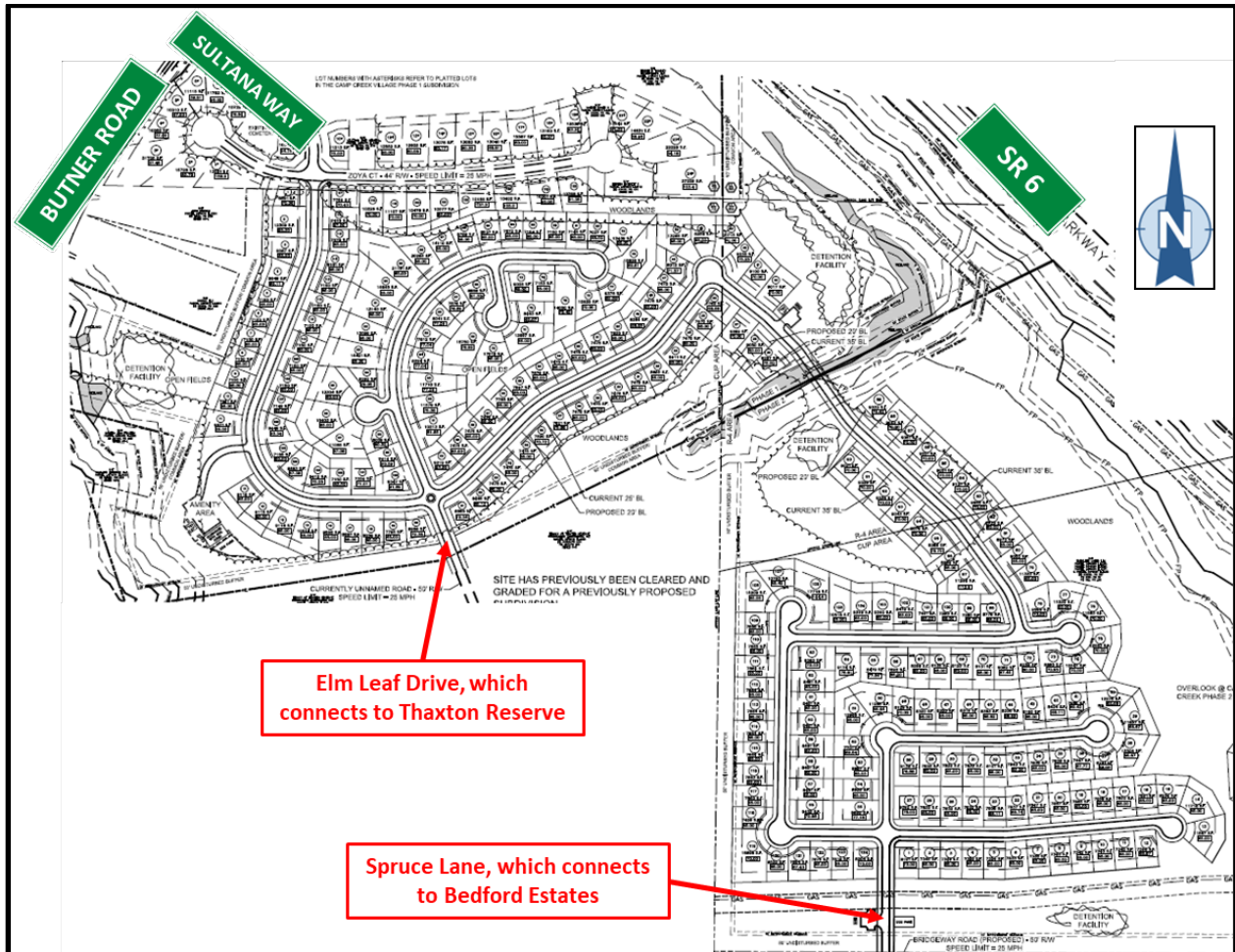


# PLANNED DEVELOPMENT

The proposed development is a 271-unit detached single-family housing development that will have three points of access using the existing Sultana Way, existing Thaxton Reserve, and Bedford Estates. These access points will then connect to Butner Road, Thaxton Road, and Old Fairburn Road.

A site plan of the proposed development is shown in Figure 3. A larger scale site plan is included in Appendix A.

Figure 3: SITE PLAN



## **PLANNED IMPROVEMENTS FROM TSPLOST**

An investigation into related projects in the area found multiple results. There are three potentially planned projects for Butner Road according to the South Fulton TSPLOST.

According to the TSPLOST the Butner Road Bridge is scheduled to be widened as well as the addition of a dedicated left and right turn lane to both the northbound and southbound approaches of Butner Road and SR 6 (Camp Creek Pkwy). These are listed as project numbers UFC-104 and UFC-107 in the TSPLOST project list.

The third project found involves the Aldredge Road and Butner Road intersection. According to the TSPLOST Aldredge Road, located south of the studied intersection, is expected to have a study completed for a possible roundabout installed in the near future. The ID number for this project is UFC-205.

All three projects are projected to be completed by 2020. The full document for these projects can be found in Appendix B.



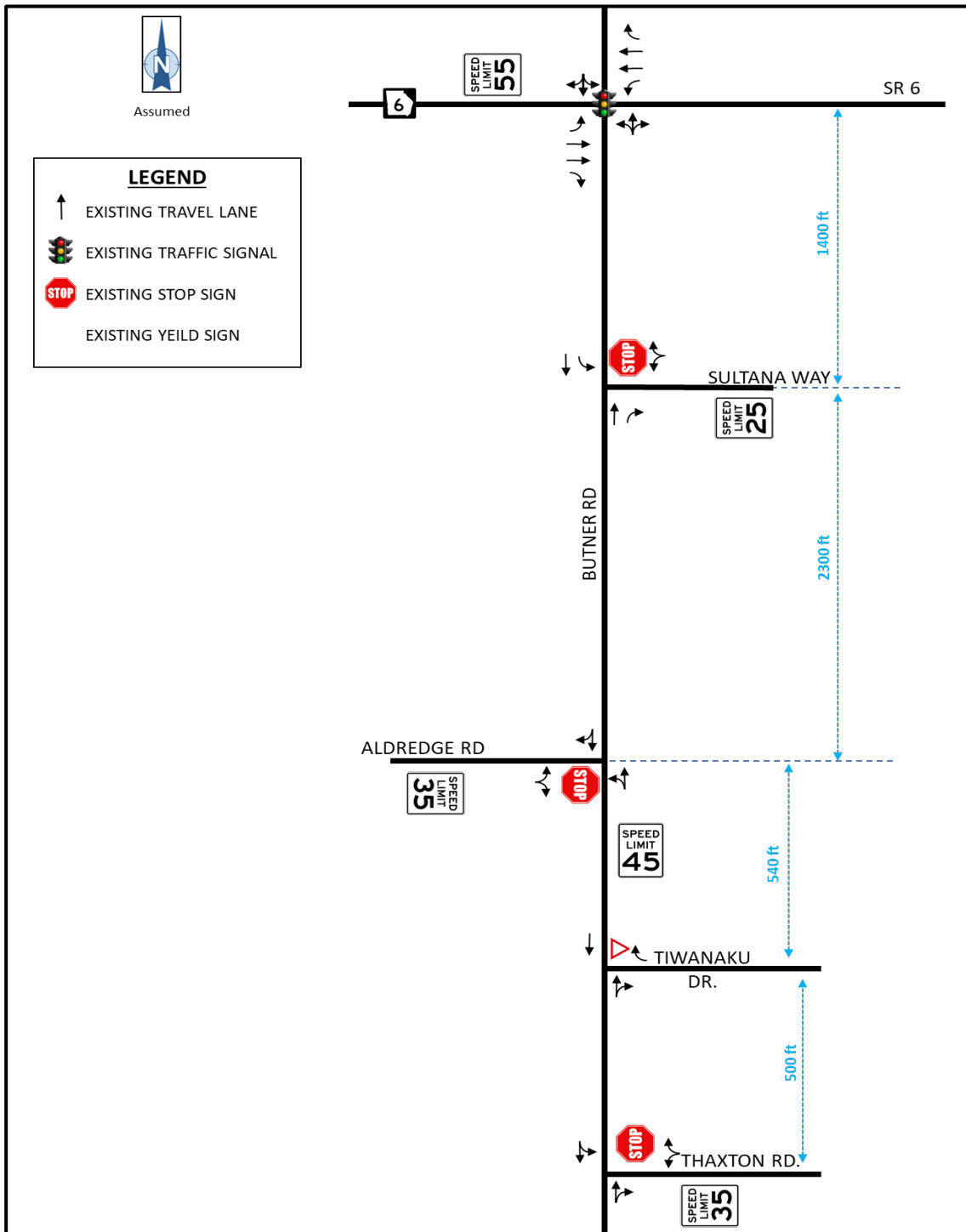
# EXISTING CONDITIONS

An inventory was conducted of the current conditions at the study intersections, including roadway geometry, traffic control, and traffic volumes.

## INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

The existing roadway geometry and traffic control in the study area are shown in Figure 4 below.

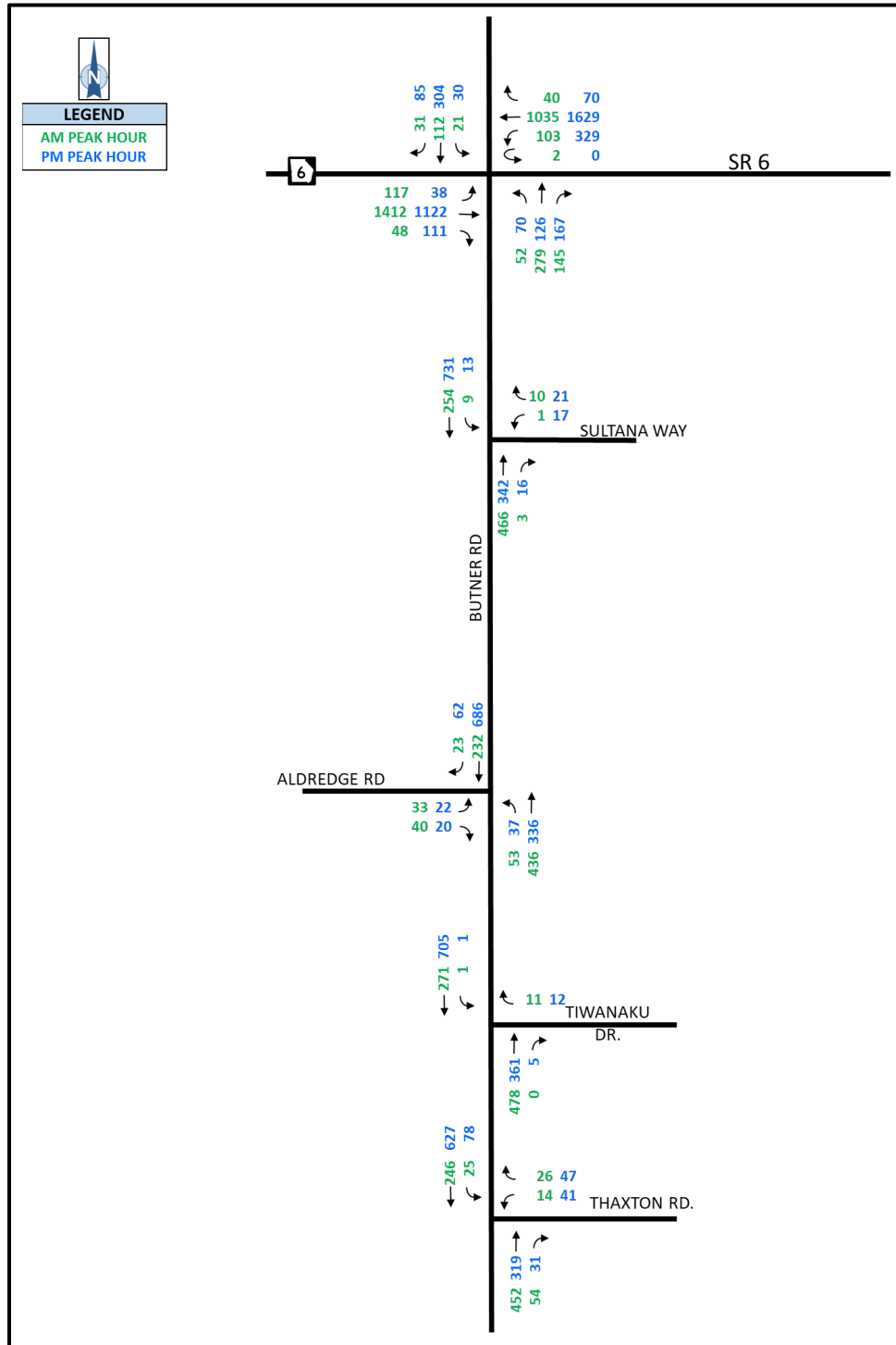
Figure 4: EXISTING CONDITIONS



## TURNING MOVEMENT VOLUMES

Turning Movement Counts (TMC's) were conducted at the study intersections on Thursday, May 16, 2019 from 7:00 to 9:00 AM and 4:30 to 6:30 PM. The peak hours were determined to be 7:15 to 8:15 in the AM and 5:00 to 6:00 in the PM. Balanced existing peak hour turning movement volumes are shown in Figure 5 below. Turning movement data is provided in Appendix C.

Figure 5: EXISTING TRAFFIC VOLUMES



## AUTOMATIC TRAFFIC RECORDER

An Automatic Traffic Recorder (ATR) was placed on Butner Road approximately 600 ft south of Sultana Way to collect bi-directional 24-hour traffic data on Thursday, May 16, 2019. The recorded daily volumes, truck percentages, and 85<sup>th</sup> percentile speed are shown in Figure 6 below. The collected ATR data can be found in Appendix D.

Figure 6: ATR DATA



## EXISTING SIGHT DISTANCE

The existing sight distance was examined at the study intersections to determine if the side streets currently have sufficient sight distance. Measurements were taken from an estimated driver position behind the stop bar, unless otherwise noted. The measured sight distances are as shown in Table 1:

**Table 1: MEASURED SIGHT DISTANCES**

| INTERSECTION            | APPROACH | SPEED LIMIT ON STUDY CORRIDOR (MPH) | 85 <sup>TH</sup> PERCENTILE SPEED ON STUDY CORRIDOR (MPH) | LOOKING LEFT (FT) | LOOKING RIGHT (FT) |
|-------------------------|----------|-------------------------------------|-----------------------------------------------------------|-------------------|--------------------|
| Butner Rd @ Sultana Way | WB       | 45                                  | 45                                                        | 363 <sup>1</sup>  | 550 <sup>2+</sup>  |
| Butner Rd @ Aldredge Rd | EB       | 45                                  | 45                                                        | 368 <sup>1</sup>  | 550+               |
| Butner Rd @ Twanaku Dr. | WB       | 45                                  | 45                                                        | 550+              | 550+               |
| Butner Rd @ Thaxton Rd  | WB       | 45                                  | 45                                                        | 550+              | 550+               |

<sup>1</sup> Sight distance limited due to curvature of the roadway

<sup>2</sup> Sight distance may be limited due to trees and bushes

Vegetation was the primary obstruction of sight distance in the study area. Vertical and horizontal curvatures along Butner Road were also observed to obscure sight distance. Vehicles were observed to pull in front of the stop bar when sight distances were not adequate.

ATR data revealed that the 85<sup>th</sup> percentile speed along Butner Road was 42 mph in the northbound direction and 45 mph in the southbound direction. To evaluate sight distance, a speed of 45 mph was used.

## REQUIRED SIGHT DISTANCE

For vehicles turning left in the study area the time required to cross the opposing lanes is as follows:

$$t = 7.1s + (0.4s) * (n)$$

$$t = 7.1s + (0.4s) * (1)$$

$$t = 7.5 \text{ seconds}$$

Where n = number of lanes (more than one) to cross

The left turning drivers need to have enough sight distance to see opposing vehicles approaching at the established speed to prevent a collision during the time they are crossing the intersection. The required sight distance is as follows:

For approaches along 45 mph sections of the study area:

$$SD = (7.5s) * (45mph) * (1.47)$$

$$SD = 500 \text{ feet}$$

Some of the sight distances measured in the study area do not meet required sight distance for Butner Road as shown in Table 1.

# PROJECTED CONDITIONS

## TRIP GENERATION

The trips generated by the development were estimated using trip generation rates found in ITE’s publication *Trip Generation*, 10<sup>th</sup> Edition. *TripGen 10* software from Trafficware was used to facilitate the calculation. The trip generation publication contains multiple associated trip rates for the land use. The rate that resulted in the larger trip generation was used for this study.

The weekday AM and PM Peak Hour trip generation estimates correspond to the peak hour of the adjacent street. The trip generation data is provided in Appendix E. Table 2 summarizes the trip generation.

**Table 2: TRIP GENERATION**

| ITE CODE | LAND USE DESCRIPTION           | SIZE      | DAILY TRIPS | AM PEAK HOUR |      |       | PM PEAK HOUR |      |       |
|----------|--------------------------------|-----------|-------------|--------------|------|-------|--------------|------|-------|
|          |                                |           |             | ENTER        | EXIT | TOTAL | ENTER        | EXIT | TOTAL |
| 210      | Single Family Detached Housing | 271 Units | 2602        | 50           | 151  | 201   | 169          | 99   | 268   |

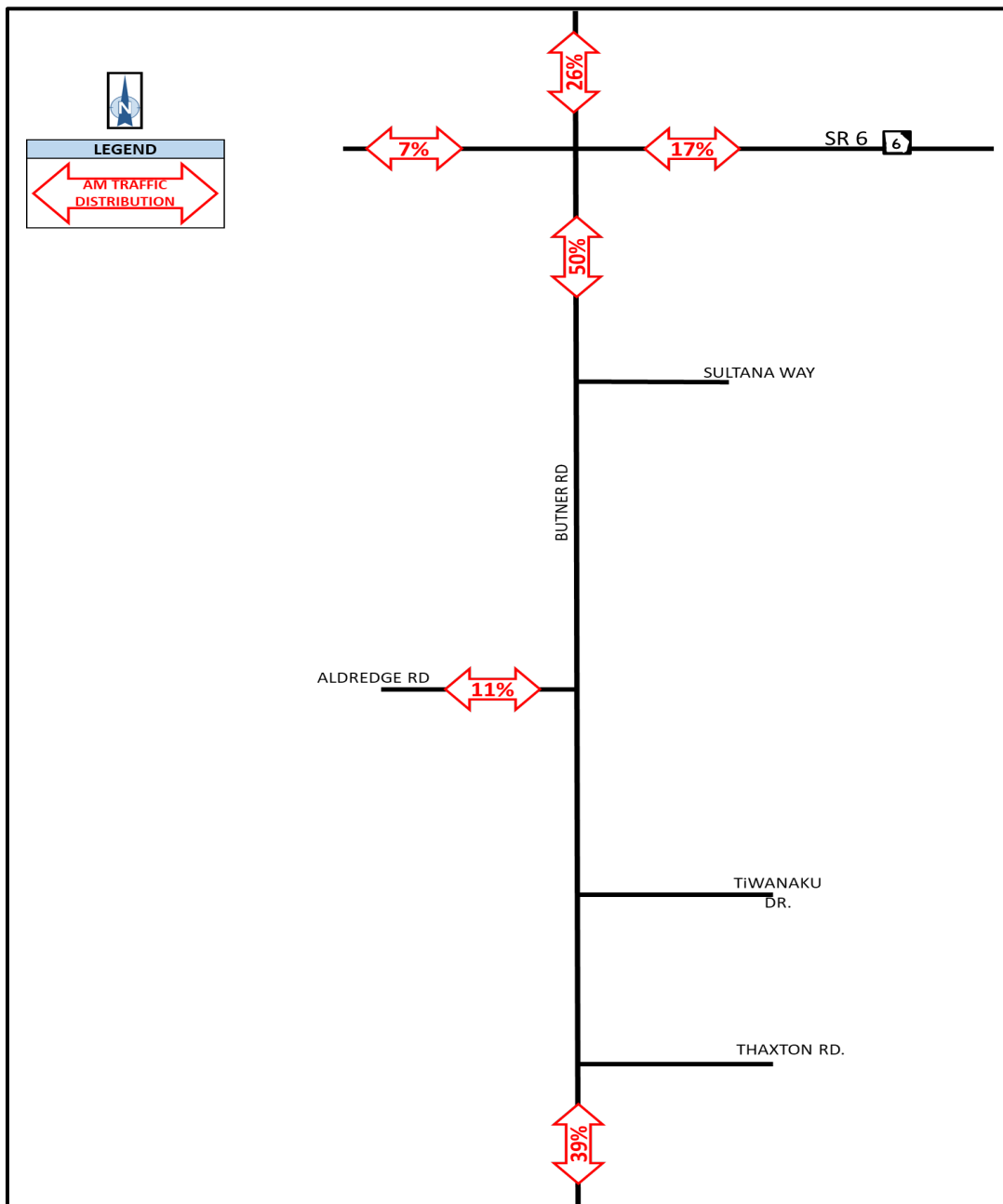
## TRIP DISTRIBUTION

In order to develop a distribution pattern for trips generated by the development, the ATR data was analyzed and used to determine the percentage of traffic passing the proposed site driveway and the roads on the north side and south side of the driveway.

Distribution percentages were developed by observing the traffic patterns during the AM Peak Hour. The AM pattern was assumed to best represent the traffic distribution.

Figure 7 shows the resulting trip distribution pattern that was used to assign the new generated traffic for the development.

Figure 7: TRIP DISTRIBUTION



## TRAFFIC ASSIGNMENT

The generated traffic was assigned to the road network based on weighted movements analyzed at the study intersections during the AM Peak Hour. The assumptions made when distributing traffic were as follows:

- Of the vehicles bound for or originating from the north end of Butner Road, 100% will enter the site at Sultana Way.
- Of the vehicles entering or exiting the site via Aldredge Road, 60% will travel south to Thaxton and 40% will travel north to Sultana Way.
- Of the vehicles bound for or originating from the south end of Butner Road, 95% will enter through Thaxton and 5% will enter through Tiwanaku Drive.

Table 4 shows how the distributed trips are expected to reach Sultana Way, Tiwanaku Drive, and Thaxton Drive according to the direction traveled.

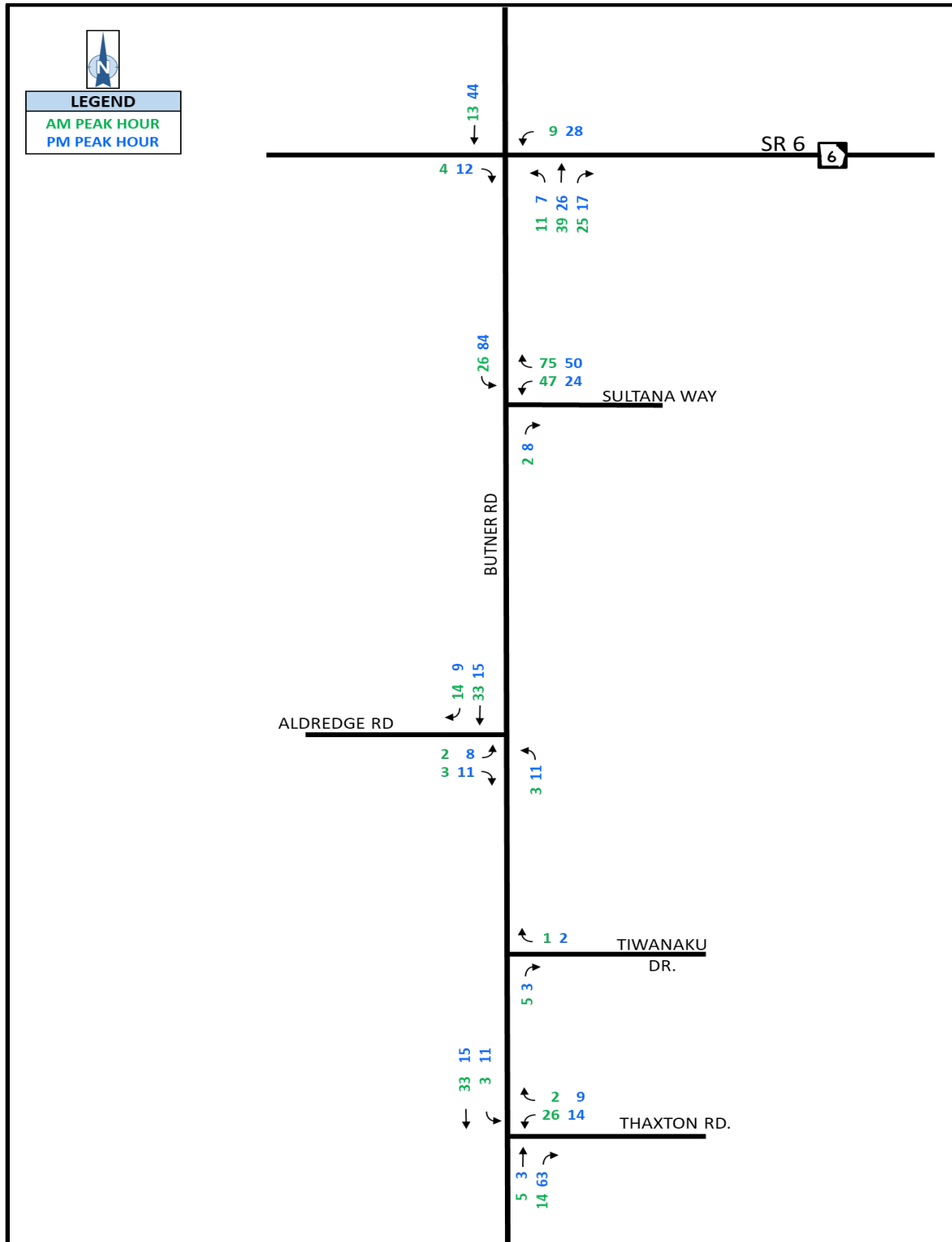
**Table 3: BLUFFS AT CAMP CREEK TRIP ASSIGNMENT**

| To & From          | %           | AM        |            | PM         |           |
|--------------------|-------------|-----------|------------|------------|-----------|
|                    |             | IN        | OUT        | IN         | OUT       |
| SR 6 (EB)          | 7%          | 4         | 11         | 12         | 7         |
| SR 6 (WB)          | 17%         | 9         | 25         | 28         | 17        |
| BUTNER (NB)        | 26%         | 13        | 39         | 44         | 26        |
| BUTNER (SB)        | 39%         | 19        | 59         | 66         | 38        |
| Aldredge (EB)      | 11%         | 5         | 17         | 19         | 11        |
| <b>Total Trips</b> | <b>100%</b> | <b>50</b> | <b>151</b> | <b>169</b> | <b>99</b> |

## New Trips

The generated external trips for each scenario are shown in Figure 8. These trips were assigned in accordance with the distributions listed on the previous pages.

Figure 8: NEW TRIPS

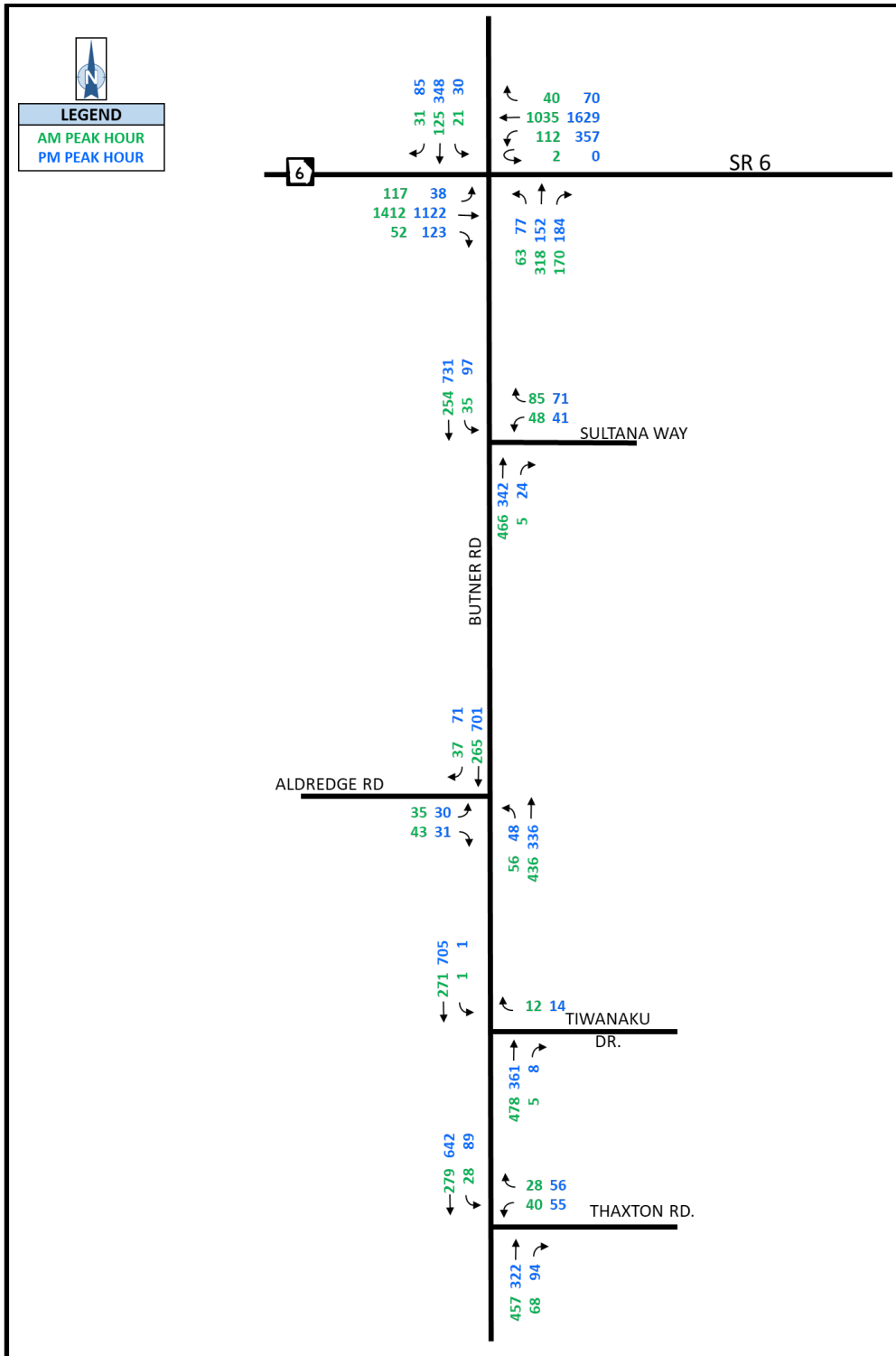




## Total Peak Hour Traffic Volumes

The Total Peak Hour Traffic Volumes are derived by combining the New Trips (Figure 8) and the Existing Peak Hour Volumes (Figure 5). The Projected Peak Hour Traffic Volumes are shown in Figure 9.

Figure 9: TOTAL PEAK HOUR TRAFFIC VOLUMES



# CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 2010, and with the use of *Synchro 10* from Trafficware. The goal is for each intersection to operate at LOS ‘D’ or better for both peak hours. HCM Level of Service (LOS) definitions are shown in Table 5.

**Table 4: LEVEL OF SERVICE CRITERIA**

| LEVEL OF SERVICE | DELAY PER VEHICLE (SECONDS) |                          |
|------------------|-----------------------------|--------------------------|
|                  | UNSIGNALIZED INTERSECTIONS  | SIGNALIZED INTERSECTIONS |
| A                | ≤10.0                       | ≤10.0                    |
| B                | 10.1 to 15.0                | 10.1 to 20.0             |
| C                | 15.1 to 25.0                | 20.1 to 35.0             |
| D                | 25.1 to 35.0                | 35.1 to 55.0             |
| E                | 35.1 to 50.0                | 55.1 to 80.0             |
| F                | >50.0                       | >80.0                    |

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010

## EXISTING CONDITIONS RESULTS

The signalized intersection of SR 6 and Butner Road was first evaluated using the existing geometry, volumes, and timing data. The intersection was then evaluated with the projected volumes to determine if the development would cause any impacts that should be mitigated.

Based on GDOT standards, *Synchro* analysis is conducted using HCM 6<sup>th</sup> edition for all intersections. However, HCM 6<sup>th</sup> edition is not able to analyze dual-serve phasing, which occurs at the signalized intersection of SR 6 and Butner road during the PM Peak Hour. Therefore, this intersection was instead analyzed using HCM 2000 for the PM Peak Hour for all conditions.

The results of the capacity analysis for this intersection are summarized in Table 5. For each peak hour, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. The capacity analysis reports for existing conditions are included in Appendix F.

**Table 5: CAPACITY ANALYSIS RESULTS, EXISTING CONDITIONS – SIGNALIZED**

| INTERSECTION       | EXISTING CONDITIONS |                 |
|--------------------|---------------------|-----------------|
|                    | AM PEAK HOUR        | PM PEAK HOUR    |
| SR 6 @ Butner Road | C (27.1)            | <b>F (85.5)</b> |

The capacity results indicate that the signalized intersection of SR 6 and Butner Road currently operates at a LOS ‘C’ or better in the AM Peak Hour. However, in the PM Peak Hour the intersection operates poorly at LOS ‘F’.

The existing unsignalized intersections were evaluated under existing conditions. The results of the capacity analysis are summarized in Table 6. The capacity analysis reports for the unsignalized intersections under existing conditions are provided in Appendix F.

**Table 6: CAPACITY ANALYSIS RESULTS, EXISTING CONDITIONS – UNSIGNALIZED**

| INTERSECTION                | MOVEMENT | EXISTING CONDITIONS |              |
|-----------------------------|----------|---------------------|--------------|
|                             |          | AM PEAK HOUR        | PM PEAK HOUR |
| Butner Road & Sultana Way   | WB-L/R   | B (11.6)            | C (16.6)     |
|                             | NBT      | A (0.0)             | A (0.0)      |
|                             | NBR      | A (0.0)             | A (0.0)      |
|                             | SBL      | A (8.4)             | A (8.1)      |
|                             | SBT      | A (0.0)             | A (0.0)      |
| Butner Road & Aldredge Road | EB-L/R   | B (14.1)            | C (20.9)     |
|                             | NB-T/L   | A (7.9)             | A (9.5)      |
|                             | SB-T/R   | A (0.0)             | A (0.0)      |
| Butner Road & Twanaku Drive | WBR      | B (11.6)            | B (10.6)     |
|                             | NBT      | A (0.0)             | A (0.0)      |
|                             | NBR      | A (0.0)             | A (0.0)      |
|                             | SBT      | A (0.0)             | A (0.0)      |
| Butner Road & Thaxton Road  | WB-L/R   | B (14.0)            | B (16.6)     |
|                             | NB-T/R   | A (0.0)             | A (0.0)      |
|                             | SBT      | A (0.0)             | A (0.0)      |
|                             | SBL      | A (8.6)             | A (8.3)      |

The capacity analysis results indicate that under existing conditions, all approaches at the unsignalized study intersections are expected to operate at a LOS ‘C’ or better in the AM and PM Peak Hours.

## PROJECTED CONDITION RESULTS

This section is devoted to evaluating the study intersections under projected conditions, with the volume added by the development and without the TSPLOST projects.

The capacity analysis results for these intersections are provided independently. The capacity analysis for the signalized intersection under projected conditions are provided in Table 7 below.

**Table 7: CAPACITY ANALYSIS RESULTS, PROJECTED CONDITIONS-SIGNALIZED**

| INTERSECTION       | MOVEMENT     | AM PEAK HOUR | PM PEAK HOUR     |
|--------------------|--------------|--------------|------------------|
| SR 6 & Butner Road | Intersection | C (32.0)     | <b>F (120.2)</b> |

The results of the current geometry with the added projected trips show that the signalized intersection is expected to operate at LOS ‘C’ during the AM Peak Hour and LOS ‘F’ in the PM Peak Hour. The capacity analysis reports for the unsignalized intersections listed in Table 8 under projected conditions can be found in Appendix F.

**Table 8: CAPACITY ANALYSIS RESULTS, PROJECTED CONDITIONS-UNSIGNALIZED**

| INTERSECTION                   | MOVEMENT | AM PEAK HOUR | PM PEAK HOUR |
|--------------------------------|----------|--------------|--------------|
| Butner Road @<br>Sultana Way   | WBL/R    | C (16.0)     | C (23.5)     |
|                                | NBT      | A (0.0)      | A (0.0)      |
|                                | NBR      | A (0.0)      | A (0.0)      |
|                                | SBT      | A (0.0)      | A (0.0)      |
|                                | SBL      | A (8.5)      | A (8.3)      |
| Butner Road @<br>Aldredge Road | EBR/L    | B (14.9)     | C (23.3)     |
|                                | NBT/L    | A (8.0)      | A (9.6)      |
|                                | SBT/R    | A (0.0)      | A (0.0)      |
| Butner Road &<br>Twanaku Drive | WBR      | B (11.6)     | B (10.6)     |
|                                | NBT      | A (0.0)      | A (0.0)      |
|                                | NBR      | A (0.0)      | A (0.0)      |
|                                | SBT      | A (0.0)      | A (0.0)      |
| Butner Road &<br>Thaxton Road  | WB-L/R   | C (17.2)     | D (29.8)     |
|                                | NB-T/R   | A (0.0)      | A (0.0)      |
|                                | SBT      | A (0.0)      | A (0.0)      |
|                                | SBL      | A (8.7)      | A (8.6)      |

The results of the current geometry with the added projected trips show that the unsignalized intersections are expected to operate at a LOS of ‘C’ or better during the peak hours except for the westbound approach at Butner Road and Thaxton Road, which is expected to operate at LOS ‘D’ during the PM Peak Hour. The capacity analysis reports for the intersections listed in Table 8 under projected conditions can be found in Appendix G.

## PROJECTED CONDITIONS WITH TSPLOST PLANNED IMPROVEMENTS

The signalized intersection was evaluated with the projected conditions along with the planned projects found from the South Fulton TSPLOST. All three projects are projected to be completed by 2020. The results from this evaluation can be found in Table 9 below.

**Table 9: CAPACITY ANALYSIS RESULTS, PROJECTED CONDITIONS WITH TSPLOST**

| INTERSECTION       | MOVEMENT     | AM PEAK HOUR | PM PEAK HOUR |
|--------------------|--------------|--------------|--------------|
| SR 6 & Butner Road | Intersection | C (28.3)     | D (39.7)     |

With the intersection widening project added under projected conditions, the intersection is expected to operate at LOS 'D' or better as shown in Table 9 below. With the additional TSPLOST improvements the intersection operation will improve from LOS 'F' in the existing PM conditions to LOS 'D', even with the addition of the 271-lot housing development. The capacity analysis reports for the intersection, listed in table 9, can be found in Appendix H.

## SUMMARY OF FINDINGS

- The Bluffs at Camp Creek Development is a proposed 271-unit detached single-family housing development that will have three points of access at the existing Sultana Way, existing Thaxton Reserve, and under construction Bedford Estates.
- These access points connect to Butner Road, Thaxton Road, and Old Fairburn Road.
- The Bluffs at Camp Creek development is expected to generate an estimated 2602 daily trips, 201 AM peak hour trips (50 entering, 151 exiting) and 268 PM peak hour trips (169 entering, 99 exiting).
- Capacity analysis results show that the signalized intersection of SR 6 and Butner Road under existing conditions is operating at LOS 'C' in the AM and LOS 'F' in the PM Peak Hours. All approaches at the unsignalized intersections are operating at LOS 'C' or better for both peak hours.
- Capacity analysis results for the projected conditions without TSPLOST improvements show that the signalized intersection continues to operate at LOS 'C' in the AM Peak Hour and LOS 'F' in the PM Peak Hour. These peak hours are projected to experience delay increases of 4.9 seconds and 34.7 seconds, respectively. All approaches at the unsignalized intersections are projected to operate at LOS 'C' or better for both peak hours except for the westbound approach at Butner Road and Thaxton Road, which is projected to operate at LOS 'D' in the PM Peak Hour.
- South Fulton TSPLOST website has three projects planned along Butner Road, all of which are expected to be completed by 2020.
  - Widening of the bridge on Butner Road
  - Additional turn lanes to both northbound and southbound approaches at the intersection of SR 6 and Butner Road
  - The intersection of Aldridge Road and Butner Road is being studied for a possible roundabout
- Capacity analysis results for the projected conditions with the development built and TSPLOST improvements shows that the signalized intersection is expected to operate at LOS 'C' during the AM Peak Hour and improve to LOS 'D' during the PM Peak Hour. The TSPLOST projects are projected to improve operation at the intersection for both peak hours.

## RECOMMENDATIONS

Based on the findings of this study, the recommendations for the Bluffs at Camp Creek development are as follows:

- Improve sight distance by maintaining foliage and vegetation on the northbound approach of Butner Road and Sultana Way.

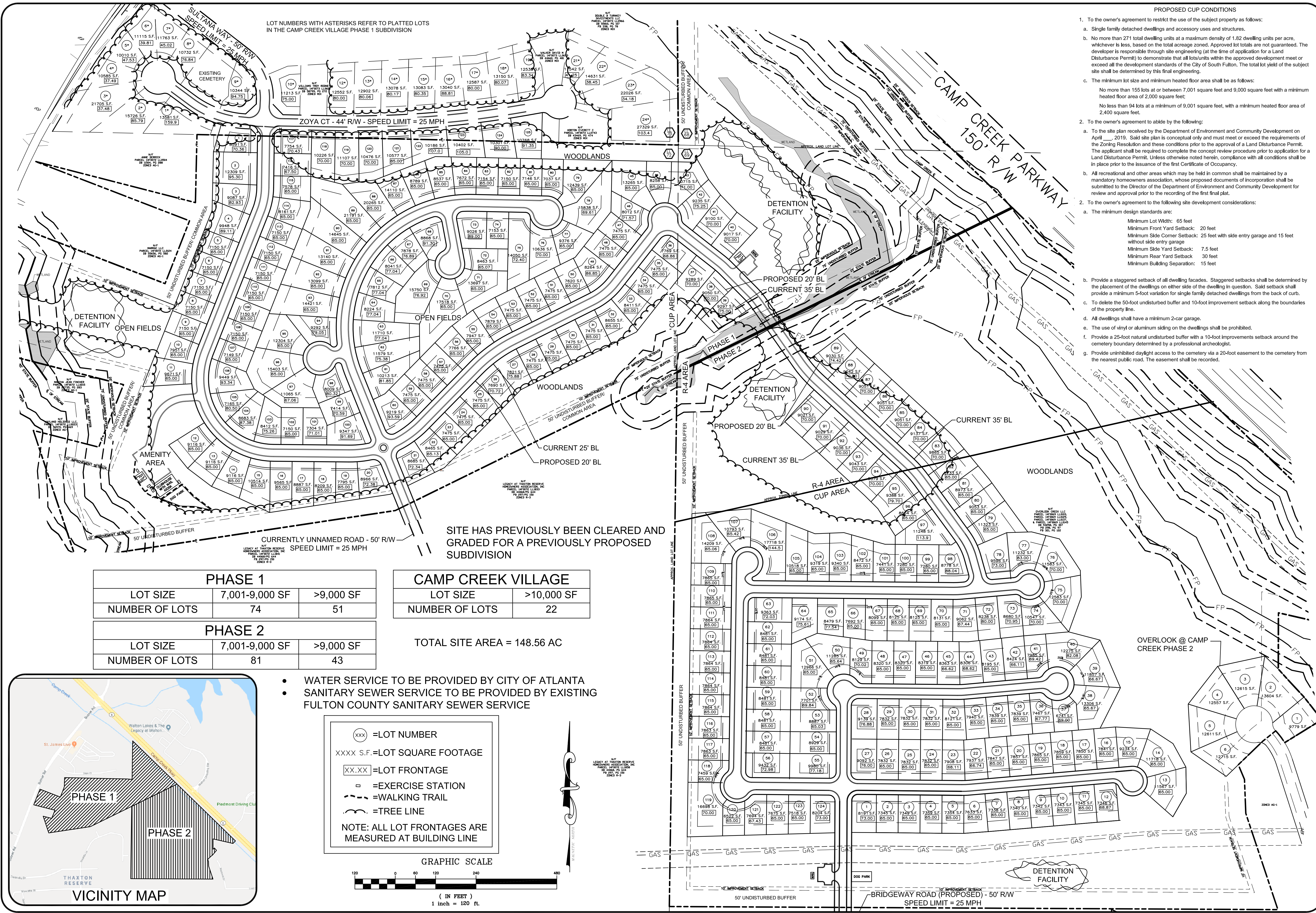
# APPENDICES

|                                                                          |   |
|--------------------------------------------------------------------------|---|
| SITE PLAN .....                                                          | A |
| SOUTH FULTON TSPLOST DOCUMENTS.....                                      | B |
| TURNING MOVEMENT DATA .....                                              | C |
| ATR DATA .....                                                           | D |
| TRIP GENERATION DATA.....                                                | E |
| CAPACITY ANALYSIS REPORTS, EXISTING CONDITIONS .....                     | F |
| CAPACITY ANALYSIS REPORTS, PROJECTED CONDITIONS .....                    | G |
| CAPACITY ANALYSIS REPORTS PROJECTED CONDITIONS WITH PROJECTS ADDED ..... | H |



# APPENDIX A

## SITE PLAN



LOT NUMBERS WITH ASTERISKS REFER TO PLATTED LOTS IN THE CAMP CREEK VILLAGE PHASE 1 SUBDIVISION

PROPOSED CUP CONDITIONS

- To the owner's agreement to restrict the use of the subject property as follows:
  - Single family detached dwellings and accessory uses and structures.
  - No more than 271 total dwelling units at a maximum density of 1.82 dwelling units per acre, whichever is less, based on the total acreage zoned. Approved lot totals are not guaranteed. The developer is responsible through site engineering (at the time of application for a Land Disturbance Permit) to demonstrate that all lots/units within the approved development meet or exceed all the development standards of the City of South Fulton. The total lot yield of the subject site shall be determined by this final engineering.
  - The minimum lot size and minimum heated floor area shall be as follows:
    - No more than 155 lots at or between 7,001 square feet and 9,000 square feet with a minimum heated floor area of 2,000 square feet;
    - No less than 94 lots at a minimum of 9,001 square feet, with a minimum heated floor area of 2,400 square feet.
- To the owner's agreement to abide by the following:
  - To the site plan received by the Department of Environment and Community Development on April, 2019. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Resolution and these conditions prior to the approval of a Land Disturbance Permit. The applicant shall be required to complete the concept review procedure prior to application for a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.
  - All recreational and other areas which may be held in common shall be maintained by a mandatory homeowners association, whose proposed documents of incorporation shall be submitted to the Director of the Department of Environment and Community Development for review and approval prior to the recording of the first final plan.
- To the owner's agreement to the following site development considerations:
  - The minimum design standards are:
    - Minimum Lot Width: 65 feet
    - Minimum Front Yard Setback: 20 feet
    - Minimum Side Corner Setback: 25 feet with side entry garage and 15 feet without side entry garage
    - Minimum Side Yard Setback: 7.5 feet
    - Minimum Rear Yard Setback: 30 feet
    - Minimum Building Separation: 15 feet
  - Provide a staggered setback of all dwelling facades. Staggered setbacks shall be determined by the placement of the dwellings on either side of the dwelling in question. Said setback shall provide a minimum 5-foot variation for single family detached dwellings from the back of curb.
  - To delete the 50-foot undisturbed buffer and 10-foot improvement setback along the boundaries of the property line.
  - All dwellings shall have a minimum 2-car garage.
  - The use of vinyl or aluminum siding on the dwellings shall be prohibited.
  - Provide a 25-foot natural undisturbed buffer with a 10-foot improvements setback around the cemetery boundary determined by a professional arborist.
  - Provide unobstructed daylight access to the cemetery via a 20-foot easement to the cemetery from the nearest public road. The easement shall be recorded.

PREPARED BY:  
**HRC**  
 HUGHES-RAY COMPANY, INC.  
 6554 EAST CHURCH STREET  
 DOUGLASSVILLE, GEORGIA 30134  
 P 770.942.0196  
 F 770.942.0152  
 www.HughesRay.com

| NO. | DATE:   | REVISION                      | REVISED LAYOUT AND CONDITIONS |
|-----|---------|-------------------------------|-------------------------------|
| 1   | 1/22/19 | REVISED LAYOUT AND CONDITIONS | REVISED LOT 49 FRONT BSL      |
| 2   | 2/21/19 |                               | REVISED LAYOUT                |
| 3   | 4/8/19  |                               |                               |

OVERALL LOT LAYOUT PLAN  
 OF  
**THE BLUFFS @ CAMP CREEK**  
 PHASE 1 & 2  
 L.L. 68, 69 & 72 DISTRICT 14FF.  
 CITY OF SOUTH FULTON, FULTON COUNTY, GEORGIA

OWNER:  
 HYBRASS PROPERTIES LLC  
 988 EAST FREEWAY DRIVE,  
 SUITE A  
 CONYERS, GA. 30094

DEVELOPER:  
 SAME AS ABOVE

24 HR. CONTACT:  
 BILL GOODWIN  
 770.852.6963

DATE: 12/12/18  
 DRAWN BY: JCS  
 CHECKED BY: HBR

JOB#: H17229  
**OV-1**

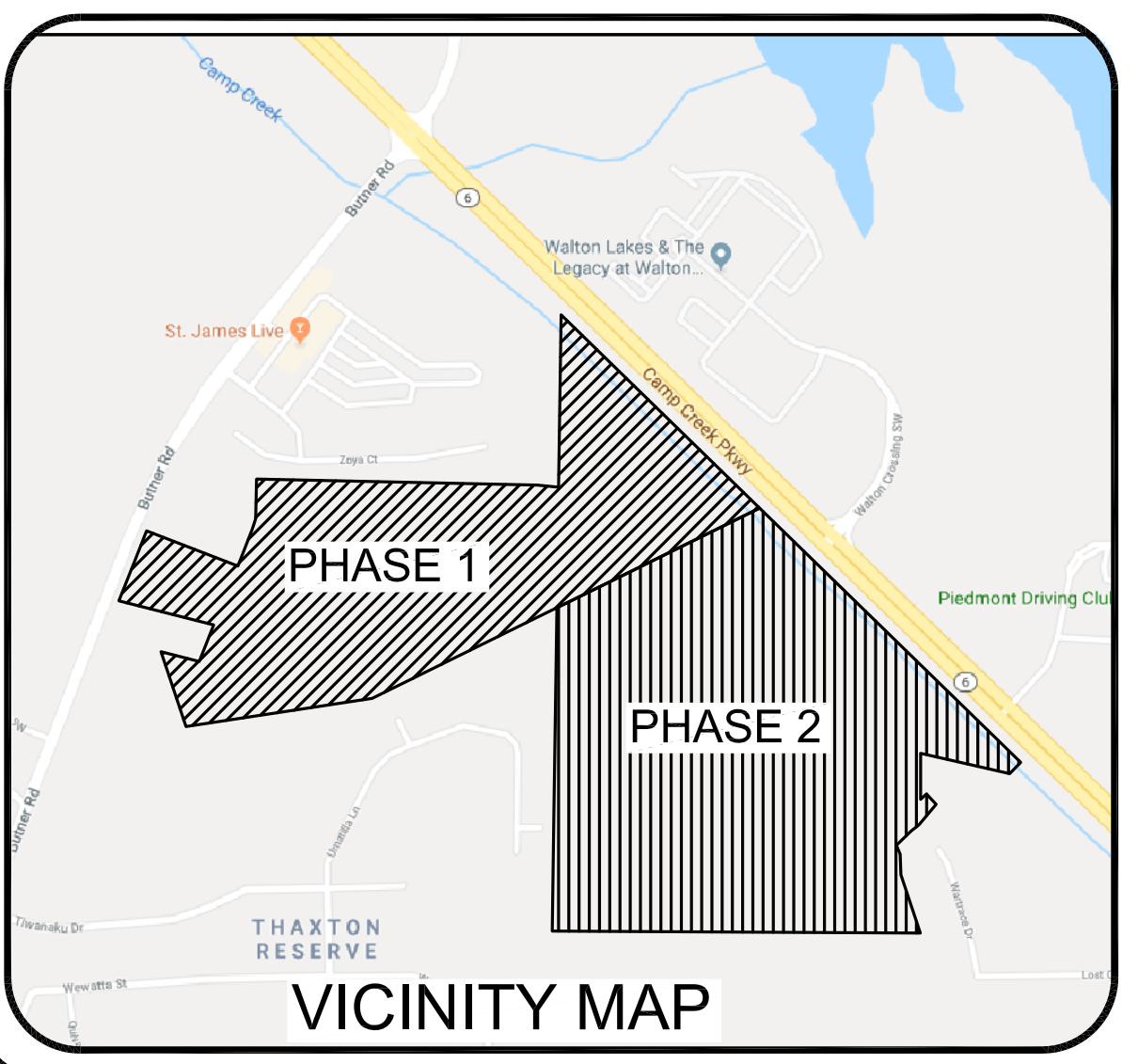
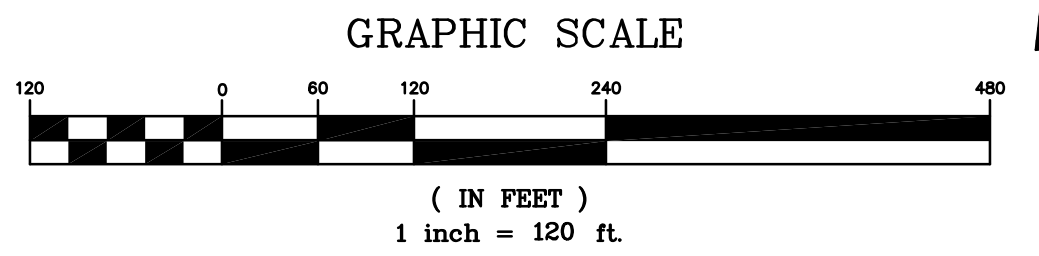
| PHASE 1        |                |           |
|----------------|----------------|-----------|
| LOT SIZE       | 7,001-9,000 SF | >9,000 SF |
| NUMBER OF LOTS | 74             | 51        |
| PHASE 2        |                |           |
| LOT SIZE       | 7,001-9,000 SF | >9,000 SF |
| NUMBER OF LOTS | 81             | 43        |

| CAMP CREEK VILLAGE |            |
|--------------------|------------|
| LOT SIZE           | >10,000 SF |
| NUMBER OF LOTS     | 22         |

TOTAL SITE AREA = 148.56 AC

- WATER SERVICE TO BE PROVIDED BY CITY OF ATLANTA
- SANITARY SEWER SERVICE TO BE PROVIDED BY EXISTING FULTON COUNTY SANITARY SEWER SERVICE

XXXX = LOT NUMBER  
 XXXX S.F. = LOT SQUARE FOOTAGE  
 XX.XX = LOT FRONTAGE  
 □ = EXERCISE STATION  
 --- = WALKING TRAIL  
 ~~~ = TREE LINE  
 NOTE: ALL LOT FRONTAGES ARE MEASURED AT BUILDING LINE

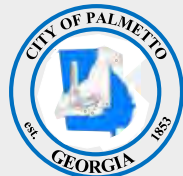


APPENDIX B

SOUTH FULTON TSPLOST DOCUMENTS

SOUTH FULTON TSPLOST

PROJECT LIST





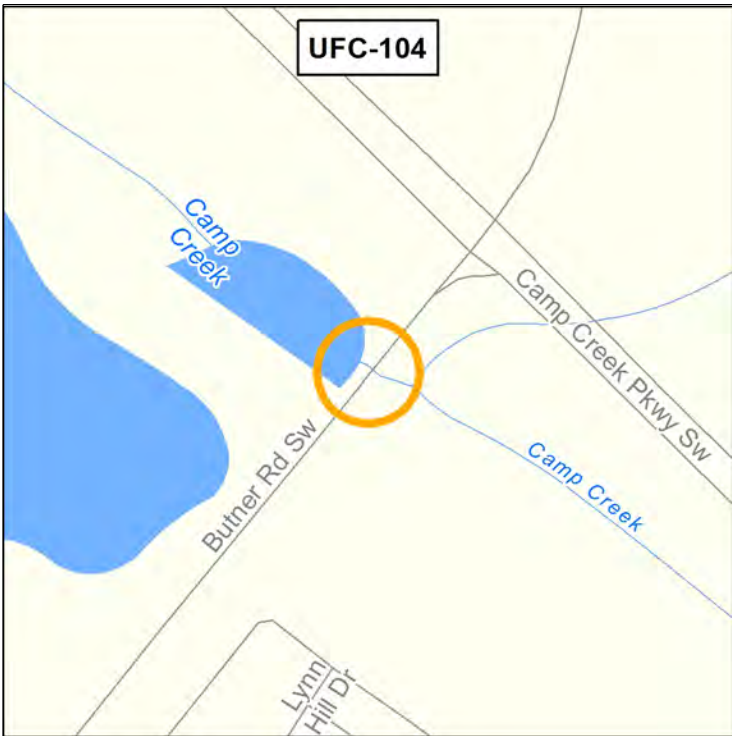
| | |
|---------|---------|
| Bridges | UFC-104 |
|---------|---------|

Project Description

Bridge Improvement in Unincorporated Fulton County, Butner Road at Camp Creek

Project Details

| | |
|----------------|------------------------------|
| TYPE | Bridge Improvement |
| MAIN ROUTE | Butner Rd |
| EXTENTS | Butner Road SW at Camp Creek |
| LOCATION | Unincorporated Fulton County |
| LENGTH (miles) | |
| GDOT / ARC ID | |



Project Cost Estimate

| | |
|---------------------|-------------|
| ENGINEERING COST | |
| RIGHT-OF-WAY COST | |
| CONSTRUCTION COST | |
| OTHER COSTS | |
| TOTAL CAPITAL COST | |
| TOTAL TSPLOST FUNDS | \$1,600,000 |

Project Implementation

| | |
|------------|--|
| LOCAL LEAD | |
|------------|--|

Funding Partners

| | |
|--------------|--|
| DESIGN | |
| RIGHT-OF-WAY | |
| CONSTRUCTION | |

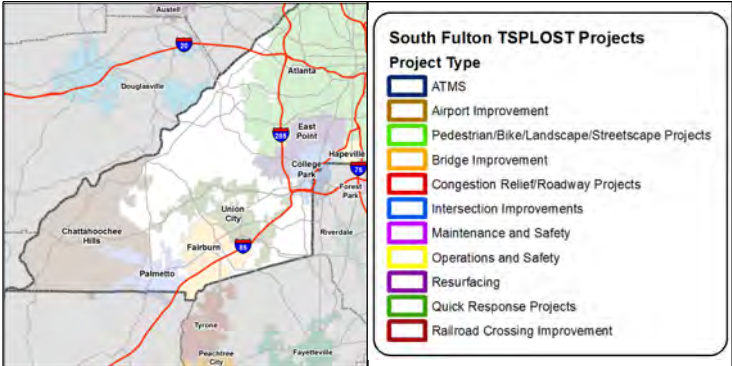
Project Status

| | |
|---------------|--|
| DESIGN | |
| ROW | |
| CONSTRUCTION | |
| ENVIRONMENTAL | |

Project Timeline

| | |
|-------------------|--|
| READY FOR CONSTR. | |
| LENGTH OF CONSTR. | |

Notes:





| | |
|-----------------------|---------|
| Operations and Safety | UFC-107 |
|-----------------------|---------|

Project Description

Operations and Safety Improvements in Unincorporated Fulton, Butner Road at Camp Creek Parkway

Project Details

| | |
|----------------|-----------------------------------|
| TYPE | Intersection Improvements |
| MAIN ROUTE | |
| EXTENTS | Butner Road at Camp Creek Parkway |
| LOCATION | Unincorporated Fulton County |
| LENGTH (miles) | |
| GDOT / ARC ID | |



Project Cost Estimate

| | |
|---------------------|-------------|
| ENGINEERING COST | |
| RIGHT-OF-WAY COST | |
| CONSTRUCTION COST | |
| OTHER COSTS | |
| TOTAL CAPITAL COST | |
| TOTAL TSPLOST FUNDS | \$3,174,000 |

Project Implementation

| | |
|------------|--|
| LOCAL LEAD | |
|------------|--|

Funding Partners

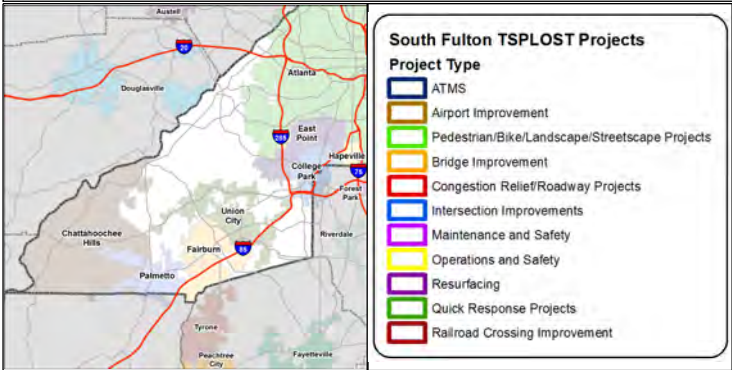
| | |
|--------------|--|
| DESIGN | |
| RIGHT-OF-WAY | |
| CONSTRUCTION | |
| | |

Project Status

| | |
|---------------|--|
| DESIGN | |
| ROW | |
| CONSTRUCTION | |
| ENVIRONMENTAL | |

Project Timeline

| | |
|-------------------|--|
| READY FOR CONSTR. | |
| LENGTH OF CONSTR. | |



Notes:



Operations and Safety UFC-205

Project Description

Operations and Safety Improvements in Unincorporated Fulton, Butner Road at Aldredge Road

Project Details

| | |
|----------------|------------------------------|
| TYPE | Intersection Improvements |
| MAIN ROUTE | |
| EXTENTS | Butner Road at Aldredge Road |
| LOCATION | Unincorporated Fulton County |
| LENGTH (miles) | |
| GDOT / ARC ID | |



Project Cost Estimate

| | |
|---------------------|-------------|
| ENGINEERING COST | |
| RIGHT-OF-WAY COST | |
| CONSTRUCTION COST | |
| OTHER COSTS | |
| TOTAL CAPITAL COST | |
| TOTAL TSPLOST FUNDS | \$1,434,000 |

Project Implementation

| | |
|------------|--|
| LOCAL LEAD | |
|------------|--|

Funding Partners

| | |
|--------------|--|
| DESIGN | |
| RIGHT-OF-WAY | |
| CONSTRUCTION | |

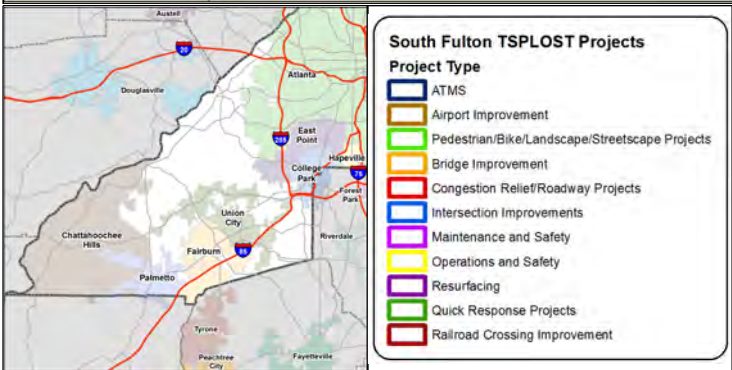
Project Status

| | |
|---------------|--|
| DESIGN | |
| ROW | |
| CONSTRUCTION | |
| ENVIRONMENTAL | |

Project Timeline

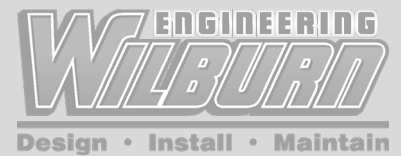
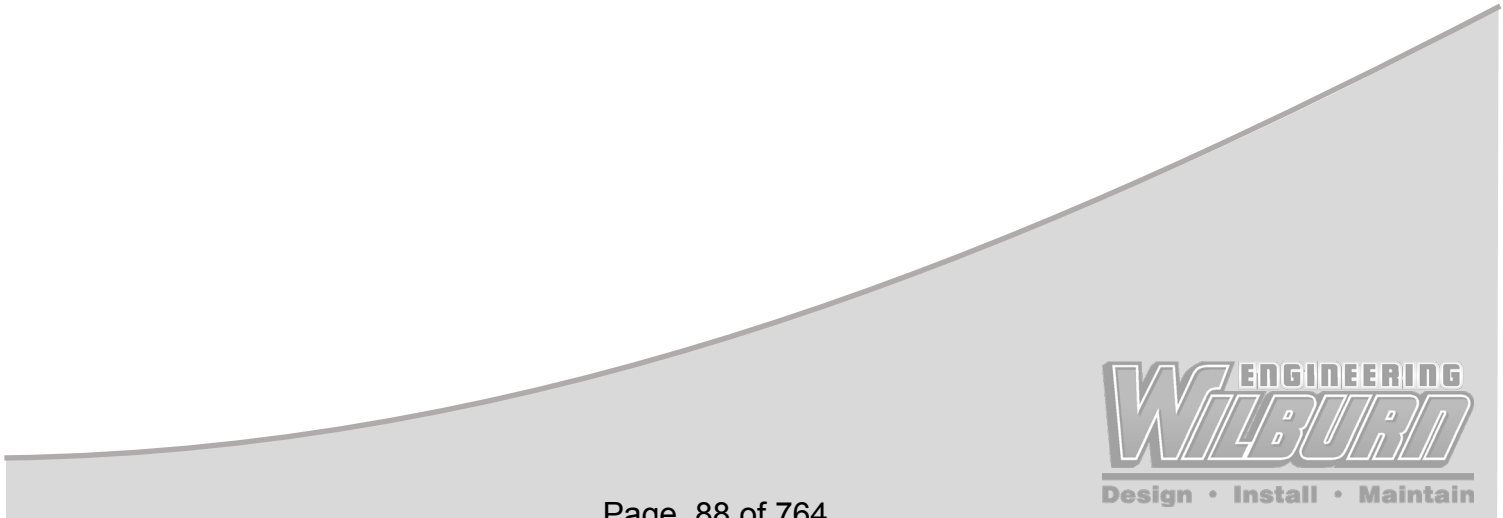
| | |
|-------------------|--|
| READY FOR CONSTR. | |
| LENGTH OF CONSTR. | |

Notes:



APPENDIX C

TURNING MOVEMENT COUNT DATA



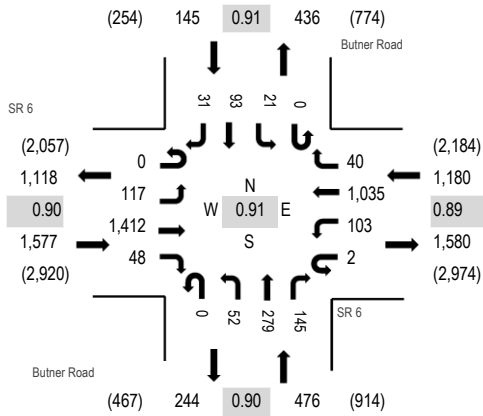
AM PEAK HOUR



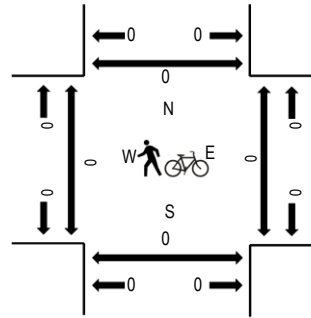
(303) 216-2439
www.alltrafficdata.net

Location: #1 Butner Road & SR 6 AM
Date and Start Time: Thursday, May 16, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | SR 6 Eastbound | | | | SR 6 Westbound | | | | Butner Road Northbound | | | Butner Road Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | |
|---------------------|----------------|------|------|-------|----------------|------|------|-------|------------------------|------|------|------------------------|--------|------|------|-------|--------------|----------------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | | | Right | West | East | South | North |
| 7:00 AM | 0 | 24 | 330 | 15 | 0 | 21 | 223 | 4 | 0 | 9 | 68 | 33 | 0 | 0 | 10 | 7 | 744 | 3,287 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 37 | 306 | 14 | 0 | 22 | 243 | 8 | 0 | 11 | 80 | 38 | 0 | 4 | 20 | 4 | 787 | 3,378 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 33 | 389 | 17 | 2 | 19 | 301 | 11 | 0 | 16 | 61 | 35 | 0 | 11 | 21 | 10 | 926 | 3,372 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 18 | 360 | 8 | 0 | 28 | 243 | 5 | 0 | 16 | 76 | 43 | 0 | 3 | 22 | 8 | 830 | 3,128 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 29 | 357 | 9 | 0 | 34 | 248 | 16 | 0 | 9 | 62 | 29 | 0 | 3 | 30 | 9 | 835 | 2,985 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 22 | 324 | 19 | 0 | 23 | 218 | 13 | 0 | 16 | 63 | 47 | 0 | 5 | 26 | 5 | 781 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 15 | 290 | 11 | 0 | 18 | 208 | 11 | 0 | 10 | 50 | 43 | 0 | 5 | 15 | 6 | 682 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 10 | 270 | 13 | 0 | 31 | 223 | 11 | 0 | 11 | 46 | 42 | 1 | 5 | 21 | 3 | 687 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 121 | 0 | 0 | 0 | 101 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 223 |
| Lights | 0 | 117 | 1,231 | 47 | 2 | 102 | 895 | 38 | 0 | 48 | 277 | 145 | 0 | 21 | 93 | 30 | 3,046 |
| Mediums | 0 | 0 | 60 | 1 | 0 | 1 | 39 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 109 |
| Total | 0 | 117 | 1,412 | 48 | 2 | 103 | 1,035 | 40 | 0 | 52 | 279 | 145 | 0 | 21 | 93 | 31 | 3,378 |

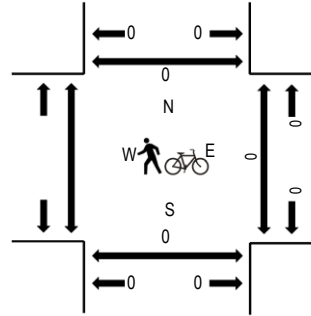
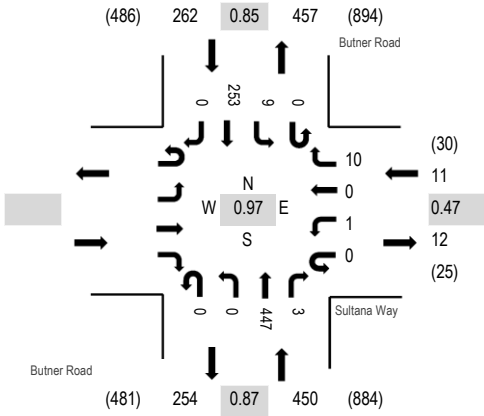


(303) 216-2439
www.alltrafficdata.net

Location: #2 Butner Road & Sultana Way AM
Date and Start Time: Thursday, May 16, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | Eastbound | | | | Sultana Way Westbound | | | | Butner Road Northbound | | | | Butner Road Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | |
|---------------------|-----------|------|------|-------|-----------------------|------|------|-------|------------------------|------|------|-------|------------------------|------|------|-------|-------|--------------|----------------------|------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South |
| 7:00 AM | | | | | 0 | 6 | 0 | 3 | 0 | 0 | 132 | 3 | 0 | 6 | 41 | 0 | 191 | 705 | 0 | 0 | 0 |
| 7:15 AM | | | | | 0 | 3 | 0 | 0 | 0 | 0 | 93 | 2 | 0 | 1 | 57 | 0 | 156 | 700 | 0 | 0 | 0 |
| 7:30 AM | | | | | 0 | 1 | 0 | 4 | 0 | 0 | 110 | 1 | 0 | 3 | 54 | 0 | 173 | 723 | 0 | 0 | 0 |
| 7:45 AM | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 0 | 1 | 57 | 0 | 185 | 709 | 0 | 0 | 0 |
| 8:00 AM | | | | | 0 | 0 | 0 | 3 | 0 | 0 | 104 | 1 | 0 | 3 | 75 | 0 | 186 | 695 | 0 | 0 | 0 |
| 8:15 AM | | | | | 0 | 0 | 0 | 3 | 0 | 0 | 106 | 1 | 0 | 2 | 67 | 0 | 179 | | 0 | 0 | 0 |
| 8:30 AM | | | | | 0 | 0 | 0 | 3 | 1 | 0 | 107 | 0 | 0 | 0 | 48 | 0 | 159 | | 0 | 0 | 0 |
| 8:45 AM | | | | | 0 | 1 | 0 | 3 | 0 | 0 | 96 | 0 | 0 | 1 | 70 | 0 | 171 | | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

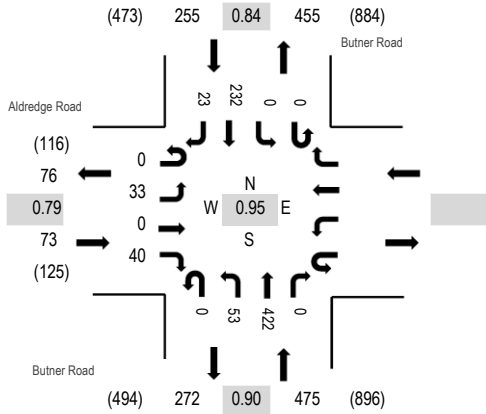
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | | | | | 0 | 1 | 0 | 7 | 0 | 0 | 442 | 2 | 0 | 9 | 251 | 0 | 712 |
| Mediums | | | | | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 11 |
| Total | | | | | 0 | 1 | 0 | 10 | 0 | 0 | 447 | 3 | 0 | 9 | 253 | 0 | 723 |



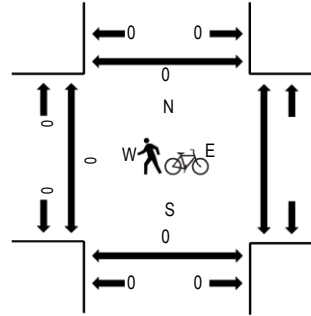
(303) 216-2439
www.alltrafficdata.net

Location: #3 Butner Road & Aldredge Road AM
Date and Start Time: Thursday, May 16, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | Aldredge Road Eastbound | | | | Westbound | | | Butner Road Northbound | | | | Butner Road Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | |
|---------------------|-------------------------|------|------|-------|-----------|------|------|------------------------|--------|------|------|------------------------|--------|------|------|-------|--------------|----------------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | | | Right | West | East | South | North |
| 7:00 AM | 0 | 4 | 0 | 6 | | | | | 0 | 5 | 128 | 0 | 0 | 0 | 0 | 42 | 3 | 188 | 765 | 0 | 0 | 0 |
| 7:15 AM | 0 | 4 | 0 | 7 | | | | | 0 | 5 | 93 | 0 | 0 | 0 | 0 | 55 | 5 | 169 | 777 | 0 | 0 | 0 |
| 7:30 AM | 0 | 10 | 0 | 11 | | | | | 0 | 13 | 105 | 0 | 0 | 0 | 0 | 53 | 4 | 196 | 803 | 0 | 0 | 0 |
| 7:45 AM | 0 | 9 | 0 | 14 | | | | | 0 | 16 | 116 | 0 | 0 | 0 | 0 | 50 | 7 | 212 | 764 | 0 | 0 | 0 |
| 8:00 AM | 0 | 6 | 0 | 6 | | | | | 0 | 9 | 103 | 0 | 0 | 0 | 0 | 69 | 7 | 200 | 729 | 0 | 0 | 0 |
| 8:15 AM | 0 | 8 | 0 | 9 | | | | | 0 | 15 | 98 | 0 | 0 | 0 | 0 | 60 | 5 | 195 | | 0 | 0 | 0 |
| 8:30 AM | 0 | 11 | 0 | 4 | | | | | 0 | 5 | 88 | 0 | 0 | 0 | 0 | 44 | 5 | 157 | | 0 | 0 | 0 |
| 8:45 AM | 0 | 10 | 0 | 6 | | | | | 0 | 6 | 91 | 0 | 0 | 0 | 0 | 58 | 6 | 177 | | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 33 | 0 | 36 | | | | | 0 | 48 | 416 | 0 | 0 | 0 | 229 | 23 | 785 |
| Mediums | 0 | 0 | 0 | 4 | | | | | 0 | 5 | 6 | 0 | 0 | 0 | 3 | 0 | 18 |
| Total | 0 | 33 | 0 | 40 | | | | | 0 | 53 | 422 | 0 | 0 | 0 | 232 | 23 | 803 |

Turn Count Summary

Location: Butner Road at Tiwanaku Drive, Georgia

GPS Coordinates: Lat=33.649283, Lon=-84.552223

Date: 2019-05-30

Day of week: Thursday

Weather:

Analyst: JS

Count period: 07:15 - 08:15

Total vehicle traffic

| Interval starts | Northbound | | | Eastbound | | | Southbound | | | Westbound | | | Total |
|-----------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:15 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 4 | 167 |
| 07:30 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 1 | 0 | 2 | 144 |
| 07:45 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 1 | 0 | 2 | 159 |
| 08:00 | 0 | 88 | 0 | 0 | 0 | 0 | 1 | 35 | 0 | 0 | 0 | 4 | 141 |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Car traffic

| Interval starts | Northbound | | | Westbound | | | Southbound | | | Eastbound | | | Total |
|-----------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:15 | 0 | 108 | 16 | 0 | 0 | 0 | 6 | 30 | 0 | 2 | 0 | 5 | 167 |
| 07:30 | 0 | 91 | 14 | 0 | 0 | 0 | 6 | 25 | 0 | 3 | 0 | 5 | 144 |
| 07:45 | 0 | 80 | 11 | 0 | 0 | 0 | 7 | 45 | 0 | 5 | 0 | 11 | 159 |
| 08:00 | 0 | 83 | 13 | 0 | 0 | 0 | 6 | 30 | 0 | 4 | 0 | 5 | 141 |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Pedestrian volumes

| Interval starts | NE | | | NW | | | SW | | | SE | | | Total |
|-----------------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| | Left | Right | Total | Left | Right | Total | Left | Right | Total | Left | Right | Total | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Turn Count Summary

Location: Butner Road at Thaxton Road, Georgia

GPS Coordinates: Lat=33.649283, Lon=-84.552223

Date: 2019-05-30

Day of week: Thursday

Weather:

Analyst: JS

Count period: 07:15 - 08:15

Total vehicle traffic

| Interval starts | Northbound | | | Eastbound | | | Southbound | | | Westbound | | | Total |
|-----------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:15 | 0 | 108 | 16 | 0 | 0 | 0 | 6 | 30 | 0 | 2 | 0 | 5 | 167 |
| 07:30 | 0 | 91 | 14 | 0 | 0 | 0 | 6 | 25 | 0 | 3 | 0 | 5 | 144 |
| 07:45 | 0 | 80 | 11 | 0 | 0 | 0 | 7 | 45 | 0 | 5 | 0 | 11 | 159 |
| 08:00 | 0 | 83 | 13 | 0 | 0 | 0 | 6 | 30 | 0 | 4 | 0 | 5 | 141 |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Car traffic

| Interval starts | Northbound | | | Westbound | | | Southbound | | | Eastbound | | | Total |
|-----------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:15 | 0 | 108 | 16 | 0 | 0 | 0 | 6 | 30 | 0 | 2 | 0 | 5 | 167 |
| 07:30 | 0 | 91 | 14 | 0 | 0 | 0 | 6 | 25 | 0 | 3 | 0 | 5 | 144 |
| 07:45 | 0 | 80 | 11 | 0 | 0 | 0 | 7 | 45 | 0 | 5 | 0 | 11 | 159 |
| 08:00 | 0 | 83 | 13 | 0 | 0 | 0 | 6 | 30 | 0 | 4 | 0 | 5 | 141 |
| 08:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Pedestrian volumes

| Interval starts | NE | | | NW | | | SW | | | SE | | | Total |
|-----------------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| | Left | Right | Total | Left | Right | Total | Left | Right | Total | Left | Right | Total | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

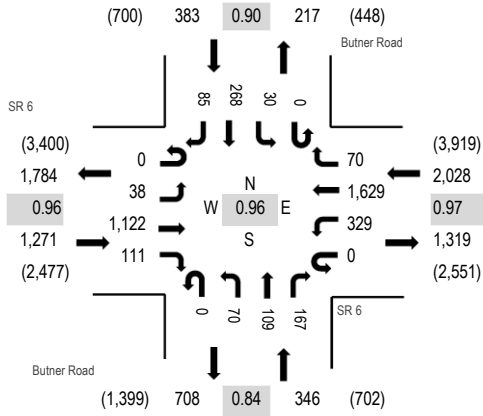
PM PEAK HOUR



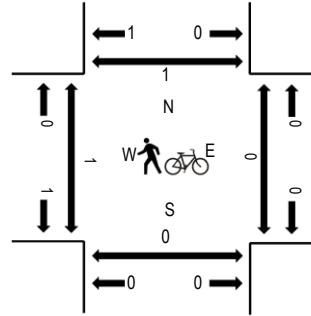
(303) 216-2439
www.alltrafficdata.net

Location: #1 Butner Road & SR 6 PM
Date and Start Time: Thursday, May 16, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | SR 6 Eastbound | | | | SR 6 Westbound | | | | Butner Road Northbound | | | | Butner Road Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------|------|------|-------|----------------|------|------|-------|------------------------|------|------|-------|------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:30 PM | 0 | 12 | 296 | 29 | 0 | 70 | 407 | 19 | 0 | 20 | 26 | 29 | 0 | 8 | 40 | 8 | 964 | 3,942 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 16 | 293 | 40 | 0 | 73 | 332 | 17 | 0 | 24 | 37 | 51 | 0 | 12 | 69 | 9 | 973 | 4,021 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 9 | 264 | 36 | 0 | 87 | 379 | 22 | 0 | 9 | 20 | 30 | 0 | 9 | 70 | 26 | 961 | 4,028 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 9 | 306 | 26 | 0 | 71 | 441 | 16 | 0 | 15 | 33 | 46 | 0 | 7 | 51 | 23 | 1,044 | 4,012 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 10 | 291 | 28 | 0 | 79 | 434 | 16 | 0 | 19 | 22 | 38 | 0 | 11 | 78 | 17 | 1,043 | 3,856 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 10 | 261 | 21 | 0 | 92 | 375 | 16 | 0 | 27 | 34 | 53 | 0 | 3 | 69 | 19 | 980 | | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 9 | 212 | 25 | 0 | 99 | 420 | 16 | 0 | 9 | 34 | 51 | 0 | 1 | 55 | 14 | 945 | | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 9 | 238 | 27 | 0 | 91 | 337 | 10 | 0 | 16 | 26 | 33 | 0 | 8 | 73 | 20 | 888 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 111 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| Lights | 0 | 38 | 978 | 109 | 0 | 329 | 1,492 | 70 | 0 | 68 | 109 | 166 | 0 | 30 | 267 | 85 | 3,741 |
| Mediums | 0 | 0 | 33 | 2 | 0 | 0 | 49 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 88 |
| Total | 0 | 38 | 1,122 | 111 | 0 | 329 | 1,629 | 70 | 0 | 70 | 109 | 167 | 0 | 30 | 268 | 85 | 4,028 |

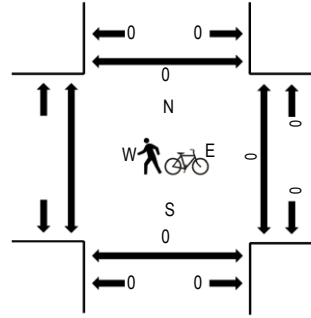
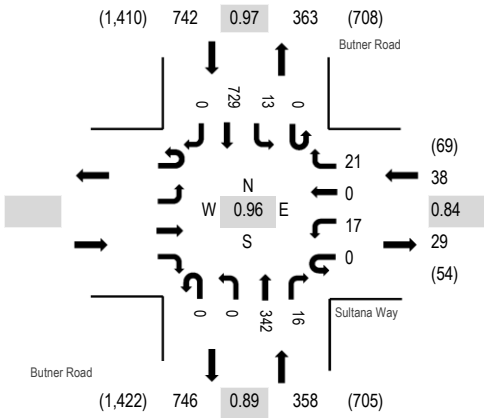


(303) 216-2439
www.alltrafficdata.net

Location: #2 Butner Road & Sultana Way PM
Date and Start Time: Thursday, May 16, 2019
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | Eastbound | | | | Sultana Way Westbound | | | | Butner Road Northbound | | | | Butner Road Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|-----------|------|------|-------|-----------------------|------|------|-------|------------------------|------|------|-------|------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:30 PM | | | | | 0 | 5 | 0 | 2 | 0 | 0 | 91 | 3 | 1 | 2 | 138 | 0 | 242 | 1,046 | 0 | 0 | 0 | |
| 4:45 PM | | | | | 0 | 7 | 0 | 1 | 0 | 0 | 79 | 5 | 0 | 4 | 180 | 0 | 276 | 1,101 | 0 | 0 | 0 | |
| 5:00 PM | | | | | 0 | 2 | 0 | 1 | 0 | 0 | 60 | 2 | 1 | 7 | 185 | 0 | 258 | 1,101 | 0 | 0 | 0 | |
| 5:15 PM | | | | | 0 | 9 | 0 | 4 | 0 | 0 | 105 | 2 | 0 | 0 | 150 | 0 | 270 | 1,135 | 0 | 0 | 0 | |
| 5:30 PM | | | | | 0 | 6 | 0 | 7 | 0 | 0 | 88 | 4 | 0 | 4 | 188 | 0 | 297 | 1,138 | 0 | 0 | 0 | |
| 5:45 PM | | | | | 0 | 6 | 0 | 8 | 0 | 0 | 77 | 5 | 0 | 2 | 178 | 0 | 276 | | 0 | 0 | 0 | |
| 6:00 PM | | | | | 0 | 2 | 0 | 5 | 0 | 0 | 96 | 5 | 0 | 2 | 182 | 0 | 292 | | 0 | 0 | 0 | |
| 6:15 PM | | | | | 0 | 3 | 0 | 1 | 0 | 0 | 81 | 2 | 0 | 5 | 181 | 0 | 273 | | 0 | 0 | 0 | |

Peak Rolling Hour Flow Rates

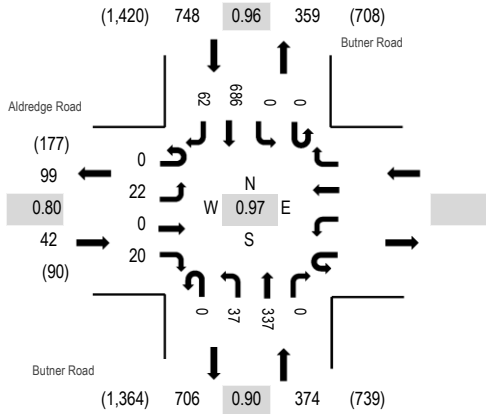
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | | | | | 0 | 17 | 0 | 20 | 0 | 0 | 342 | 16 | 0 | 12 | 727 | 0 | 1,134 |
| Mediums | | | | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 |
| Total | | | | | 0 | 17 | 0 | 21 | 0 | 0 | 342 | 16 | 0 | 13 | 729 | 0 | 1,138 |



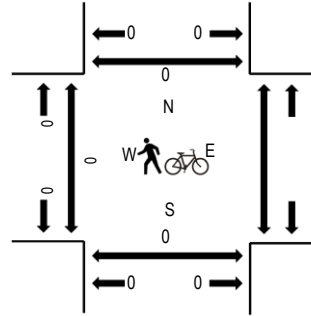
(303) 216-2439
www.alltrafficdata.net

Location: #3 Butner Road & Aldredge Road PM
Date and Start Time: Thursday, May 16, 2019
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | Aldredge Road Eastbound | | | | Westbound | | | Butner Road Northbound | | | | Butner Road Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|-------------------------|------|------|-------|-----------|------|------|------------------------|--------|------|------|------------------------|--------|------|------|-------|--------------|----------------------|------|------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | | | Right | West | East | South |
| 4:30 PM | 0 | 6 | 0 | 4 | | | | | 0 | 7 | 91 | 0 | 0 | 0 | 135 | 9 | 252 | 1,085 | 0 | 0 | 0 |
| 4:45 PM | 0 | 6 | 0 | 7 | | | | | 0 | 8 | 69 | 0 | 0 | 0 | 170 | 13 | 273 | 1,134 | 0 | 0 | 0 |
| 5:00 PM | 0 | 4 | 0 | 11 | | | | | 0 | 12 | 70 | 0 | 0 | 0 | 180 | 7 | 284 | 1,139 | 0 | 0 | 0 |
| 5:15 PM | 0 | 7 | 0 | 3 | | | | | 0 | 12 | 96 | 0 | 0 | 0 | 148 | 10 | 276 | 1,153 | 0 | 0 | 0 |
| 5:30 PM | 0 | 4 | 0 | 5 | | | | | 0 | 11 | 86 | 0 | 0 | 0 | 180 | 15 | 301 | 1,164 | 0 | 0 | 0 |
| 5:45 PM | 0 | 7 | 0 | 4 | | | | | 0 | 7 | 76 | 0 | 0 | 0 | 168 | 16 | 278 | | 0 | 0 | 0 |
| 6:00 PM | 0 | 5 | 0 | 6 | | | | | 0 | 9 | 93 | 0 | 0 | 0 | 169 | 16 | 298 | | 0 | 0 | 0 |
| 6:15 PM | 0 | 6 | 0 | 5 | | | | | 0 | 10 | 82 | 0 | 0 | 0 | 169 | 15 | 287 | | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total | |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|--|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | |
| Articulated Trucks | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lights | 0 | 22 | 0 | 20 | | | | | 0 | 36 | 337 | 0 | 0 | 0 | 682 | 62 | 1,159 | |
| Mediums | 0 | 0 | 0 | 0 | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | |
| Total | 0 | 22 | 0 | 20 | | | | | 0 | 37 | 337 | 0 | 0 | 0 | 686 | 62 | 1,164 | |

Turn Count Summary

Location: Butner Road at Tiwanaku Drive, Georgia

GPS Coordinates: Lat=33.666397, Lon=-84.549271

Date: 2019-05-30

Day of week: Thursday

Weather:

Analyst: AJ

Count period: 16:45 - 18:01

Total vehicle traffic

| Interval starts | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | Total |
|-----------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 16:45 | 0 | 155 | 0 | 0 | 0 | 1 | 0 | 83 | 0 | 0 | 0 | 0 | 255 |
| 17:00 | 1 | 118 | 0 | 0 | 0 | 4 | 0 | 83 | 2 | 0 | 0 | 0 | 222 |
| 17:15 | 0 | 169 | 0 | 0 | 0 | 3 | 0 | 78 | 2 | 0 | 0 | 0 | 268 |
| 17:30 | 0 | 146 | 0 | 0 | 0 | 3 | 0 | 78 | 0 | 0 | 0 | 0 | 240 |
| 17:45 | 0 | 173 | 0 | 0 | 0 | 2 | 0 | 90 | 1 | 0 | 0 | 0 | 281 |
| 18:00 | 3 | 25 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 36 |

Car traffic

| Interval starts | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | Total |
|-----------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 16:45 | 25 | 130 | 0 | 12 | 0 | 13 | 0 | 70 | 5 | 0 | 0 | 0 | 255 |
| 17:00 | 15 | 104 | 0 | 13 | 0 | 8 | 0 | 75 | 7 | 0 | 0 | 0 | 222 |
| 17:15 | 19 | 150 | 0 | 13 | 3 | 13 | 0 | 65 | 5 | 0 | 0 | 0 | 268 |
| 17:30 | 18 | 128 | 0 | 7 | 0 | 14 | 0 | 64 | 9 | 0 | 0 | 0 | 240 |
| 17:45 | 26 | 147 | 0 | 8 | 0 | 12 | 0 | 78 | 10 | 0 | 0 | 0 | 281 |
| 18:00 | 3 | 25 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 36 |

Pedestrian volumes

| Interval starts | NE | | | NW | | | SW | | | SE | | | Total |
|-----------------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| | Left | Right | Total | Left | Right | Total | Left | Right | Total | Left | Right | Total | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Turn Count Summary

Location: Butner Road at Thaxton Road, Georgia

GPS Coordinates: Lat=33.666397, Lon=-84.549271

Date: 2019-05-30

Day of week: Thursday

Weather:

Analyst: AJ

Count period: 16:45 - 18:01

Total vehicle traffic

| Interval starts | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | Total |
|-----------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 16:45 | 25 | 130 | 0 | 12 | 0 | 13 | 0 | 70 | 5 | 0 | 0 | 0 | 255 |
| 17:00 | 15 | 104 | 0 | 13 | 0 | 8 | 0 | 75 | 7 | 0 | 0 | 0 | 222 |
| 17:15 | 19 | 150 | 0 | 13 | 0 | 13 | 0 | 65 | 5 | 0 | 0 | 0 | 268 |
| 17:30 | 18 | 128 | 0 | 7 | 0 | 14 | 0 | 64 | 9 | 0 | 0 | 0 | 240 |
| 17:45 | 26 | 147 | 0 | 8 | 0 | 12 | 0 | 78 | 10 | 0 | 0 | 0 | 281 |
| 18:00 | 3 | 25 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 36 |

Car traffic

| Interval starts | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | Total |
|-----------------|------------|------|-------|-----------|------|-------|------------|------|-------|-----------|------|-------|-------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 16:45 | 25 | 130 | 0 | 12 | 0 | 13 | 0 | 70 | 5 | 0 | 0 | 0 | 255 |
| 17:00 | 15 | 104 | 0 | 13 | 0 | 8 | 0 | 75 | 7 | 0 | 0 | 0 | 222 |
| 17:15 | 19 | 150 | 0 | 13 | 3 | 13 | 0 | 65 | 5 | 0 | 0 | 0 | 268 |
| 17:30 | 18 | 128 | 0 | 7 | 0 | 14 | 0 | 64 | 9 | 0 | 0 | 0 | 240 |
| 17:45 | 26 | 147 | 0 | 8 | 0 | 12 | 0 | 78 | 10 | 0 | 0 | 0 | 281 |
| 18:00 | 3 | 25 | 0 | 1 | 0 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 36 |

Pedestrian volumes

| Interval starts | NE | | | NW | | | SW | | | SE | | | Total |
|-----------------|------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|-------|
| | Left | Right | Total | Left | Right | Total | Left | Right | Total | Left | Right | Total | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

APPENDIX D

ATR DATA

VEHICLE CLASSIFICATION

Site Code: 1
Station ID: 1
BUTNER ROAD SOUTH OF SULTANA WAY

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 05:16/19 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 00:15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 00:30 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 00:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 52 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 01:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 03:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:45 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 04:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 04:30 | 0 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 04:45 | 0 | 23 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | 0 | 69 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 05:00 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 05:15 | 0 | 45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 05:30 | 0 | 68 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 05:45 | 0 | 70 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| | 0 | 229 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 06:00 | 0 | 84 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 88 |
| 06:15 | 0 | 102 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 108 |
| 06:30 | 1 | 128 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 132 |
| 06:45 | 0 | 122 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| | 1 | 436 | 17 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 457 |
| 07:00 | 0 | 129 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 07:15 | 1 | 91 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 07:30 | 1 | 106 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 114 |
| 07:45 | 0 | 122 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| | 2 | 448 | 14 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 467 |
| 08:00 | 0 | 92 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 08:15 | 0 | 99 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 08:30 | 0 | 102 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 08:45 | 0 | 89 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| | 0 | 382 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 403 |
| 09:00 | 0 | 99 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 09:15 | 0 | 84 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 09:30 | 0 | 82 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 09:45 | 0 | 73 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| | 0 | 338 | 15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 356 |
| 10:00 | 0 | 62 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 72 |
| 10:15 | 0 | 78 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 10:30 | 0 | 71 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 10:45 | 0 | 119 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| | 0 | 330 | 24 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 364 |
| 11:00 | 0 | 100 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 11:15 | 0 | 105 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 11:30 | 1 | 106 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 11:45 | 0 | 119 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| | 1 | 430 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 450 |
| Total | 4 | 2775 | 116 | 0 | 19 | 5 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 2925 |
| Percent | 0.1% | 94.9% | 4.0% | 0.0% | 0.6% | 0.2% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | |

Site Code: 1
Station ID: 1
BUTNER ROAD SOUTH OF SULTANA WAY

NB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 12 PM | 2 | 98 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 12:15 | 0 | 101 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 12:30 | 1 | 119 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 12:45 | 0 | 124 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| | 3 | 442 | 23 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 473 |
| 13:00 | 1 | 118 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 13:15 | 0 | 121 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 13:30 | 0 | 102 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 13:45 | 0 | 62 | 5 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 70 |
| | 1 | 403 | 16 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 426 |
| 14:00 | 0 | 74 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 14:15 | 0 | 61 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 14:30 | 1 | 80 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 89 |
| 14:45 | 0 | 101 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| | 1 | 316 | 19 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 342 |
| 15:00 | 0 | 95 | 9 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 15:15 | 0 | 62 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 15:30 | 1 | 75 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 15:45 | 0 | 70 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| | 1 | 302 | 21 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 |
| 16:00 | 0 | 74 | 6 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 83 |
| 16:15 | 0 | 85 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 16:30 | 0 | 83 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 88 |
| 16:45 | 0 | 64 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| | 0 | 306 | 18 | 1 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 331 |
| 17:00 | 1 | 74 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 17:15 | 0 | 75 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 17:30 | 1 | 66 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 17:45 | 0 | 101 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| | 2 | 316 | 20 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 342 |
| 18:00 | 1 | 70 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 18:15 | 0 | 85 | 4 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 93 |
| 18:30 | 2 | 115 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 18:45 | 0 | 67 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| | 3 | 337 | 25 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 370 |
| 19:00 | 0 | 58 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 19:15 | 2 | 66 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 19:30 | 4 | 74 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 19:45 | 1 | 65 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| | 7 | 263 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 |
| 20:00 | 0 | 70 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 20:15 | 4 | 77 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 20:30 | 3 | 92 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 20:45 | 2 | 73 | 4 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 82 |
| | 9 | 312 | 19 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 344 |
| 21:00 | 1 | 58 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 62 |
| 21:15 | 1 | 54 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 21:30 | 0 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 21:45 | 0 | 38 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| | 2 | 190 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 203 |
| 22:00 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 22:15 | 0 | 29 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 22:30 | 0 | 28 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 22:45 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| | 0 | 135 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 23:00 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:15 | 0 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 23:30 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 23:45 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 80 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Total | 29 | 3402 | 188 | 1 | 33 | 8 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 3668 |
| Percent | 0.8% | 92.7% | 5.1% | 0.0% | 0.9% | 0.2% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Grand Total | 33 | 6177 | 304 | 1 | 52 | 13 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 6593 |
| Percent | 0.5% | 93.7% | 4.6% | 0.0% | 0.8% | 0.2% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | |

Site Code: 1
Station ID: 1
BUTNER ROAD SOUTH OF SULTANA WAY

SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 05/16/19 | 0 | 43 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 00:15 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 00:30 | 0 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 00:45 | 0 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| | 0 | 114 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 01:00 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 01:15 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:30 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 0 | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 02:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 02:15 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:45 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 0 | 27 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 03:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:30 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 04:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:15 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:45 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 0 | 19 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 05:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:15 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:30 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 05:45 | 0 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 0 | 51 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 06:00 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 06:15 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 06:30 | 0 | 32 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 06:45 | 0 | 18 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 0 | 102 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 07:00 | 0 | 40 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 07:15 | 0 | 53 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:30 | 0 | 47 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 07:45 | 1 | 46 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| | 1 | 186 | 23 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| 08:00 | 1 | 66 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 08:15 | 0 | 45 | 16 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 08:30 | 0 | 36 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 08:45 | 0 | 49 | 10 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 63 |
| | 1 | 196 | 42 | 3 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 252 |
| 09:00 | 0 | 39 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 09:15 | 0 | 37 | 14 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 09:30 | 0 | 24 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 33 |
| 09:45 | 0 | 66 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| | 0 | 166 | 37 | 2 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 214 |
| 10:00 | 0 | 40 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 10:15 | 0 | 38 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 10:30 | 0 | 38 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 10:45 | 1 | 32 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| | 1 | 148 | 23 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 11:00 | 0 | 42 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 11:15 | 0 | 25 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 11:30 | 0 | 27 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:45 | 0 | 26 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| | 0 | 120 | 19 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 145 |
| Total | 3 | 1191 | 182 | 10 | 32 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1426 |
| Percent | 0.2% | 83.5% | 12.8% | 0.7% | 2.2% | 0.3% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | |

Site Code: 1
Station ID: 1
BUTNER ROAD SOUTH OF SULTANA WAY

SB

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 12 PM | 0 | 44 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 12:15 | 0 | 38 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 43 |
| 12:30 | 0 | 47 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 12:45 | 0 | 42 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| | 0 | 171 | 23 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 201 |
| 13:00 | 0 | 55 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 61 |
| 13:15 | 0 | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 13:30 | 0 | 59 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 13:45 | 0 | 58 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| | 0 | 225 | 31 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 261 |
| 14:00 | 0 | 67 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 14:15 | 0 | 86 | 16 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 105 |
| 14:30 | 1 | 84 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 14:45 | 1 | 75 | 14 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 94 |
| | 2 | 312 | 56 | 0 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 379 |
| 15:00 | 0 | 91 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 15:15 | 1 | 77 | 19 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 101 |
| 15:30 | 0 | 74 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 15:45 | 0 | 109 | 13 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 128 |
| | 1 | 351 | 58 | 1 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 425 |
| 16:00 | 1 | 111 | 14 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 130 |
| 16:15 | 1 | 134 | 19 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 159 |
| 16:30 | 0 | 123 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 16:45 | 1 | 133 | 23 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| | 3 | 501 | 68 | 2 | 11 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 588 |
| 17:00 | 0 | 161 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 17:15 | 0 | 167 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 187 |
| 17:30 | 1 | 193 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| 17:45 | 0 | 146 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| | 1 | 667 | 62 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 734 |
| 18:00 | 2 | 161 | 23 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 189 |
| 18:15 | 0 | 141 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 18:30 | 0 | 166 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 176 |
| 18:45 | 0 | 157 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| | 2 | 625 | 69 | 2 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 703 |
| 19:00 | 1 | 144 | 14 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 162 |
| 19:15 | 0 | 131 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 19:30 | 0 | 139 | 16 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 158 |
| 19:45 | 1 | 121 | 14 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| | 2 | 535 | 58 | 0 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 605 |
| 20:00 | 0 | 135 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 20:15 | 1 | 127 | 7 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 20:30 | 0 | 117 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 20:45 | 1 | 114 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| | 2 | 493 | 40 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 543 |
| 21:00 | 2 | 117 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 21:15 | 1 | 96 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 21:30 | 3 | 97 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 21:45 | 1 | 79 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| | 7 | 389 | 35 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 439 |
| 22:00 | 6 | 92 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 22:15 | 4 | 70 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 22:30 | 1 | 60 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 22:45 | 0 | 50 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| | 11 | 272 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 |
| 23:00 | 0 | 55 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 23:15 | 0 | 51 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 23:30 | 0 | 47 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 23:45 | 0 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| | 0 | 190 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| Total | 31 | 4731 | 539 | 8 | 63 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 5391 |
| Percent | 0.6% | 87.8% | 10.0% | 0.1% | 1.2% | 0.1% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Grand Total | 34 | 5922 | 721 | 18 | 95 | 9 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 6817 |
| Percent | 0.5% | 86.9% | 10.6% | 0.3% | 1.4% | 0.1% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | |

SPEEDS

Site Code: 1
Station ID: 1
BUTNER ROAD SOUTH OF SULTANA WAY

| NB | | | | | | | | | | | | | | | |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| Start Time | 1 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total |
| 05/16/19 | 0 | 0 | 0 | 0 | 2 | 11 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 00:15 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 00:30 | 0 | 0 | 0 | 0 | 6 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 00:45 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:00 | 0 | 0 | 0 | 1 | 11 | 24 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:45 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:15 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:45 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:15 | 0 | 0 | 0 | 0 | 3 | 7 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 03:30 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:45 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:30 | 0 | 0 | 0 | 2 | 4 | 10 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 04:45 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:15 | 0 | 0 | 0 | 0 | 3 | 9 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 05:45 | 0 | 0 | 0 | 0 | 5 | 29 | 27 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 06:00 | 0 | 0 | 0 | 0 | 1 | 15 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 17 | 25 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 06:30 | 0 | 0 | 0 | 5 | 10 | 23 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 06:45 | 0 | 0 | 0 | 0 | 4 | 31 | 27 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 72 |
| 07:00 | 0 | 0 | 0 | 5 | 15 | 86 | 103 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 234 |
| 07:15 | 2 | 0 | 0 | 0 | 5 | 42 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 07:30 | 0 | 0 | 0 | 0 | 13 | 60 | 28 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 109 |
| 07:45 | 0 | 0 | 0 | 0 | 12 | 66 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 08:00 | 5 | 0 | 0 | 0 | 10 | 74 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 08:15 | 7 | 0 | 0 | 0 | 40 | 242 | 144 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 459 |
| 08:30 | 2 | 0 | 0 | 0 | 3 | 74 | 49 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 08:45 | 2 | 0 | 0 | 0 | 11 | 52 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 09:00 | 3 | 0 | 0 | 0 | 20 | 62 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 09:15 | 3 | 0 | 0 | 0 | 21 | 70 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 09:30 | 10 | 0 | 0 | 0 | 55 | 258 | 136 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 473 |
| 09:45 | 3 | 0 | 0 | 4 | 12 | 52 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 10:00 | 1 | 0 | 0 | 0 | 5 | 70 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 10:15 | 1 | 0 | 0 | 0 | 16 | 53 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 10:30 | 2 | 0 | 0 | 2 | 9 | 60 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 10:45 | 7 | 0 | 0 | 6 | 42 | 235 | 109 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 406 |
| 11:00 | 0 | 0 | 2 | 3 | 13 | 46 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 11:15 | 0 | 0 | 0 | 0 | 7 | 49 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 11:30 | 0 | 0 | 0 | 0 | 8 | 53 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 11:45 | 0 | 0 | 0 | 1 | 12 | 31 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 12:00 | 0 | 0 | 2 | 4 | 40 | 179 | 122 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 356 |
| 12:15 | 1 | 0 | 0 | 1 | 5 | 35 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 12:30 | 3 | 0 | 0 | 5 | 25 | 46 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 12:45 | 2 | 0 | 1 | 6 | 24 | 28 | 19 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 83 |
| 13:00 | 1 | 6 | 4 | 1 | 22 | 35 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 13:15 | 7 | 6 | 5 | 13 | 76 | 144 | 83 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 344 |
| 13:30 | 1 | 3 | 0 | 0 | 32 | 38 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 13:45 | 2 | 0 | 0 | 2 | 28 | 33 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 14:00 | 1 | 1 | 0 | 1 | 24 | 42 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 14:15 | 0 | 0 | 0 | 1 | 29 | 31 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 84 |
| 14:30 | 4 | 4 | 0 | 4 | 113 | 144 | 90 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 365 |
| Total | 35 | 10 | 7 | 35 | 407 | 1361 | 850 | 118 | 7 | 0 | 1 | 0 | 0 | 0 | 2831 |

Site Code: 1
Station ID: 1
BUTNER ROAD SOUTH OF SULTANA WAY

NB

| Start Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | Total |
|--------------------|------------|-----------|-----------|------------|-------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|----------|-------------|
| 12 PM | 1 | 0 | 0 | 0 | 33 | 30 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 12:15 | 3 | 0 | 0 | 2 | 24 | 29 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 12:30 | 0 | 0 | 0 | 1 | 25 | 33 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 12:45 | 2 | 0 | 0 | 1 | 20 | 37 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 13:00 | 6 | 0 | 0 | 4 | 102 | 129 | 93 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 336 |
| 13:15 | 0 | 0 | 1 | 2 | 24 | 32 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 13:30 | 0 | 0 | 0 | 2 | 16 | 33 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 70 |
| 13:45 | 1 | 0 | 0 | 0 | 28 | 37 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 14:00 | 0 | 0 | 0 | 1 | 16 | 33 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 66 |
| 14:15 | 1 | 0 | 1 | 5 | 84 | 135 | 70 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 304 |
| 14:30 | 0 | 0 | 0 | 0 | 22 | 40 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 14:45 | 4 | 0 | 0 | 0 | 8 | 36 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 65 |
| 15:00 | 1 | 0 | 0 | 2 | 19 | 41 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 15:15 | 1 | 0 | 0 | 7 | 21 | 62 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 15:30 | 6 | 0 | 0 | 9 | 70 | 179 | 72 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 342 |
| 15:45 | 5 | 0 | 0 | 4 | 34 | 48 | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 107 |
| 16:00 | 3 | 0 | 0 | 0 | 9 | 28 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 16:15 | 1 | 0 | 0 | 0 | 7 | 49 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 80 |
| 16:30 | 6 | 0 | 1 | 0 | 13 | 34 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 16:45 | 15 | 0 | 1 | 4 | 63 | 159 | 78 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 330 |
| 17:00 | 5 | 0 | 0 | 0 | 14 | 47 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 17:15 | 4 | 0 | 0 | 0 | 18 | 52 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 17:30 | 4 | 0 | 0 | 0 | 10 | 49 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 17:45 | 2 | 0 | 0 | 3 | 9 | 36 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 18:00 | 15 | 0 | 0 | 3 | 51 | 184 | 72 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 332 |
| 18:15 | 5 | 0 | 0 | 0 | 13 | 40 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 18:30 | 3 | 0 | 0 | 0 | 15 | 47 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 18:45 | 2 | 0 | 0 | 0 | 20 | 29 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 19:00 | 11 | 0 | 0 | 7 | 14 | 46 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 19:15 | 21 | 0 | 0 | 7 | 62 | 162 | 85 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 341 |
| 19:30 | 2 | 0 | 0 | 1 | 17 | 39 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 19:45 | 6 | 0 | 0 | 0 | 33 | 39 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 20:00 | 5 | 0 | 0 | 3 | 25 | 76 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 20:15 | 4 | 0 | 0 | 3 | 17 | 34 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 20:30 | 17 | 0 | 0 | 7 | 92 | 188 | 59 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 373 |
| 20:45 | 0 | 0 | 0 | 1 | 14 | 28 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 21:00 | 0 | 0 | 0 | 0 | 15 | 37 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 21:15 | 1 | 0 | 0 | 1 | 21 | 33 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 21:30 | 4 | 0 | 0 | 0 | 15 | 37 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 21:45 | 5 | 0 | 0 | 2 | 65 | 135 | 67 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 281 |
| 22:00 | 9 | 0 | 0 | 5 | 6 | 43 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 22:15 | 7 | 0 | 0 | 3 | 17 | 45 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 22:30 | 7 | 0 | 0 | 3 | 36 | 42 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 100 |
| 22:45 | 4 | 0 | 2 | 7 | 26 | 31 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 23:00 | 27 | 0 | 2 | 18 | 85 | 161 | 49 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 346 |
| 23:15 | 0 | 0 | 0 | 3 | 23 | 27 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 23:30 | 2 | 0 | 0 | 1 | 16 | 24 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 23:45 | 4 | 0 | 0 | 3 | 9 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 24:00 | 4 | 0 | 0 | 2 | 7 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 24:15 | 10 | 0 | 0 | 9 | 55 | 95 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| 24:30 | 1 | 0 | 0 | 1 | 9 | 17 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 24:45 | 0 | 0 | 0 | 0 | 9 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 25:00 | 0 | 0 | 0 | 0 | 3 | 12 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 25:15 | 1 | 0 | 0 | 2 | 5 | 20 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 25:30 | 2 | 0 | 0 | 3 | 26 | 65 | 38 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 142 |
| 25:45 | 0 | 0 | 0 | 1 | 4 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 26:00 | 0 | 0 | 0 | 0 | 8 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 26:15 | 0 | 0 | 0 | 0 | 3 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 26:30 | 0 | 0 | 0 | 1 | 0 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 26:45 | 0 | 0 | 0 | 2 | 15 | 43 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Total | 125 | 0 | 4 | 73 | 770 | 1635 | 740 | 61 | 7 | 0 | 1 | 0 | 0 | 0 | 3415 |
| Grand Total | 160 | 10 | 11 | 108 | 1177 | 2996 | 1590 | 179 | 14 | 0 | 1 | 0 | 0 | 0 | 6246 |

15th Percentile : 32 MPH
 50th Percentile : 37 MPH
 85th Percentile : 42 MPH
 95th Percentile : 44 MPH

Stats Mean Speed(Average) : 38 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 4586
 Percent in Pace : 73.4%

Number of Vehicles > 55 MPH : 1
Percent of Vehicles > 55 MPH : 0.0%

Site Code: 1
Station ID: 1
BUTNER ROAD SOUTH OF SULTANA WAY

SB

| Start Time | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 | Total |
|------------|----|----|----|----|-----|-----|-----|----|-----|----|----|----|----|-----|-------|
| 05/16/19 | 2 | 0 | 0 | 1 | 4 | 8 | 15 | 5 | 8 | 0 | 1 | 0 | 1 | 0 | 45 |
| 00:15 | 0 | 0 | 0 | 0 | 7 | 5 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 30 |
| 00:30 | 0 | 0 | 0 | 0 | 8 | 4 | 5 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 23 |
| 00:45 | 0 | 0 | 0 | 1 | 4 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 01:00 | 2 | 0 | 0 | 2 | 23 | 28 | 42 | 11 | 13 | 1 | 2 | 0 | 1 | 0 | 125 |
| 01:15 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| 01:30 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 11 |
| 01:45 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:00 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:15 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:30 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 02:45 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 10 |
| 03:00 | 0 | 0 | 0 | 1 | 12 | 4 | 9 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 35 |
| 03:15 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 03:30 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:45 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 04:00 | 0 | 0 | 0 | 1 | 6 | 6 | 5 | 4 | 2 | 2 | 0 | 1 | 0 | 0 | 27 |
| 04:15 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 04:30 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:45 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:15 | 0 | 0 | 0 | 0 | 7 | 6 | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 23 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 9 |
| 05:45 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 14 |
| 06:00 | 0 | 0 | 0 | 0 | 9 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 06:15 | 1 | 0 | 2 | 0 | 3 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 17 |
| 06:30 | 1 | 0 | 2 | 0 | 16 | 13 | 16 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 58 |
| 06:45 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 26 |
| 07:00 | 1 | 0 | 0 | 0 | 5 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 07:15 | 1 | 0 | 0 | 0 | 11 | 6 | 12 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 36 |
| 07:30 | 1 | 0 | 0 | 0 | 6 | 4 | 5 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 22 |
| 07:45 | 3 | 0 | 0 | 0 | 27 | 21 | 36 | 9 | 14 | 1 | 0 | 1 | 0 | 0 | 112 |
| 08:00 | 1 | 0 | 0 | 0 | 13 | 4 | 14 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 44 |
| 08:15 | 4 | 4 | 0 | 1 | 14 | 13 | 16 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 59 |
| 08:30 | 0 | 0 | 0 | 0 | 28 | 9 | 12 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 54 |
| 08:45 | 5 | 2 | 0 | 0 | 6 | 18 | 17 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 56 |
| 09:00 | 10 | 6 | 0 | 1 | 61 | 44 | 59 | 9 | 17 | 6 | 0 | 0 | 0 | 0 | 213 |
| 09:15 | 5 | 0 | 0 | 0 | 12 | 17 | 34 | 3 | 2 | 2 | 1 | 0 | 1 | 0 | 77 |
| 09:30 | 2 | 0 | 0 | 0 | 24 | 10 | 18 | 1 | 6 | 0 | 2 | 1 | 0 | 0 | 64 |
| 09:45 | 0 | 0 | 0 | 0 | 12 | 8 | 20 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 48 |
| 10:00 | 0 | 0 | 0 | 1 | 16 | 13 | 18 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 61 |
| 10:15 | 7 | 0 | 0 | 1 | 64 | 48 | 90 | 9 | 20 | 6 | 3 | 1 | 1 | 0 | 250 |
| 10:30 | 1 | 0 | 0 | 0 | 12 | 7 | 16 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 44 |
| 10:45 | 1 | 0 | 0 | 0 | 20 | 12 | 14 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 54 |
| 11:00 | 1 | 0 | 0 | 0 | 9 | 4 | 11 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 33 |
| 11:15 | 2 | 0 | 1 | 1 | 8 | 17 | 43 | 4 | 4 | 0 | 0 | 1 | 0 | 0 | 81 |
| 11:30 | 5 | 0 | 1 | 1 | 49 | 40 | 84 | 11 | 13 | 4 | 3 | 1 | 0 | 0 | 212 |
| 11:45 | 1 | 0 | 0 | 0 | 13 | 12 | 18 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 51 |
| 12:00 | 0 | 0 | 0 | 0 | 11 | 1 | 21 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 45 |
| 12:15 | 4 | 0 | 0 | 0 | 10 | 5 | 20 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 44 |
| 12:30 | 1 | 1 | 0 | 1 | 6 | 1 | 18 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:45 | 6 | 1 | 0 | 1 | 40 | 19 | 77 | 11 | 18 | 2 | 2 | 0 | 0 | 0 | 177 |
| 13:00 | 1 | 0 | 0 | 0 | 12 | 5 | 21 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 47 |
| 13:15 | 0 | 0 | 0 | 0 | 13 | 8 | 22 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 50 |
| 13:30 | 0 | 0 | 0 | 0 | 15 | 7 | 35 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 66 |
| 13:45 | 0 | 0 | 0 | 1 | 24 | 9 | 26 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 69 |
| 14:00 | 1 | 0 | 0 | 1 | 64 | 29 | 104 | 9 | 20 | 4 | 0 | 0 | 0 | 0 | 232 |
| Total | 35 | 7 | 3 | 9 | 379 | 267 | 543 | 81 | 129 | 36 | 10 | 5 | 2 | 0 | 1506 |

Site Code: 1
Station ID: 1
BUTNER ROAD SOUTH OF SULTANA WAY

SB

| Start Time | 15 | 16 20 | 21 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 999 | Total |
|-------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| 12 PM | 0 | 0 | 0 | 1 | 37 | 10 | 24 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 79 |
| 12:15 | 1 | 0 | 0 | 0 | 33 | 12 | 36 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 86 |
| 12:30 | 1 | 0 | 0 | 0 | 38 | 11 | 27 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 82 |
| 12:45 | 0 | 0 | 0 | 2 | 31 | 15 | 24 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 80 |
| | 2 | 0 | 0 | 3 | 139 | 48 | 111 | 6 | 16 | 2 | 0 | 0 | 0 | 0 | 327 |
| 13:00 | 1 | 0 | 0 | 2 | 36 | 13 | 28 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 98 |
| 13:15 | 0 | 0 | 0 | 1 | 31 | 10 | 21 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 67 |
| 13:30 | 0 | 0 | 0 | 1 | 28 | 15 | 22 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 70 |
| 13:45 | 1 | 0 | 0 | 2 | 23 | 18 | 16 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 72 |
| | 2 | 0 | 0 | 6 | 118 | 56 | 87 | 17 | 18 | 3 | 0 | 0 | 0 | 0 | 307 |
| 14:00 | 1 | 0 | 0 | 0 | 23 | 19 | 25 | 2 | 9 | 2 | 0 | 0 | 0 | 0 | 81 |
| 14:15 | 3 | 0 | 0 | 0 | 20 | 24 | 39 | 3 | 11 | 3 | 0 | 0 | 0 | 0 | 103 |
| 14:30 | 1 | 0 | 0 | 4 | 14 | 22 | 32 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 97 |
| 14:45 | 2 | 0 | 0 | 0 | 17 | 30 | 33 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 94 |
| | 7 | 0 | 0 | 4 | 74 | 95 | 129 | 23 | 36 | 7 | 0 | 0 | 0 | 0 | 375 |
| 15:00 | 3 | 0 | 0 | 1 | 11 | 29 | 44 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 107 |
| 15:15 | 3 | 0 | 0 | 0 | 29 | 16 | 38 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 101 |
| 15:30 | 2 | 0 | 0 | 0 | 15 | 32 | 21 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 86 |
| 15:45 | 4 | 0 | 0 | 2 | 31 | 36 | 35 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 126 |
| | 12 | 0 | 0 | 3 | 86 | 113 | 138 | 40 | 27 | 1 | 0 | 0 | 0 | 0 | 420 |
| 16:00 | 6 | 0 | 0 | 3 | 24 | 25 | 43 | 11 | 12 | 2 | 0 | 0 | 1 | 1 | 127 |
| 16:15 | 2 | 0 | 7 | 2 | 30 | 55 | 43 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 159 |
| 16:30 | 3 | 0 | 0 | 7 | 11 | 46 | 49 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 137 |
| 16:45 | 9 | 6 | 3 | 0 | 32 | 32 | 46 | 26 | 7 | 1 | 0 | 0 | 0 | 0 | 162 |
| | 20 | 6 | 10 | 12 | 97 | 158 | 181 | 72 | 25 | 3 | 0 | 0 | 1 | 0 | 585 |
| 17:00 | 6 | 0 | 0 | 0 | 38 | 60 | 46 | 14 | 10 | 2 | 0 | 0 | 0 | 0 | 176 |
| 17:15 | 2 | 3 | 13 | 4 | 25 | 47 | 58 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 185 |
| 17:30 | 7 | 0 | 0 | 0 | 23 | 74 | 78 | 17 | 9 | 1 | 0 | 0 | 0 | 0 | 209 |
| 17:45 | 8 | 0 | 1 | 1 | 22 | 57 | 60 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 160 |
| | 23 | 3 | 14 | 5 | 108 | 238 | 242 | 67 | 27 | 3 | 0 | 0 | 0 | 0 | 730 |
| 18:00 | 4 | 0 | 1 | 19 | 31 | 41 | 66 | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 189 |
| 18:15 | 2 | 0 | 0 | 3 | 29 | 61 | 49 | 12 | 7 | 1 | 0 | 0 | 0 | 0 | 164 |
| 18:30 | 6 | 0 | 0 | 9 | 17 | 61 | 45 | 31 | 5 | 1 | 0 | 0 | 0 | 0 | 175 |
| 18:45 | 2 | 1 | 6 | 3 | 30 | 41 | 60 | 16 | 9 | 3 | 1 | 0 | 0 | 0 | 172 |
| | 14 | 1 | 7 | 34 | 107 | 204 | 220 | 81 | 25 | 6 | 1 | 0 | 0 | 0 | 700 |
| 19:00 | 2 | 0 | 0 | 1 | 27 | 53 | 50 | 18 | 11 | 0 | 0 | 0 | 0 | 0 | 162 |
| 19:15 | 1 | 0 | 0 | 2 | 23 | 50 | 51 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 147 |
| 19:30 | 2 | 0 | 0 | 0 | 33 | 40 | 68 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 157 |
| 19:45 | 8 | 0 | 0 | 1 | 34 | 35 | 43 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 138 |
| | 13 | 0 | 0 | 4 | 117 | 178 | 212 | 56 | 24 | 0 | 0 | 0 | 0 | 0 | 604 |
| 20:00 | 7 | 0 | 0 | 0 | 28 | 39 | 59 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 147 |
| 20:15 | 5 | 0 | 0 | 2 | 24 | 30 | 55 | 14 | 11 | 0 | 0 | 0 | 0 | 0 | 141 |
| 20:30 | 4 | 0 | 0 | 7 | 18 | 40 | 46 | 12 | 1 | 0 | 1 | 0 | 0 | 0 | 129 |
| 20:45 | 5 | 0 | 0 | 0 | 12 | 39 | 37 | 27 | 3 | 2 | 0 | 0 | 0 | 0 | 125 |
| | 21 | 0 | 0 | 9 | 82 | 148 | 197 | 64 | 18 | 2 | 1 | 0 | 0 | 0 | 542 |
| 21:00 | 3 | 0 | 0 | 4 | 15 | 50 | 34 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 131 |
| 21:15 | 3 | 0 | 0 | 4 | 12 | 36 | 29 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 109 |
| 21:30 | 2 | 0 | 0 | 1 | 13 | 31 | 48 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 110 |
| 21:45 | 0 | 0 | 0 | 8 | 17 | 31 | 19 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 89 |
| | 8 | 0 | 0 | 17 | 57 | 148 | 130 | 66 | 11 | 1 | 1 | 0 | 0 | 0 | 439 |
| 22:00 | 1 | 0 | 0 | 0 | 19 | 36 | 32 | 9 | 4 | 2 | 0 | 1 | 0 | 0 | 104 |
| 22:15 | 0 | 0 | 0 | 0 | 10 | 32 | 25 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 76 |
| 22:30 | 2 | 0 | 0 | 1 | 16 | 8 | 31 | 0 | 3 | 2 | 1 | 0 | 1 | 0 | 65 |
| 22:45 | 1 | 0 | 0 | 1 | 7 | 21 | 16 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 57 |
| | 4 | 0 | 0 | 2 | 52 | 97 | 104 | 21 | 11 | 7 | 2 | 1 | 1 | 0 | 302 |
| 23:00 | 1 | 0 | 0 | 1 | 12 | 17 | 23 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 59 |
| 23:15 | 0 | 0 | 0 | 2 | 7 | 10 | 17 | 11 | 4 | 1 | 1 | 1 | 0 | 0 | 54 |
| 23:30 | 0 | 0 | 0 | 0 | 12 | 13 | 26 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| 23:45 | 0 | 0 | 0 | 0 | 7 | 10 | 16 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 41 |
| | 1 | 0 | 0 | 3 | 38 | 50 | 82 | 18 | 12 | 3 | 1 | 1 | 0 | 0 | 209 |
| Total | 127 | 10 | 31 | 102 | 1075 | 1533 | 1833 | 531 | 250 | 38 | 6 | 2 | 2 | 0 | 5540 |
| Grand Total | 162 | 17 | 34 | 111 | 1454 | 1800 | 2376 | 612 | 379 | 74 | 16 | 7 | 4 | 0 | 7046 |

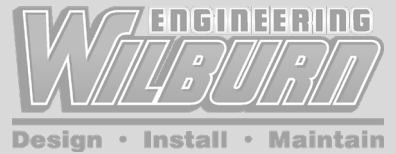
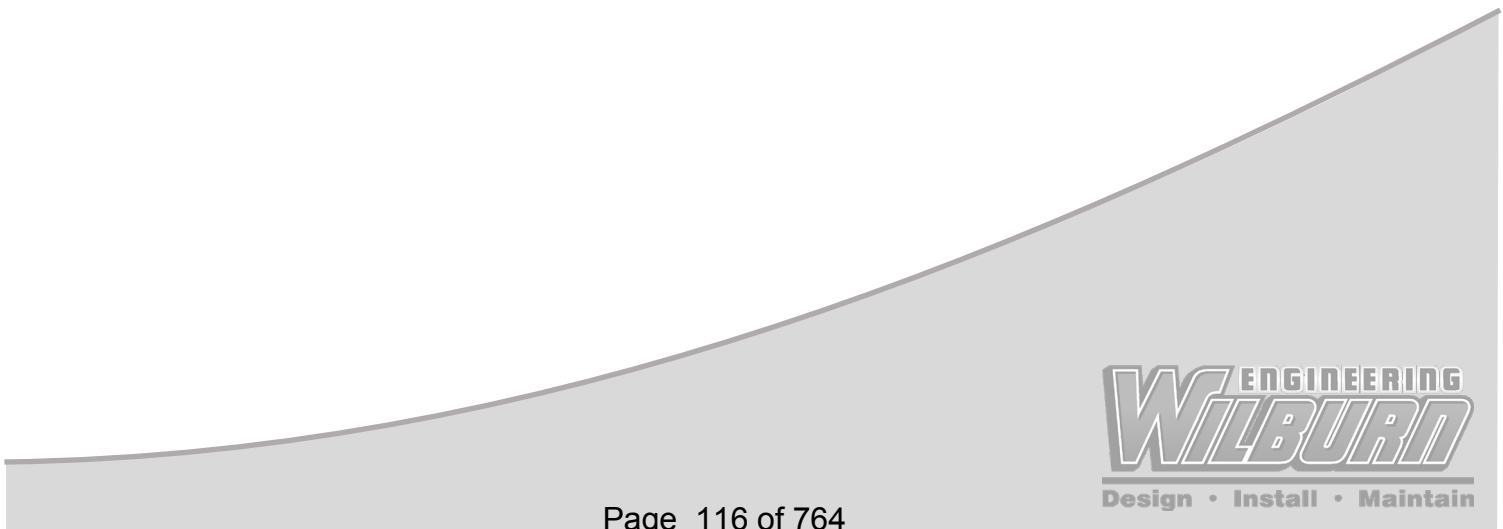
15th Percentile : 32 MPH
50th Percentile : 39 MPH
85th Percentile : 45 MPH
95th Percentile : 51 MPH

Stats Mean Speed(Average) : 40 MPH
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 4176
Percent in Pace : 59.3%

Number of Vehicles > 55 MPH : 101
Percent of Vehicles > 55 MPH : 1.4%

APPENDIX E

ITE TRIP GENERATION



Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 5/16/2019

Project: 19-77

Analysis Date: 5/16/2019

| ITE | Land Use | Weekday Average Daily Trips | | | Weekday AM Peak Hour of Adjacent Street Traffic | | | Weekday PM Peak Hour of Adjacent Street Traffic | | | | | |
|----------------------------------|--------------------|-----------------------------|-------|------|---|---|-------|---|-------|---|-------|------|-------|
| | | * | Enter | Exit | Total | * | Enter | Exit | Total | * | Enter | Exit | Total |
| 210 | SFHOUSE 1 | | 1301 | 1301 | 2602 | | 50 | 151 | 201 | | 169 | 99 | 268 |
| | 271 Dwelling Units | | | | | | | | | | | | |
| Unadjusted Volume | | | 1301 | 1301 | 2602 | | 50 | 151 | 201 | | 169 | 99 | 268 |
| Internal Capture Trips | | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Pass-By Trips | | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Volume Added to Adjacent Streets | | | 1301 | 1301 | 2602 | | 50 | 151 | 201 | | 169 | 99 | 268 |

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

P. 1






















Page 117 of 764

APPENDIX F

CAPACITY ANALYSIS REPORTS - EXISTING CONDITIONS

HCM 6th Signalized Intersection Summary
3: Butner Rd & SR 6

Existing Conditions
AM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | | |  |  |
| Traffic Volume (veh/h) | 117 | 1412 | 48 | 105 | 1035 | 40 | 52 | 279 | 145 | 21 | 112 | 31 |
| Future Volume (veh/h) | 117 | 1412 | 48 | 105 | 1035 | 40 | 52 | 279 | 145 | 21 | 112 | 31 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1945 | 1945 | 1870 |
| Adj Flow Rate, veh/h | 129 | 1552 | 0 | 115 | 1137 | 0 | 57 | 307 | 0 | 23 | 123 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 321 | 2085 | | 212 | 2070 | | 80 | 342 | | 63 | 317 | |
| Arrive On Green | 0.04 | 0.59 | 0.00 | 0.04 | 0.58 | 0.00 | 0.22 | 0.22 | 0.00 | 0.22 | 0.22 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 226 | 1550 | 0 | 152 | 1437 | 0 |
| Grp Volume(v), veh/h | 129 | 1552 | 0 | 115 | 1137 | 0 | 364 | 0 | 0 | 146 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1776 | 0 | 0 | 1589 | 0 | 0 |
| Q Serve(g_s), s | 4.1 | 44.9 | 0.0 | 3.6 | 27.5 | 0.0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.1 | 44.9 | 0.0 | 3.6 | 27.5 | 0.0 | 28.0 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.16 | | 0.00 | 0.16 | | 0.00 |
| Lane Grp Cap(c), veh/h | 321 | 2085 | | 212 | 2070 | | 422 | 0 | | 381 | 0 | |
| V/C Ratio(X) | 0.40 | 0.74 | | 0.54 | 0.55 | | 0.86 | 0.00 | | 0.38 | 0.00 | |
| Avail Cap(c_a), veh/h | 357 | 2085 | | 256 | 2070 | | 525 | 0 | | 484 | 0 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 14.2 | 21.2 | 0.0 | 21.3 | 17.9 | 0.0 | 53.2 | 0.0 | 0.0 | 46.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.8 | 2.5 | 0.0 | 2.2 | 1.1 | 0.0 | 11.7 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 17.3 | 0.0 | 1.6 | 10.5 | 0.0 | 13.6 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 15.0 | 23.7 | 0.0 | 23.5 | 19.0 | 0.0 | 64.9 | 0.0 | 0.0 | 46.6 | 0.0 | 0.0 |
| LnGrp LOS | B | C | | C | B | | E | A | | D | A | |
| Approach Vol, veh/h | | 1681 | A | | 1252 | A | | 364 | A | | 146 | A |
| Approach Delay, s/veh | | 23.0 | | | 19.4 | | | 64.9 | | | 46.6 | |
| Approach LOS | | C | | | B | | | E | | | D | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.1 | 88.2 | | 39.7 | 11.6 | 88.7 | | 39.7 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.6 | | 8.8 | 5.9 | 6.6 | | 8.8 | | | | |
| Max Green Setting (Gmax), s | 9.0 | 70.4 | | 39.2 | 9.1 | 70.4 | | 39.2 | | | | |
| Max Q Clear Time (g_c+1), s | 6.1 | 29.5 | | 30.0 | 5.6 | 46.9 | | 10.9 | | | | |
| Green Ext Time (p_c), s | 0.1 | 29.0 | | 0.9 | 0.1 | 21.8 | | 0.5 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 27.1 |
| HCM 6th LOS | C |

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↔ | | ↑ | ↗ | ↖ | ↑ |
| Traffic Vol, veh/h | 1 | 10 | 466 | 3 | 9 | 254 |
| Future Vol, veh/h | 1 | 10 | 466 | 3 | 9 | 254 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 100 | 95 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 10 | 480 | 3 | 9 | 262 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 760 | 480 | 0 | 0 | 483 |
| Stage 1 | 480 | - | - | - | - |
| Stage 2 | 280 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 374 | 586 | - | - | 1080 |
| Stage 1 | 622 | - | - | - | - |
| Stage 2 | 767 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 371 | 586 | - | - | 1080 |
| Mov Cap-2 Maneuver | 371 | - | - | - | - |
| Stage 1 | 622 | - | - | - | - |
| Stage 2 | 761 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 11.6 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 557 | 1080 |
| HCM Lane V/C Ratio | - | - | 0.02 | 0.009 |
| HCM Control Delay (s) | - | - | 11.6 | 8.4 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 33 | 40 | 53 | 436 | 232 | 23 |
| Future Vol, veh/h | 33 | 40 | 53 | 436 | 232 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 42 | 56 | 459 | 244 | 24 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 827 | 256 | 268 | 0 | - | 0 |
| Stage 1 | 256 | - | - | - | - | - |
| Stage 2 | 571 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 341 | 783 | 1296 | - | - | - |
| Stage 1 | 787 | - | - | - | - | - |
| Stage 2 | 565 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 321 | 783 | 1296 | - | - | - |
| Mov Cap-2 Maneuver | 321 | - | - | - | - | - |
| Stage 1 | 741 | - | - | - | - | - |
| Stage 2 | 565 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 14.1 | 0.9 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1296 | - | 474 | - | - |
| HCM Lane V/C Ratio | 0.043 | - | 0.162 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 14.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | ↗ | ↗ | ↗ | | ↗ |
| Traffic Vol, veh/h | 0 | 11 | 478 | 0 | 0 | 271 |
| Future Vol, veh/h | 0 | 11 | 478 | 0 | 0 | 271 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 120 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 12 | 520 | 0 | 0 | 295 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | - | 520 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 556 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 556 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
|-----------------------|-----|----------|-------|
| Capacity (veh/h) | - | - | 556 |
| HCM Lane V/C Ratio | - | - | 0.022 |
| HCM Control Delay (s) | - | - | 11.6 |
| HCM Lane LOS | - | - | B |
| HCM 95th %tile Q(veh) | - | - | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↔ | | ↔ | | ↔ | ↔ |
| Traffic Vol, veh/h | 14 | 26 | 452 | 54 | 25 | 246 |
| Future Vol, veh/h | 14 | 26 | 452 | 54 | 25 | 246 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 125 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 28 | 491 | 59 | 27 | 267 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 842 | 521 | 0 | 0 | 550 | 0 |
| Stage 1 | 521 | - | - | - | - | - |
| Stage 2 | 321 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 334 | 555 | - | - | 1020 | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 735 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 325 | 555 | - | - | 1020 | - |
| Mov Cap-2 Maneuver | 325 | - | - | - | - | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 716 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 14 | 0 | 0.8 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 445 | 1020 |
| HCM Lane V/C Ratio | - | - | 0.098 | 0.027 |
| HCM Control Delay (s) | - | - | 14 | 8.6 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 |

Timings
3: Butner Rd & SR 6

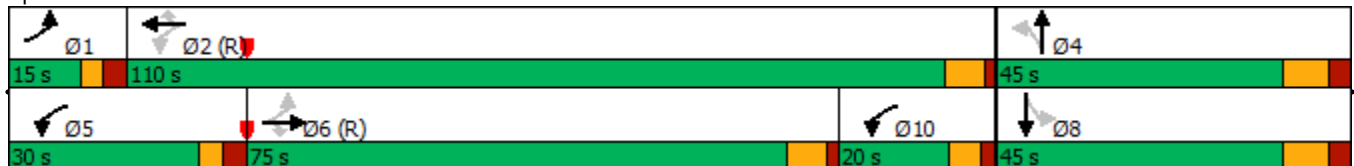
Existing Conditions
PM Peak Hour

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|------|-------|-------|-------|------|-------|-----|------|-------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 38 | 1122 | 111 | 329 | 1629 | 70 | 70 | 126 | 167 | 30 | 304 | 85 |
| Future Volume (vph) | 38 | 1122 | 111 | 329 | 1629 | 70 | 70 | 126 | 167 | 30 | 304 | 85 |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 0 | 1730 | 0 | 0 | 2046 | 0 |
| Flt Permitted | 0.057 | | | 0.102 | | | | 0.460 | | | 0.852 | |
| Satd. Flow (perm) | 106 | 3539 | 1583 | 190 | 3539 | 1583 | 0 | 804 | 0 | 0 | 1750 | 0 |
| Satd. Flow (RTOR) | | | 156 | | | 76 | | 23 | | | 7 | |
| Lane Group Flow (vph) | 40 | 1169 | 116 | 343 | 1697 | 73 | 0 | 378 | 0 | 0 | 437 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | 1 | 6 | | 5 10 | 2 | | | 4 | | | | 8 |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 4 | | | 8 | | |
| Total Split (s) | 15.0 | 75.0 | 75.0 | | 110.0 | 110.0 | 45.0 | 45.0 | | 45.0 | 45.0 | |
| Total Lost Time (s) | 6.0 | 6.6 | 6.6 | | 6.6 | 6.6 | | 8.8 | | | 8.8 | |
| Act Effct Green (s) | 82.0 | 74.3 | 74.3 | 119.1 | 107.6 | 107.6 | | 36.2 | | | 36.2 | |
| Actuated g/C Ratio | 0.48 | 0.44 | 0.44 | 0.70 | 0.63 | 0.63 | | 0.21 | | | 0.21 | |
| v/c Ratio | 0.33 | 0.76 | 0.15 | 0.79 | 0.76 | 0.07 | | 2.00 | | | 1.16 | |
| Control Delay | 25.4 | 44.7 | 1.7 | 34.8 | 25.5 | 2.5 | | 498.0 | | | 151.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | | 0.0 | |
| Total Delay | 25.4 | 44.7 | 1.7 | 34.8 | 25.5 | 2.5 | | 498.0 | | | 151.6 | |
| LOS | C | D | A | C | C | A | | F | | | F | |
| Approach Delay | | 40.4 | | | 26.3 | | | 498.0 | | | 151.6 | |
| Approach LOS | | D | | | C | | | F | | | F | |
| Queue Length 50th (ft) | 18 | 569 | 0 | 133 | 700 | 0 | | ~637 | | | ~567 | |
| Queue Length 95th (ft) | 37 | 705 | 15 | 188 | 815 | 21 | | #859 | | | #798 | |
| Internal Link Dist (ft) | | 1337 | | | 1573 | | | 1337 | | | 474 | |
| Turn Bay Length (ft) | 290 | | 490 | 325 | | 430 | | | | | | |
| Base Capacity (vph) | 140 | 1547 | 779 | 488 | 2239 | 1029 | | 189 | | | 378 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.29 | 0.76 | 0.15 | 0.70 | 0.76 | 0.07 | | 2.00 | | | 1.16 | |

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 105 (62%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.00
 Intersection Signal Delay: 85.5
 Intersection LOS: F
 Intersection Capacity Utilization 106.8%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Butner Rd & SR 6



| Lane Group | Ø5 | Ø10 |
|-------------------------|------|------|
| Lane Configurations | | |
| Traffic Volume (vph) | | |
| Future Volume (vph) | | |
| Satd. Flow (prot) | | |
| Flt Permitted | | |
| Satd. Flow (perm) | | |
| Satd. Flow (RTOR) | | |
| Lane Group Flow (vph) | | |
| Turn Type | | |
| Protected Phases | 5 | 10 |
| Permitted Phases | | |
| Total Split (s) | 30.0 | 20.0 |
| Total Lost Time (s) | | |
| Act Effct Green (s) | | |
| Actuated g/C Ratio | | |
| v/c Ratio | | |
| Control Delay | | |
| Queue Delay | | |
| Total Delay | | |
| LOS | | |
| Approach Delay | | |
| Approach LOS | | |
| Queue Length 50th (ft) | | |
| Queue Length 95th (ft) | | |
| Internal Link Dist (ft) | | |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | | |
| Starvation Cap Reductn | | |
| Spillback Cap Reductn | | |
| Storage Cap Reductn | | |
| Reduced v/c Ratio | | |
| Intersection Summary | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↘↙ | | ↑ | ↗↘ | ↘↙ | ↑ |
| Traffic Vol, veh/h | 17 | 21 | 342 | 16 | 13 | 731 |
| Future Vol, veh/h | 17 | 21 | 342 | 16 | 13 | 731 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 100 | 95 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 22 | 356 | 17 | 14 | 761 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1145 | 356 | 0 | 0 | 373 |
| Stage 1 | 356 | - | - | - | - |
| Stage 2 | 789 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 221 | 688 | - | - | 1185 |
| Stage 1 | 709 | - | - | - | - |
| Stage 2 | 448 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 218 | 688 | - | - | 1185 |
| Mov Cap-2 Maneuver | 218 | - | - | - | - |
| Stage 1 | 709 | - | - | - | - |
| Stage 2 | 443 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 16.6 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 350 | 1185 |
| HCM Lane V/C Ratio | - | - | 0.113 | 0.011 |
| HCM Control Delay (s) | - | - | 16.6 | 8.1 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 20 | 37 | 336 | 686 | 62 |
| Future Vol, veh/h | 22 | 20 | 37 | 336 | 686 | 62 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 23 | 21 | 38 | 346 | 707 | 64 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1161 | 739 | 771 | 0 | - | 0 |
| Stage 1 | 739 | - | - | - | - | - |
| Stage 2 | 422 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 216 | 417 | 844 | - | - | - |
| Stage 1 | 472 | - | - | - | - | - |
| Stage 2 | 662 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 204 | 417 | 844 | - | - | - |
| Mov Cap-2 Maneuver | 204 | - | - | - | - | - |
| Stage 1 | 446 | - | - | - | - | - |
| Stage 2 | 662 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 20.9 | 0.9 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 844 | - | 270 | - | - |
| HCM Lane V/C Ratio | 0.045 | - | 0.16 | - | - |
| HCM Control Delay (s) | 9.5 | 0 | 20.9 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|--------|----------|------|--------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | ↗ | ↗ | ↗ | | ↗ |
| Traffic Vol, veh/h | 0 | 12 | 361 | 5 | 0 | 705 |
| Future Vol, veh/h | 0 | 12 | 361 | 5 | 0 | 705 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 120 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 13 | 392 | 5 | 0 | 766 |
| Major/Minor | Minor1 | Major1 | | Major2 | | |
| Conflicting Flow All | - | 392 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 657 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | - | 657 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Approach | WB | NB | | SB | | |
| HCM Control Delay, s | 10.6 | 0 | | 0 | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | | SBT | | |
| Capacity (veh/h) | - | - | | 657 | | |
| HCM Lane V/C Ratio | - | - | | 0.02 | | |
| HCM Control Delay (s) | - | - | | 10.6 | | |
| HCM Lane LOS | - | - | | B | | |
| HCM 95th %tile Q(veh) | - | - | | 0.1 | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↔ | | ↔ | | ↔ | ↔ |
| Traffic Vol, veh/h | 14 | 26 | 319 | 31 | 78 | 627 |
| Future Vol, veh/h | 14 | 26 | 319 | 31 | 78 | 627 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 125 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 28 | 347 | 34 | 85 | 682 |

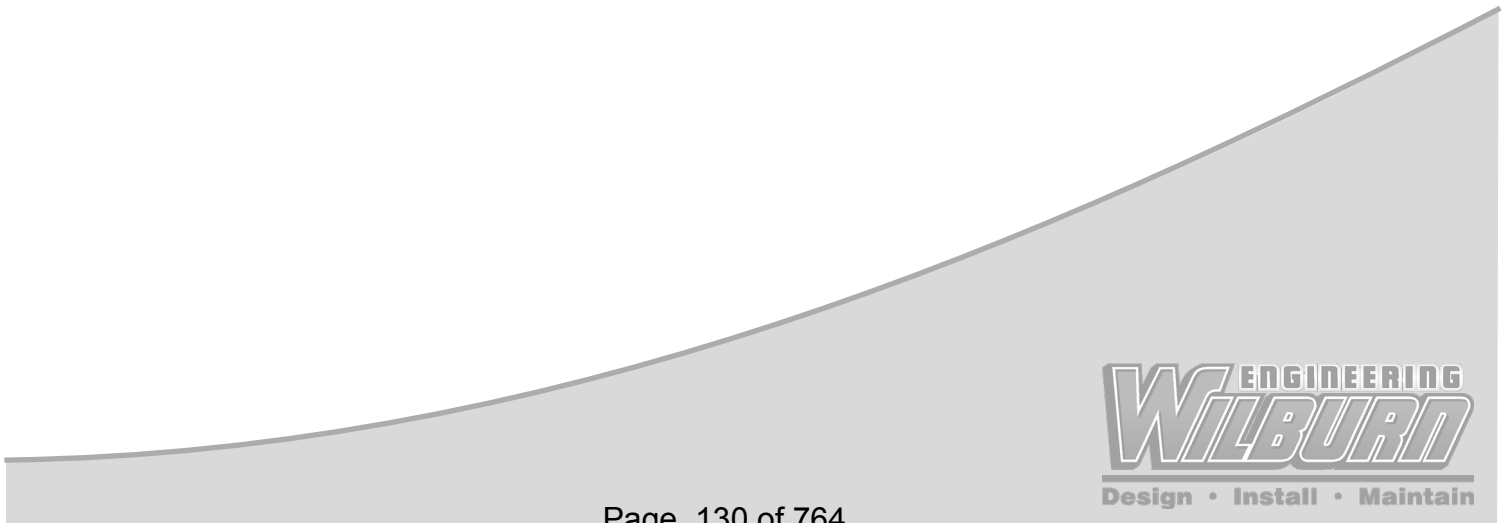
| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1216 | 364 | 0 | 0 | 381 |
| Stage 1 | 364 | - | - | - | - |
| Stage 2 | 852 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 200 | 681 | - | - | 1177 |
| Stage 1 | 703 | - | - | - | - |
| Stage 2 | 418 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 186 | 681 | - | - | 1177 |
| Mov Cap-2 Maneuver | 186 | - | - | - | - |
| Stage 1 | 703 | - | - | - | - |
| Stage 2 | 388 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 16.6 | 0 | 0.9 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 353 | 1177 |
| HCM Lane V/C Ratio | - | - | 0.123 | 0.072 |
| HCM Control Delay (s) | - | - | 16.6 | 8.3 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.2 |






















APPENDIX G

CAPACITY ANALYSIS REPORTS – PROJECTED CONDITIONS



HCM 6th Signalized Intersection Summary
3: Butner Rd & SR 6

Projected Conditions
AM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | | |  |  |
| Traffic Volume (veh/h) | 117 | 1412 | 52 | 114 | 1035 | 40 | 63 | 318 | 170 | 21 | 125 | 31 |
| Future Volume (veh/h) | 117 | 1412 | 52 | 114 | 1035 | 40 | 63 | 318 | 170 | 21 | 125 | 31 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1945 | 1945 | 1870 |
| Adj Flow Rate, veh/h | 129 | 1552 | 0 | 125 | 1137 | 0 | 69 | 349 | 0 | 23 | 137 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 320 | 1954 | | 201 | 1888 | | 92 | 381 | | 64 | 361 | |
| Arrive On Green | 0.06 | 0.55 | 0.00 | 0.05 | 0.53 | 0.00 | 0.25 | 0.25 | 0.00 | 0.25 | 0.25 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 246 | 1515 | 0 | 138 | 1437 | 0 |
| Grp Volume(v), veh/h | 129 | 1552 | 0 | 125 | 1137 | 0 | 418 | 0 | 0 | 160 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1761 | 0 | 0 | 1575 | 0 | 0 |
| Q Serve(g_s), s | 4.4 | 48.9 | 0.0 | 4.5 | 30.9 | 0.0 | 23.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.4 | 48.9 | 0.0 | 4.5 | 30.9 | 0.0 | 32.6 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.17 | | 0.00 | 0.14 | | 0.00 |
| Lane Grp Cap(c), veh/h | 320 | 1954 | | 201 | 1888 | | 473 | 0 | | 426 | 0 | |
| V/C Ratio(X) | 0.40 | 0.79 | | 0.62 | 0.60 | | 0.88 | 0.00 | | 0.38 | 0.00 | |
| Avail Cap(c_a), veh/h | 320 | 1954 | | 234 | 1888 | | 522 | 0 | | 475 | 0 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.0 | 25.2 | 0.0 | 25.7 | 22.6 | 0.0 | 51.2 | 0.0 | 0.0 | 42.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.8 | 3.4 | 0.0 | 3.9 | 1.4 | 0.0 | 15.4 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 19.5 | 0.0 | 2.0 | 12.3 | 0.0 | 16.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 20.7 | 28.6 | 0.0 | 29.6 | 24.1 | 0.0 | 66.5 | 0.0 | 0.0 | 43.3 | 0.0 | 0.0 |
| LnGrp LOS | C | C | | C | C | | E | A | | D | A | |
| Approach Vol, veh/h | | 1681 | A | | 1262 | A | | 418 | A | | 160 | A |
| Approach Delay, s/veh | | 28.0 | | | 24.6 | | | 66.5 | | | 43.3 | |
| Approach LOS | | C | | | C | | | E | | | D | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 81.0 | | 44.0 | 12.4 | 83.6 | | 44.0 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.6 | | 8.8 | 5.9 | 6.6 | | 8.8 | | | | |
| Max Green Setting (Gmax), s | 9.0 | 70.4 | | 39.2 | 9.1 | 70.4 | | 39.2 | | | | |
| Max Q Clear Time (g_c+1), s | 6.4 | 32.9 | | 11.4 | 6.5 | 50.9 | | 34.6 | | | | |
| Green Ext Time (p_c), s | 0.1 | 27.2 | | 0.5 | 0.1 | 18.3 | | 0.7 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 32.0 |
| HCM 6th LOS | C |

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↘↗ | | ↑ | ↗↘ | ↘↗ | ↑ |
| Traffic Vol, veh/h | 48 | 85 | 466 | 5 | 35 | 254 |
| Future Vol, veh/h | 48 | 85 | 466 | 5 | 35 | 254 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 100 | 95 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 49 | 88 | 480 | 5 | 36 | 262 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 814 | 480 | 0 | 0 | 485 |
| Stage 1 | 480 | - | - | - | - |
| Stage 2 | 334 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 347 | 586 | - | - | 1078 |
| Stage 1 | 622 | - | - | - | - |
| Stage 2 | 725 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 336 | 586 | - | - | 1078 |
| Mov Cap-2 Maneuver | 336 | - | - | - | - |
| Stage 1 | 622 | - | - | - | - |
| Stage 2 | 701 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 16 | 0 | 1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 462 | 1078 |
| HCM Lane V/C Ratio | - | - | 0.297 | 0.033 |
| HCM Control Delay (s) | - | - | 16 | 8.5 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 1.2 | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | L | | R |
| Traffic Vol, veh/h | 35 | 43 | 56 | 436 | 265 | 37 |
| Future Vol, veh/h | 35 | 43 | 56 | 436 | 265 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 45 | 59 | 459 | 279 | 39 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 876 | 299 | 318 | 0 | - | 0 |
| Stage 1 | 299 | - | - | - | - | - |
| Stage 2 | 577 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 319 | 741 | 1242 | - | - | - |
| Stage 1 | 752 | - | - | - | - | - |
| Stage 2 | 562 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 299 | 741 | 1242 | - | - | - |
| Mov Cap-2 Maneuver | 299 | - | - | - | - | - |
| Stage 1 | 704 | - | - | - | - | - |
| Stage 2 | 562 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 14.9 | 0.9 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1242 | - | 445 | - | - |
| HCM Lane V/C Ratio | 0.047 | - | 0.185 | - | - |
| HCM Control Delay (s) | 8 | 0 | 14.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.7 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | ↗ | ↗ | ↗ | | ↗ |
| Traffic Vol, veh/h | 0 | 12 | 478 | 5 | 0 | 271 |
| Future Vol, veh/h | 0 | 12 | 478 | 5 | 0 | 271 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 120 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 13 | 520 | 5 | 0 | 295 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 520 | 0 | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 556 | - | - | 0 |
| Stage 1 | 0 | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | 0 |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | - | 556 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
|-----------------------|-----|----------|-------|
| Capacity (veh/h) | - | - | 556 |
| HCM Lane V/C Ratio | - | - | 0.023 |
| HCM Control Delay (s) | - | - | 11.6 |
| HCM Lane LOS | - | - | B |
| HCM 95th %tile Q(veh) | - | - | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | Y | | T | | T | T |
| Traffic Vol, veh/h | 40 | 28 | 457 | 68 | 28 | 279 |
| Future Vol, veh/h | 40 | 28 | 457 | 68 | 28 | 279 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 125 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 30 | 497 | 74 | 30 | 303 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 897 | 534 | 0 | 0 | 571 |
| Stage 1 | 534 | - | - | - | - |
| Stage 2 | 363 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 310 | 546 | - | - | 1002 |
| Stage 1 | 588 | - | - | - | - |
| Stage 2 | 704 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 301 | 546 | - | - | 1002 |
| Mov Cap-2 Maneuver | 301 | - | - | - | - |
| Stage 1 | 588 | - | - | - | - |
| Stage 2 | 683 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 17.2 | 0 | 0.8 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|------|
| Capacity (veh/h) | - | - | 369 | 1002 |
| HCM Lane V/C Ratio | - | - | 0.2 | 0.03 |
| HCM Control Delay (s) | - | - | 17.2 | 8.7 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0.1 |

Timings
3: Butner Rd & SR 6

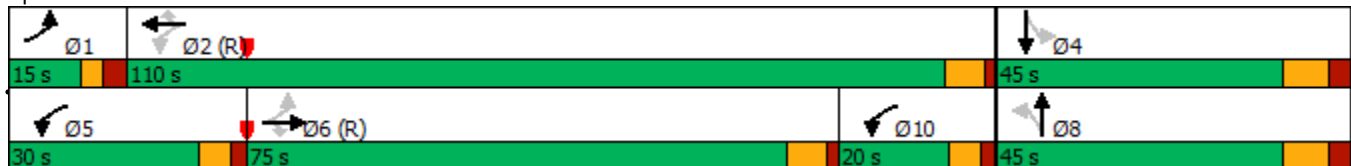
Projected Conditions
PM Peak Hour

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|------|-------|-------|-------|------|-------|-----|------|-------|-----|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 38 | 1122 | 123 | 357 | 1629 | 70 | 77 | 152 | 184 | 30 | 348 | 85 |
| Future Volume (vph) | 38 | 1122 | 123 | 357 | 1629 | 70 | 77 | 152 | 184 | 30 | 348 | 85 |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 0 | 1735 | 0 | 0 | 2052 | 0 |
| Flt Permitted | 0.058 | | | 0.096 | | | | 0.408 | | | 0.841 | |
| Satd. Flow (perm) | 108 | 3539 | 1583 | 179 | 3539 | 1583 | 0 | 714 | 0 | 0 | 1731 | 0 |
| Satd. Flow (RTOR) | | | 157 | | | 76 | | 22 | | | 6 | |
| Lane Group Flow (vph) | 40 | 1169 | 128 | 372 | 1697 | 73 | 0 | 430 | 0 | 0 | 483 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | 1 | 6 | | 5 10 | 2 | | | 8 | | | | 4 |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 8 | | | 4 | | |
| Total Split (s) | 15.0 | 75.0 | 75.0 | | 110.0 | 110.0 | 45.0 | 45.0 | | 45.0 | 45.0 | |
| Total Lost Time (s) | 6.0 | 6.6 | 6.6 | | 6.6 | 6.6 | | 8.8 | | | 8.8 | |
| Act Effct Green (s) | 80.3 | 72.5 | 72.5 | 119.0 | 107.6 | 107.6 | | 36.2 | | | 36.2 | |
| Actuated g/C Ratio | 0.47 | 0.43 | 0.43 | 0.70 | 0.63 | 0.63 | | 0.21 | | | 0.21 | |
| v/c Ratio | 0.33 | 0.77 | 0.17 | 0.84 | 0.76 | 0.07 | | 2.54 | | | 1.29 | |
| Control Delay | 25.7 | 46.7 | 2.3 | 41.3 | 25.5 | 2.5 | | 735.4 | | | 200.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | | 0.0 | |
| Total Delay | 25.7 | 46.7 | 2.3 | 41.3 | 25.5 | 2.5 | | 735.4 | | | 200.9 | |
| LOS | C | D | A | D | C | A | | F | | | F | |
| Approach Delay | | 41.8 | | | 27.5 | | | 735.4 | | | 200.9 | |
| Approach LOS | | D | | | C | | | F | | | F | |
| Queue Length 50th (ft) | 18 | 581 | 0 | 147 | 700 | 0 | | ~783 | | | ~681 | |
| Queue Length 95th (ft) | 37 | 705 | 24 | 239 | 815 | 21 | | #1012 | | | #917 | |
| Internal Link Dist (ft) | | 1337 | | | 1573 | | | 1337 | | | 202 | |
| Turn Bay Length (ft) | 290 | | 490 | 325 | | 430 | | | | | | |
| Base Capacity (vph) | 140 | 1510 | 765 | 480 | 2239 | 1029 | | 169 | | | 373 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.29 | 0.77 | 0.17 | 0.78 | 0.76 | 0.07 | | 2.54 | | | 1.29 | |

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 105 (62%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.54
 Intersection Signal Delay: 120.2
 Intersection LOS: F
 Intersection Capacity Utilization 114.6%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Butner Rd & SR 6



| Lane Group | Ø5 | Ø10 |
|-------------------------|------|------|
| Lane Configurations | | |
| Traffic Volume (vph) | | |
| Future Volume (vph) | | |
| Satd. Flow (prot) | | |
| Flt Permitted | | |
| Satd. Flow (perm) | | |
| Satd. Flow (RTOR) | | |
| Lane Group Flow (vph) | | |
| Turn Type | | |
| Protected Phases | 5 | 10 |
| Permitted Phases | | |
| Total Split (s) | 30.0 | 20.0 |
| Total Lost Time (s) | | |
| Act Effct Green (s) | | |
| Actuated g/C Ratio | | |
| v/c Ratio | | |
| Control Delay | | |
| Queue Delay | | |
| Total Delay | | |
| LOS | | |
| Approach Delay | | |
| Approach LOS | | |
| Queue Length 50th (ft) | | |
| Queue Length 95th (ft) | | |
| Internal Link Dist (ft) | | |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | | |
| Starvation Cap Reductn | | |
| Spillback Cap Reductn | | |
| Storage Cap Reductn | | |
| Reduced v/c Ratio | | |
| Intersection Summary | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↔ | | ↑ | ↗ | ↖ | ↑ |
| Traffic Vol, veh/h | 41 | 71 | 342 | 24 | 97 | 731 |
| Future Vol, veh/h | 41 | 71 | 342 | 24 | 97 | 731 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 100 | 95 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 74 | 356 | 25 | 101 | 761 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1319 | 356 | 0 | 0 | 381 |
| Stage 1 | 356 | - | - | - | - |
| Stage 2 | 963 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 173 | 688 | - | - | 1177 |
| Stage 1 | 709 | - | - | - | - |
| Stage 2 | 370 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 158 | 688 | - | - | 1177 |
| Mov Cap-2 Maneuver | 158 | - | - | - | - |
| Stage 1 | 709 | - | - | - | - |
| Stage 2 | 338 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 23.5 | 0 | 1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 309 | 1177 |
| HCM Lane V/C Ratio | - | - | 0.378 | 0.086 |
| HCM Control Delay (s) | - | - | 23.5 | 8.3 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 1.7 | 0.3 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | T | | T | |
| Traffic Vol, veh/h | 30 | 31 | 48 | 336 | 701 | 71 |
| Future Vol, veh/h | 30 | 31 | 48 | 336 | 701 | 71 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 31 | 32 | 49 | 346 | 723 | 73 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1204 | 760 | 796 | 0 | - | 0 |
| Stage 1 | 760 | - | - | - | - | - |
| Stage 2 | 444 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 203 | 406 | 826 | - | - | - |
| Stage 1 | 462 | - | - | - | - | - |
| Stage 2 | 646 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 188 | 406 | 826 | - | - | - |
| Mov Cap-2 Maneuver | 188 | - | - | - | - | - |
| Stage 1 | 428 | - | - | - | - | - |
| Stage 2 | 646 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 23.3 | 1.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 826 | - | 259 | - | - |
| HCM Lane V/C Ratio | 0.06 | - | 0.243 | - | - |
| HCM Control Delay (s) | 9.6 | 0 | 23.3 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.9 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | ↗ | ↗ | ↗ | | ↗ |
| Traffic Vol, veh/h | 0 | 14 | 361 | 8 | 0 | 705 |
| Future Vol, veh/h | 0 | 14 | 361 | 8 | 0 | 705 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 120 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 15 | 392 | 9 | 0 | 766 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 392 | 0 | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 657 | - | - | 0 |
| Stage 1 | 0 | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | 0 |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | - | 657 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
|-----------------------|-----|----------|-------|
| Capacity (veh/h) | - | - | 657 |
| HCM Lane V/C Ratio | - | - | 0.023 |
| HCM Control Delay (s) | - | - | 10.6 |
| HCM Lane LOS | - | - | B |
| HCM 95th %tile Q(veh) | - | - | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | Y | | T | | Y | T |
| Traffic Vol, veh/h | 55 | 56 | 322 | 94 | 89 | 642 |
| Future Vol, veh/h | 55 | 56 | 322 | 94 | 89 | 642 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 125 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 61 | 350 | 102 | 97 | 698 |

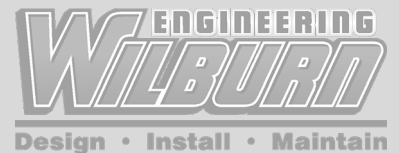
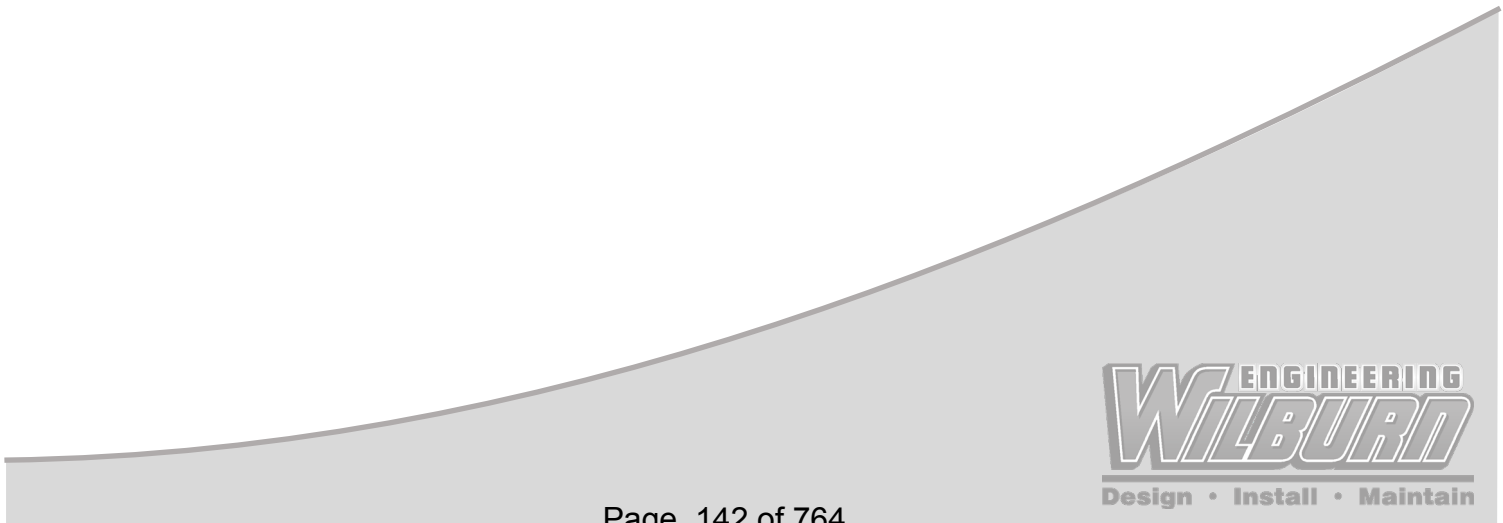
| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1293 | 401 | 0 | 0 | 452 |
| Stage 1 | 401 | - | - | - | - |
| Stage 2 | 892 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 180 | 649 | - | - | 1109 |
| Stage 1 | 676 | - | - | - | - |
| Stage 2 | 400 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 164 | 649 | - | - | 1109 |
| Mov Cap-2 Maneuver | 164 | - | - | - | - |
| Stage 1 | 676 | - | - | - | - |
| Stage 2 | 365 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 29.8 | 0 | 1 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 263 | 1109 |
| HCM Lane V/C Ratio | - | - | 0.459 | 0.087 |
| HCM Control Delay (s) | - | - | 29.8 | 8.6 |
| HCM Lane LOS | - | - | D | A |
| HCM 95th %tile Q(veh) | - | - | 2.3 | 0.3 |

APPENDIX H

CAPACITY ANALYSIS REPORTS TSPLOST IMPROVEMENTS WITH PROJECTED CONDITION



HCM 6th Signalized Intersection Summary
3: Butner Rd & SR 6

Projected Conditions w/ TSPLOST
AM Peak Hour

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 117 | 1412 | 52 | 114 | 1035 | 40 | 63 | 318 | 170 | 21 | 125 | 31 |
| Future Volume (veh/h) | 117 | 1412 | 52 | 114 | 1035 | 40 | 63 | 318 | 170 | 21 | 125 | 31 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1945 | 1945 | 1870 |
| Adj Flow Rate, veh/h | 129 | 1552 | 0 | 125 | 1137 | 0 | 69 | 349 | 0 | 23 | 137 | 0 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 345 | 2085 | | 218 | 2011 | | 249 | 406 | | 92 | 422 | |
| Arrive On Green | 0.06 | 0.59 | 0.00 | 0.04 | 0.57 | 0.00 | 0.22 | 0.22 | 0.00 | 0.22 | 0.22 | 0.00 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1252 | 1870 | 1585 | 1073 | 1945 | 1585 |
| Grp Volume(v), veh/h | 129 | 1552 | 0 | 125 | 1137 | 0 | 69 | 349 | 0 | 23 | 137 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1252 | 1870 | 1585 | 1073 | 1945 | 1585 |
| Q Serve(g_s), s | 4.0 | 44.8 | 0.0 | 4.1 | 28.6 | 0.0 | 6.9 | 25.1 | 0.0 | 3.0 | 8.3 | 0.0 |
| Cycle Q Clear(g_c), s | 4.0 | 44.8 | 0.0 | 4.1 | 28.6 | 0.0 | 15.2 | 25.1 | 0.0 | 28.1 | 8.3 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 345 | 2085 | | 218 | 2011 | | 249 | 406 | | 92 | 422 | |
| V/C Ratio(X) | 0.37 | 0.74 | | 0.57 | 0.57 | | 0.28 | 0.86 | | 0.25 | 0.32 | |
| Avail Cap(c_a), veh/h | 345 | 2085 | | 256 | 2011 | | 328 | 524 | | 159 | 545 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 14.3 | 21.2 | 0.0 | 21.5 | 19.4 | 0.0 | 52.6 | 52.8 | 0.0 | 66.3 | 46.2 | 0.0 |
| Incr Delay (d2), s/veh | 3.1 | 2.5 | 0.0 | 2.4 | 1.2 | 0.0 | 0.6 | 11.0 | 0.0 | 1.4 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 17.3 | 0.0 | 1.7 | 11.1 | 0.0 | 2.2 | 12.8 | 0.0 | 0.8 | 4.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 17.4 | 23.7 | 0.0 | 23.9 | 20.6 | 0.0 | 53.2 | 63.8 | 0.0 | 67.7 | 46.6 | 0.0 |
| LnGrp LOS | B | C | | C | C | | D | E | | E | D | |
| Approach Vol, veh/h | | 1681 | A | | 1262 | A | | 418 | A | | 160 | A |
| Approach Delay, s/veh | | 23.2 | | | 20.9 | | | 62.0 | | | 49.6 | |
| Approach LOS | | C | | | C | | | E | | | D | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 85.8 | | 39.2 | 12.1 | 88.8 | | 39.2 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.6 | | 8.8 | 5.9 | 6.6 | | 8.8 | | | | |
| Max Green Setting (Gmax), s | 9.0 | 70.4 | | 39.2 | 9.1 | 70.4 | | 39.2 | | | | |
| Max Q Clear Time (g_c+1), s | 6.0 | 30.6 | | 30.1 | 6.1 | 46.8 | | 27.1 | | | | |
| Green Ext Time (p_c), s | 0.1 | 28.4 | | 0.3 | 0.1 | 21.8 | | 1.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 28.2 |
| HCM 6th LOS | C |

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
3: Butner Rd & SR 6

Projected Conditions w/ TSPLOST
PM Peak Hour

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|------|------|-------|-------|-------|-------|------|------|-------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 38 | 1122 | 123 | 357 | 1629 | 70 | 77 | 152 | 184 | 30 | 348 | 85 |
| Future Volume (vph) | 38 | 1122 | 123 | 357 | 1629 | 70 | 77 | 152 | 184 | 30 | 348 | 85 |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 1863 | 1583 | 2006 | 2111 | 1583 |
| Flt Permitted | 0.058 | | | 0.096 | | | 0.169 | | | 0.583 | | |
| Satd. Flow (perm) | 108 | 3539 | 1583 | 179 | 3539 | 1583 | 315 | 1863 | 1583 | 1231 | 2111 | 1583 |
| Satd. Flow (RTOR) | | | 157 | | | 76 | | | 192 | | | 142 |
| Lane Group Flow (vph) | 40 | 1169 | 128 | 372 | 1697 | 73 | 80 | 158 | 192 | 31 | 363 | 89 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 1 | 6 | | 5 10 | 2 | | | 8 | | | 4 | |
| Permitted Phases | 6 | | 6 | 2 | | 2 | 8 | | 8 | 4 | | 4 |
| Total Split (s) | 15.0 | 75.0 | 75.0 | | 110.0 | 110.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 |
| Total Lost Time (s) | 6.0 | 6.6 | 6.6 | | 6.6 | 6.6 | 8.8 | 8.8 | 8.8 | 8.8 | 8.8 | 8.8 |
| Act Effct Green (s) | 80.3 | 72.5 | 72.5 | 119.0 | 107.6 | 107.6 | 36.2 | 36.2 | 36.2 | 36.2 | 36.2 | 36.2 |
| Actuated g/C Ratio | 0.47 | 0.43 | 0.43 | 0.70 | 0.63 | 0.63 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 |
| v/c Ratio | 0.33 | 0.77 | 0.17 | 0.84 | 0.76 | 0.07 | 1.19 | 0.40 | 0.39 | 0.12 | 0.81 | 0.20 |
| Control Delay | 25.7 | 46.7 | 2.3 | 41.3 | 25.5 | 2.5 | 225.0 | 61.1 | 9.0 | 55.6 | 78.4 | 1.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.7 | 46.7 | 2.3 | 41.3 | 25.5 | 2.5 | 225.0 | 61.1 | 9.0 | 55.6 | 78.4 | 1.4 |
| LOS | C | D | A | D | C | A | F | E | A | E | E | A |
| Approach Delay | | 41.8 | | | 27.5 | | | 68.3 | | | 62.7 | |
| Approach LOS | | D | | | C | | | E | | | E | |
| Queue Length 50th (ft) | 18 | 581 | 0 | 147 | 700 | 0 | ~107 | 153 | 0 | 28 | 389 | 0 |
| Queue Length 95th (ft) | 37 | 705 | 24 | 239 | 815 | 21 | #229 | 231 | 71 | 62 | #533 | 2 |
| Internal Link Dist (ft) | | 1337 | | | 1573 | | | 1337 | | | 866 | |
| Turn Bay Length (ft) | 290 | | 490 | 325 | | 430 | 300 | | 300 | 300 | | 300 |
| Base Capacity (vph) | 140 | 1510 | 765 | 480 | 2239 | 1029 | 67 | 396 | 488 | 262 | 449 | 448 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.77 | 0.17 | 0.78 | 0.76 | 0.07 | 1.19 | 0.40 | 0.39 | 0.12 | 0.81 | 0.20 |

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 105 (62%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 39.7
 Intersection LOS: D
 Intersection Capacity Utilization 99.3%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Butner Rd & SR 6



| Lane Group | Ø5 | Ø10 |
|-------------------------|------|------|
| Lane Configurations | | |
| Traffic Volume (vph) | | |
| Future Volume (vph) | | |
| Satd. Flow (prot) | | |
| Flt Permitted | | |
| Satd. Flow (perm) | | |
| Satd. Flow (RTOR) | | |
| Lane Group Flow (vph) | | |
| Turn Type | | |
| Protected Phases | 5 | 10 |
| Permitted Phases | | |
| Total Split (s) | 30.0 | 20.0 |
| Total Lost Time (s) | | |
| Act Effct Green (s) | | |
| Actuated g/C Ratio | | |
| v/c Ratio | | |
| Control Delay | | |
| Queue Delay | | |
| Total Delay | | |
| LOS | | |
| Approach Delay | | |
| Approach LOS | | |
| Queue Length 50th (ft) | | |
| Queue Length 95th (ft) | | |
| Internal Link Dist (ft) | | |
| Turn Bay Length (ft) | | |
| Base Capacity (vph) | | |
| Starvation Cap Reductn | | |
| Spillback Cap Reductn | | |
| Storage Cap Reductn | | |
| Reduced v/c Ratio | | |
| Intersection Summary | | |

From: Udell, Thomas/JCG <Thomas.Udell@jacobs.com>
Sent: Monday, June 24, 2019 3:03 PM
To: Bennett White <Bennett.White@cityofsouthfultonga.gov>
Cc: Keedra Jackson <Keedra.Jackson@cityofsouthfultonga.gov>; Antonio M. Valenzuela <Antonio.Valenzuela@cityofsouthfultonga.gov>; Guth, Eric/ATL <Eric.Guth@jacobs.com>; Philpot, Laimant <Laimant.Philpot@jacobs.com>; Gentry, Jim/JCG <Jim.Gentry@jacobs.com>
Subject: RE: Traffic Study for The Bluffs at Camp Creek

Bennett,

I have reviewed the traffic study and the findings are acceptable. The access points currently exist and will continue to operate acceptably with the proposed development. I am copying public works to make them aware of the sight distance findings in the report.

Thomas Udell PE (GA), PTOE | Jacobs | Traffic and Transportation | Municipal Services | 404.952.3863
| thomas.udell@jacobs.com | www.jacobs.com

From: Bennett White <Bennett.White@cityofsouthfultonga.gov>
Sent: Monday, June 24, 2019 8:52 AM
To: Udell, Thomas/JCG <Thomas.Udell@jacobs.com>
Cc: Keedra Jackson <Keedra.Jackson@cityofsouthfultonga.gov>
Subject: [EXTERNAL] FW: Traffic Study for The Bluffs at Camp Creek

Tom:

Please find attached a traffic study for Bluffs at Camp Creek.

Please provide comments and/or questions to Keedra.

Sincerely,



J. Bennett White, PE
City Engineer

City of South Fulton, Georgia
Department of Development Services
5440 Fulton Industrial Blvd, S.W. | Atlanta, GA 30336
Direct 470.809.7238 | Mobile 404-326-5236 | Bennett.White@Cityofsouthfultonga.gov

From: Michele Battle <mlb@battlelawpc.com>
Sent: Friday, June 21, 2019 7:17 PM
To: Keedra Jackson <Keedra.Jackson@cityofsouthfultonga.gov>; Bennett White <Bennett.White@cityofsouthfultonga.gov>
Cc: Carmalitha Gumbs <Carmalitha.Gumbs@cityofsouthfultonga.gov>; Ashlee Wright <Ashlee.Wright@cityofsouthfultonga.gov>; Shayla Reed <Shayla.Reed@cityofsouthfultonga.gov>; Bill Goodwin <bill@havenwoodholdings.com>
Subject: Traffic Study for The Bluffs at Camp Creek

Keedra and Bennett,

Keedra Jackson

From: Udell, Thomas/JCG <Thomas.Udell@jacobs.com>
Sent: Monday, June 24, 2019 11:13 PM
To: Antonio M. Valenzuela
Cc: Keedra Jackson; Guth, Eric/ATL; Bennett White
Subject: Re: Traffic Study for The Bluffs at Camp Creek

Follow Up Flag: Follow up
Flag Status: Flagged

The report findings are there's sufficient sight distance at all but two locations and these are due to curvature. Right of way staff should check if trimming could help improve either.

Thomas Udell PE (GA), PTOE | Jacobs | Traffic and Transportation | Municipal Services | 404.952.3863 |
thomas.udell@jacobs.com | www.jacobs.com

From: Antonio M. Valenzuela <Antonio.Valenzuela@cityofsouthfultonga.gov>
Sent: Monday, June 24, 2019 10:48:44 PM
To: Udell, Thomas/JCG
Cc: Keedra Jackson; Guth, Eric/ATL; Bennett White
Subject: [EXTERNAL] RE: Traffic Study for The Bluffs at Camp Creek

Tom,

Please advise your finding on the sight distance.

Regards,

Antonio

From: Bennett White
Sent: Monday, June 24, 2019 4:17 PM
To: Udell, Thomas/JCG <Thomas.Udell@jacobs.com>
Cc: Keedra Jackson <Keedra.Jackson@cityofsouthfultonga.gov>; Antonio M. Valenzuela <Antonio.Valenzuela@cityofsouthfultonga.gov>; Guth, Eric/ATL <Eric.Guth@jacobs.com>; Philpot, Laimant <Laimant.Philpot@jacobs.com>; Gentry, Jim/JCG <Jim.Gentry@jacobs.com>
Subject: RE: Traffic Study for The Bluffs at Camp Creek

Tom:

Thanks.

Sincerely,



J. Bennett White, PE
City Engineer

City of South Fulton, Georgia
Department of Development Services
5440 Fulton Industrial Blvd, S.W. | Atlanta, GA 30336
Direct 470.809.7238 | Mobile 404-326-5236 | Bennett.White@Cityofsouthfultonga.gov

GOVERNMENT OF THE CITY OF SOUTH FULTON

Office of the City Manager

WILLIAM "BILL" EDWARDS
MAYOR



ODIE DONALD II
CITY MANAGER

MEMORANDUM

TO: Public Hearing - M19-002 Modification of 2002Z-0012

DATE: September 24, 2019

SUBJECT: Public Hearing - M19-002 Modification of 2002Z-0012

REFERENCE:

CONCLUSION:

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

| Description | Type | Upload Date |
|---|------------|-------------|
| M19-002 Modification Camp Creek Village Phase I | Cover Memo | 9/18/2019 |

GOVERNMENT OF THE CITY OF SOUTH FULTON

ODIE DONALD II
CITY MANAGER



SHAYLA REED
DIRECTOR
COMMUNITY DEVELOPMENT &
REGULATORY AFFAIRS

MEMORANDUM

TO: City of South Fulton Mayor and Council
FROM: Planning & Zoning Division
SUBJECT: **M19-002 for a Modification of 2002Z-0012 SFC at Camp Creek Village Phase 1**
DATE: September 24, 2019

To consider an amendment of three (3) modifications identified in zoning case 2002Z-0012 SFC, 1.b, 1.c, and 2.a at Camp Creek Village Phase 1 subdivision by Battle Law, PC on behalf of Hybrass Properties, LLC.

May 14, 2019 – Applicant was deferred 14 days for a traffic study.

May 28, 2019 – Applicant was deferred 60 days to allow additional time in completing the traffic study.

July 23, 2019 – Applicant was deferred for 30 days.

August 27, 2019 – Meeting was canceled.

September 10, 2019 – Approved.

STAFF RECOMMENDATION: APPROVAL

cc: Diane White, City Clerk

M19-002 for a Modification at Camp Creek Village Phase 1
September 24, 2019
Page 1 of 5

APPLICATION INFORMATION

| | |
|---|---|
| Applicant Information: | Battle Law, PC
c/o Michele Battle
1 West Court Square
Suite 750
Decatur, GA 30030 |
| Status of Applicant: | Attorney for property owner |
| City Council District(s): | 2 |
| Parcel ID Number: | 14F-0073-LL-0750
14F-0073-LL-0776 |
| Area of Property: | The property is composed of approximately 39.40 acres. |
| Current/Past Use of the Property: | The property is partially developed with commercial and residential features. |
| Prior Zoning Cases/History: | 2002Z-0012 Request to rezone from R-2 (Single-Family Residential District) to MIX (Mixed Use District) – APPROVED WITH CONDITIONS

2006ZM-0032 SFC Request to decrease total dwelling units from 245 to 201 and increase the number of townhouses dwelling units from 26 to 110. This request also removed the allowance of apartments and a 92 unit assisted living facility. APPROVED

V-19-001 , request to reduce minimum front setback from 35' to 20' - WITHDRAWN |
| Surrounding Zoning: | <u>North</u> : CUP (Community Unit Plan District) and A (Medium Density Apartment District)
<u>South</u> : CUP (Community Unit Plan Dwelling District) and AG-1 (Agricultural District)
<u>East</u> : A (Medium Density Apartment District) and R-4 (Single-Family District)
<u>West</u> : R-3 (Single-Family Dwelling District) and AG-1 (Agricultural District) |
| 2035 Future Land Use Designation: | Suburban Neighborhood, 2 to 3 units per acre. |
| Compatibility to the Fulton County 2035 Comprehensive Plan: | The proposed modification aligns with the Comprehensive Plan. |
| Overlay District: | Cliftondale Overlay |

Public Utilities: Water service is provided to these sites by City of Atlanta. Sewer service is available to the site by Fulton County. Any extension of sewer service is the responsibility of the developer.

Public Services: Police and Fire services are available to the site by the City of South Fulton.

Transportation: Street: Butner Road & Camp Creek Parkway
Classification: Primary Arterial Local Road
Public Transit: MARTA is not available within 5 miles of this site
Bike/Pedestrian Access: There are sidewalks along this section of Butner Rd but not Camp Creek Parkway.

CONDITION(S) TO BE MODIFIED:

2002Z-0012 condition 1B states: No more than 201 (2006ZM-0032) total dwelling units at a maximum density of 5.13 (2006ZM-0032) units per acre, whichever is less, based on the total acreage zoned. **Notwithstanding the foregoing, the proposed ten (10) single-family detached lots split between tax parcel 14F-0069-LL0750 (which is not part of this zoning decision) and tax parcels 14F-0073-LL0750 and 14F-0073-0776 having frontage on Zoya Court, shall not be counted against the total dwelling units or maximum density requirements set forth in this condition 1.b nor condition 1.c.**

2002Z-0012 condition 1C states: No more than 25 single-family dwelling units. Single-family dwelling units shall be calculated as a part of the total dwelling units allowed in condition 1.b. **Notwithstanding the foregoing, the proposed ten (10) single-family detached lots split between tax parcel 14F-0069-LL0750 (which is not part of this zoning decision) and tax parcels 14F-0073-LL0750 and 14F-0073-0776 having frontage on Zoya Court, shall not be counted against the total dwelling units or maximum density requirements set forth in this condition 1.b nor condition 1.c.**

2002Z-0012 condition 1C states: To the revised site plan received by the Department of Environment and Community Development on August 22, 2003, **as revised by the site plan received by the South Fulton Community Development Department on February 22, 2019 pertaining solely to the single-family detached lots shown thereon.** Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Resolution and these conditions prior to the approval of a Land Disturbance Permit. Unless, otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.

*Whereas, this request is to modify these conditions specifically, but all conditions remain intact. See attachment for all conditions.

PUBLIC PARTICIPATION

The applicant held a public participation meeting at Camp Creek Church of Christ on March 18, 2019 at 6:30pm to 7:30pm. The applicant stated that no resident was present to express any concerns.

STAFF COMMENTS

Engineering: None provided

Environmental: Prior to the approval of any plat by the appropriate jurisdiction, the Environmental Health Services Division of the Fulton County Board of Health shall review and approve the plat regarding water supply and sewage disposal. No person may sell, offer for sale, lease, begin construction or otherwise begin the physical improvement of an exemption plat development, nor shall a building permit be issued in any form until all requirements set forth by the Fulton County Board of Health have been met.

The Fulton County Board of Health will require that the owner/developer connect the proposed development to public water and public sanitary sewer, which are available to the site.

The Fulton County Board of Health does not anticipate any adverse impacts to the health of humans or the environment by approving the modification to allow for the development of the proposed subdivision.

Public Works: None received

Transportation: None received

MARTA: None received

Fulton County Schools: None received

Fire: None received

Legal: None received



PLANNER'S RECOMMENDATION: APPROVAL

PREPARED BY:

Richard Hathcock, Senior Planner

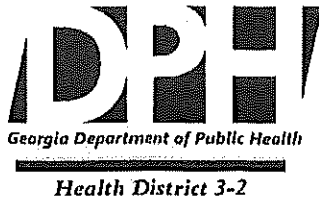
REVIEWED BY:

Keedra T. Jackson, Senior Planner

Shayla Reed, Director

MAYOR & COUNCIL ACTION

Original hearing date: May 14, 2019.



March 29, 2019

N

Dana Gray
 Planner II
 City of South Fulton
 Community Development Services
 5440 Fulton Industrial Boulevard SW
 Atlanta, GA 30336-0308

RE: Zoning Comments for March 2019

Dear Mr. Gray:

The following are comments by the Environmental Health Services (EHS) Division and the Environmental Justice (EJ) Program of the Fulton County Board of Health. These comments are in reference to the zoning cases which were previously received from your office.

| CASE NO. | ZONING COMMENTS |
|---|--|
| M19-001
(The Bluffs at
Camp Creek –
formerly The
Overlook at Camp
Creek) | <p><u>EHS Comments</u></p> <ul style="list-style-type: none"> • Prior to the approval of any plat by the appropriate jurisdiction, the Environmental Health Services Division of the Fulton County Board of Health shall review and approve the plat regarding water supply and sewage disposal. No person may sell, offer for sale, lease, begin construction or otherwise begin the physical improvement of an exemption plat development, nor shall a building permit be issued in any form until all requirements set forth by the Fulton County Board of Health have been met. • The Fulton County Board of Health will require that the owner/developer connect the proposed development to public water and public sanitary sewer which are available to the site. <p><u>Public Health and EJ Comments</u></p> <ul style="list-style-type: none"> • The proposed residential development is not an environmentally adverse |



M19-001

| CASE NO. | ZONING COMMENTS |
|---|--|
| | <p>use. The Environmental Justice Program of the Fulton County Board of Health does not anticipate any adverse impacts to the health of humans or the environment as a result of approving the proposed zoning modification to increase the number of lots and reduce the front yard setback so long as drainage and/or erosion issues are not created in the development of this residential use.</p> |
| <p>M19-002
(The Bluffs at Camp Creek – formerly The Overlook at Camp Creek)</p> | <p><u>EHS Comments</u></p> <ul style="list-style-type: none"> • Prior to the approval of any plat by the appropriate jurisdiction, the Environmental Health Services Division of the Fulton County Board of Health shall review and approve the plat regarding water supply and sewage disposal. No person may sell, offer for sale, lease, begin construction or otherwise begin the physical improvement of an exemption plat development, nor shall a building permit be issued in any form until all requirements set forth by the Fulton County Board of Health have been met. • The Fulton County Board of Health will require that the owner/developer connect the proposed development to public water and public sanitary sewer which are available to the site. <p><u>Public Health and EJ Comments</u></p> <ul style="list-style-type: none"> • The proposed residential development is not an environmentally adverse use. The Environmental Justice Program of the Fulton County Board of Health does not anticipate any adverse impacts to the health of humans or the environment as a result of approving the proposed zoning modification to allow the single-family detached lots having frontage on Zoya Court not to be counted against the total dwelling units or maximum density requirements. |
| <p>V19-001
(The Bluffs at Camp Creek – formerly the Overlook at Camp Creek)</p> | <p><u>EHS Comments</u></p> <ul style="list-style-type: none"> • The Environmental Health Services Division of the Fulton County Board of Health does not anticipate any issues with approving this variance so long as the lots are not served by onsite sewage management systems (septic) or onsite water supply systems. <p><u>Public Health and EJ Comments</u></p> <ul style="list-style-type: none"> • The Environmental Justice Program of the Fulton County Board of |

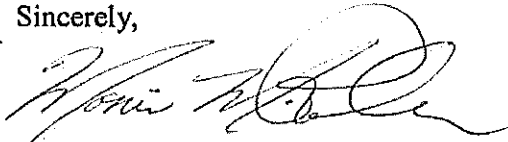


J. Patrick O'Neal, M.D.
Interim District Health Director, District 3-2

| CASE NO. | ZONING COMMENTS |
|----------|---|
| | Health does not anticipate any adverse impacts to the health of humans or the environment as a result of approving the proposed variance to allow the proposed reduction of the front yard setback. |

If you have any questions related to the EHS comments, you may contact Ellis "Eli" Jones at 404-613-1337 or by e-mail at Ellis.Jones@fultoncountyga.gov. All questions related to the broader public health and/or environmental justice comments should be directed to me, Monica Robinson, by telephone at 404-613-1491 or e-mail at Monica.Robinson@fultoncountyga.gov.

Sincerely,



Monica M. Robinson, M.B.A.
Health Program Manager
Environmental Justice Program

CC: Ellis "Eli" Jones, Deputy Director EHS



RECOMMENDED CONDITIONS

If this petition is approved by the Board of Commissioners, it should be approved MIX (Mixed Use) CONDITIONAL subject to the following enumerated conditions. Where these conditions conflict with the stipulations and offerings contained in the Letter of Intent, these conditions shall supersede unless specifically stipulated by the Board of Commissioners.

1. To the owner's agreement to restrict the use of the subject property as follows:
 - a. Retail, service commercial and/or office and accessory uses, including all exterior food and beverage service areas, at a maximum density of 761. 43* gross square feet per acre zoned or a total of 30,000* square feet, whichever is less, but excluding automotive specialty shops, automotive parking lots, garage and automobile repair, group residence home, laundromat, lawn service, parking garages, landscaping business, stadium, theater, recycling collection center, service station, drive-thru restaurants, adult bookstores, check cashing facilities and liquor stores. ~~convenience stores with gas pumps, freestanding fast food restaurants and commercial amusements.~~
 - b. No more than 281* 245 total dwelling units, at a maximum density of 7.14* 6.22 dwelling units per acre, whichever is less, based on the total acreage zoned.
 - c. No more than 25 single family dwelling units. Single family dwelling units shall be calculated as a part of the total dwelling units allowed in Condition 1.b.
 - d. No more than 164* 128 apartments dwelling units. Apartment dwelling units shall be calculated as a part of the total dwelling units allowed in Condition 1.b.
 - e. No more than 26* townhouse dwelling units. Townhouse dwelling units shall be calculated as a part of the total dwelling units allowed in Condition 1.b.
 - f. No more than 66* independent living dwelling units. Independent living dwelling units shall be calculated as a part of the total dwelling units allowed in Condition 1.b.
 - g. The minimum heated floor area per *independent living dwelling unit shall be *700 square feet.

- h. The minimum heated floor area per *townhouse dwelling unit shall be *1,600 square feet.
 - i. The minimum lot size per single family dwelling unit shall be 10,890 10,000 square feet.
 - j. The minimum heated floor area per single family dwelling unit shall be *2,500 2,000 square feet.
 - k. The minimum front yard and rear yard setbacks for single family dwelling units shall be 25 feet.
 - l. The minimum side yard setback for single family dwelling units shall be 10 feet.
 - m. A 92-bed assisted living facility.
2. To the owner's agreement to abide by the following:
- a. To the *revised site plan received by the Department of Environment and Community Development on August 22, 2003. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Resolution and these conditions prior to the approval of a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.
 - b. To comply with the Subdivision Regulations of 2003, Fulton County, Georgia.
 - c. Development must comply with standards of the Sandtown Overlay District.
3. To the owner's agreement to the following site development considerations:
- a. No more than 3 exit/entrance(s) on Butner Road. Curb cut location and alignment are subject to the approval of the Fulton County Traffic Engineer.
 - b. No exit/entrances shall be allowed on Camp Creek Parkway.
 - c. ~~Provide an additional lane of the ramp (south leg) to allow for a free-flowing eastbound right-turn lane at the Camp Creek Parkway/I-285 southbound ramp intersection.~~
 - d. A professional archeologist shall determine the boundaries of the existing cemetery and the report shall be forwarded to Plan Review Staff at the Land Disturbance Permitting (LDP) phase.
 - e. Prepare a survey of the cemetery identifying the full boundaries with a metes

and bounds description based on the archeologist's report.

- f. Provide a 25-foot natural undisturbed buffer with a 10-foot improvement setback around the cemetery boundary determined by a professional archeologist.
- g. Provide orange protective fence on the outer perimeter of the 25-foot buffer before beginning construction.
- h. Provide uninhibited daylight access to the cemetery via a 20-foot easement to the cemetery from the nearest public road. The easement shall be recorded.
- i. Only hand tools can be used for trimming of vegetation around graves.
- j. Comply with state and local cemetery ordinances.
- k. Single - Family dwelling units shall have one-sided masonry fronts.
- l. Corner lots shall have three-sided brick.
- m. Townhouses must have 50% of front as masonry.
- n. Townhouses shall have rear entry garages.
- o. Provide sidewalks on both sides of the street.
- p. Provide recreational amenities consisting of a pool/and or tennis court and clubhouses.
- q. Provide green space (100' x 100'). All green space and recreation 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 Environment and Community Development for review and approval prior to the recording of the first final plat.
- r. All utilities will be underground.

4. To the owner's agreement to abide by the following requirements, dedication and improvements:

- a. Reserve for Fulton County along the necessary property frontage of the following roadways, prior to the approval of a Land Disturbance permit, sufficient land as necessary to provide for compliance with the Comprehensive

Plan. All building setback lines shall be measured from the dedication but at no time shall a building be allowed inside the area of reservation. All required landscape strips and buffers shall straddle the reservation line so that the reservation line bisects the required landscape strip or buffer. At a minimum, 10 feet of the required landscape strip or buffer shall be located outside the area of reservation. All required tree plantings per Article 4.23 shall be placed within the portion of the landscape strip or buffer that lies outside the area of reservation.

from centerline of Camp Creek Parkway (SR 6) or as may be required by the Georgia Department of Transportation;

- b. Dedicate at no cost to Fulton County along the entire property frontage, prior to the approval of a Land Disturbance Permit, sufficient land as necessary to provide the following rights-of-way, and dedicate at no cost to Fulton County such additional right-of-way as may be required to provide at least 10.5 feet of right-of-way from the back of curb of all abutting road improvements, as well as allow the necessary construction easements while the rights-of-way are being improved:

30 feet from centerline of Butner Road.

75 feet from centerline of Camp Creek Parkway (SR 6).

- c. Provide an exclusive southbound left-turn lane along Butner Road at the northern site driveway.
- d. Provide additional turn lanes on Butner Road onto Camp Creek Parkway; upgrade traffic signal to accommodate a left turn phase.
- e. Provide a deceleration lane for each project entrance or as may be required by the Fulton County Traffic Engineer.
- f. Provide a left turn lane for each project entrance or as may be required by the Fulton County Traffic Engineer.
- g. Inter-parcel access must be provided to adjacent properties or as approved by the Fulton County Traffic Engineer.
- ~~h. Provide bridge reconstruction and addition of left turn lane at Camp Creek Parkway and Fairburn Road.~~
- ~~i. Provide an additional lane of the ramp (north leg) to allow for a free-flowing westbound right turn lane at the Camp Creek Parkway/I-285 northbound ramp intersection.~~

5. To the owner's agreement to abide by the following:

Applicant: CRM VENTURES,LLC/BARKAT CHARINA
KFH (P:\PlanAnalysis\Planners\Cases\2002Z-012S.11)

Petition: 2002Z-0012 SFC
R/A 97Z-163 SFC

*Based on revised site plan submitted on 08/22/03

Page 161 of 764

Printed:4/17/19

City of South Fulton | September 24, 2019

BOC Meeting: 09/03/03

- a. To contact the Director of Public Works, prior to the application for a Land Disturbance Permit with the Department of Environment and Community Development, to meet with the Fulton County Traffic Engineer. A signed copy of the results of these meetings will be required to be submitted along with the application for a Land Disturbance Permit.
- b. Prior to the application for a Land Disturbance Permit with the Department of Environment and Community Development, arrange an on-site evaluation of existing specimen trees/stands, buffers, and tree protection zones within the property boundaries with the Fulton County Arborist. A signed copy of the results of these meetings will be required to be submitted along with the application for a Land Disturbance Permit.
- c. To contact the Public Works Department, Water Service Division, prior to the application for a Land Disturbance Permit (LDP) with the Department of Environment and Community Development, to meet with the Fulton County Drainage Engineer on-site.
- d. The engineer/developer is required to submit along with the application for a Land Disturbance Permit (LDP) signed documentation verifying the storm water concept plan approval.
- e. Provide at the LDP approval documentation (such as cross-section, profile, etc.) describing all existing natural streams, creeks, or draws geometry, within the proposed development boundary and provide the appropriate bank erosion protection for the conveyance system after development.
- f. The developer/engineer is responsible to demonstrate to the County by engineering analysis at the Land Disturbance Permit application that the proposed development surface water runoff conditions are controlled at the minimum predevelopment level, so that downstream conveyance systems may not be impacted, aggravate existing flooding or drainage problems nor creates new flooding or drainage problems off-site.
- g. Prior to the application for a Land Disturbance Permit, the developer/engineer shall submit to the Department of Public Works, Surface Water Section, a project Storm Water Concept Plan. This concept plan shall be preliminary drawing describing (but not limited to) the proposed location of project surface water quality and quantity facilities/Best Management Practices (BMP's); the existing downstream off-site drainage conveyance system the proposed development runoff will impact; the discharge path(s) from facilities/BMP's outlet through the downstream drainage system offsite to the appropriate receiving conveyance system downstream and any potential surface water implications.

- h. The developer/engineer is responsible to conceptually describe to the County at the storm water concept plan approval phase post development structural Best Management Practices (BMP's) to be utilized to reduce surface water pollution impact associated with the proposed development. The detail engineering analysis and specifications of BMP's shall be included as a part of the LDP storm water submittal.

Applicant: CRM VENTURES,LLC/BARKAT CHARINA
KFH (P:\PlanAnalysis\Planners\Cases\2002Z-012S.11)
*Based on revised site plan submitted on 08/22/03

Petition: 2002Z-0012 SFC
R/A 97Z-163 SFC

Printed:4/17/19

WRAP-UP

BOC Meeting: 09/03/03



APPLICATION FOR ADMINISTRATIVE OR ZONING MODIFICATIONS

The undersigned, having an interest in the property herein described respectfully request:

SECTION I

MODIFICATION #: _____
(To be assigned by the City of South Fulton)

- A. **ADMINISTRATIVE MODIFICATION:** A modification of a condition(s) of zoning or Use Permit that does not require a public hearing. A decision will be made by the Director of Community Development Services.
- B. **ZONING MODIFICATION:** A modification of a condition(s) of zoning or Use Permit where public interest has been determined. This requires a public hearing by the City of South Fulton Councilmembers.

If "A" was denied, list previous case number: #M _____

- 1) Planner who determined the type of Modification you should file: Dana Gray
- 2) Identify the specific condition(s) being modified as provided by the Planner. State the condition number(s) and letter(s) (e.g. 2-b, 2-e). 1.b. ; 1.c. ; 2.a ; ; ; ; ; ; ; ; ; ;
- 3) Petition number of the Zoning or Use Permit to which this application applies 2002Z 0012 SFC
Current zoning district MIX
- 4) Attach a copy of Legal Description [must be metes and bounds], or complete the following information if the property is within a recorded subdivision.

SUBDIVISION NAME: Camp Creek Village Phase I UNIT/PHASE: _____
LOT NUMBER: C.A. BLOCK DESIGNATION: _____ LAND LOT(S): 0073
DISTRICT/SECTION: 14F / RECORDED IN PLAT BOOK: 324 PAGE: 21
ROAD NAME: Zoya Court

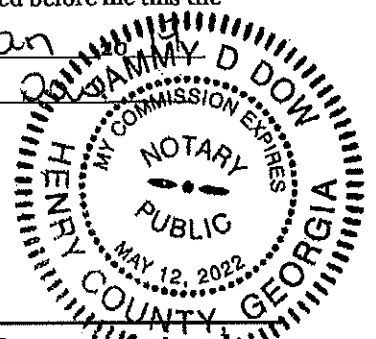
M19-002⁶

Part 1. Owner states under oath that he/she is the owner of the property described in the attached legal description, which is made part of this application.

Creative Capital Inc
 TYPE OR PRINT OWNER'S NAME
3000 Edmonton Green Court
 ADDRESS
Alpharetta GA 30022
 CITY & STATE ZIP CODE
[Signature]
 OWNER'S SIGNATURE **AUTHORIZED SIGNATORY**
dave@havenwoodholdings.com
 EMAIL ADDRESS

Sworn to and subscribed before me this the
23 Day of Jan
Tammy D. Dow
 NOTARY PUBLIC

770 507 0013
 PHONE NUMBER

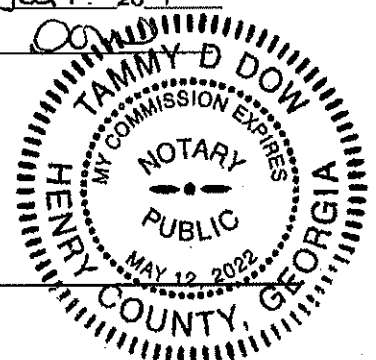


PART 2. Petitioner states under oath that: (1) he/she is the executor or Attorney-in-fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); or (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

Hybrass Properties LLC
 TYPE OR PRINT PETITIONER'S NAME
988 East Freeway Drive Suite 11
 ADDRESS
Conyers GA 30094
 CITY & STATE ZIP CODE
[Signature]
 PETITIONER'S SIGNATURE
bill@havenwoodholdings.com
 EMAIL ADDRESS

Sworn to and subscribed before me this the
23 Day of Jan 2019
Tammy D. Dow
 NOTARY PUBLIC

770 679 4262
 PHONE NUMBER



SECTION V ATTORNEY / AGENT

Check One: Attorney Agent

TYPE OR PRINT ATTORNEY / AGENT NAME
 SIGNATURE OF ATTORNEY / AGENT
 ADDRESS
 CITY & STATE ZIP CODE
 PETITIONER'S SIGNATURE

EMAIL ADDRESS
 PHONE NUMBER

M19-002

STATEMENT OF INTENT

And

Other Material Required by
City of South Fulton, Georgia Zoning Ordinance
For

Zoning Modification Application pursuant to
the City of South Fulton Zoning Ordinance

Of

Hybrass Properties, LLC

For

2002Z 0012 SFC

Submitted for Applicant by:

Michèle L. Battle
Battle Law, P.C.
One West Court Square, Suite 750
Decatur, Georgia 30030
(404) 601-7616 Phone
(404) 745-0045 Facsimile
mlb@battlelawpc.com

I. STATEMENT OF INTENT

On September 3, 2003, the Fulton County Board of Commissioner approved the rezoning of 39.40 acres of land at the corner of Butler Road and Camp Creek Parkway R-2 to MIX for the development of mixed-use retail, townhome, apartment, single family detached project. The retail and townhome component of the project has been built out. Additionally, the single-family detached units located on Zoya Court have been final platted as Camp Creek Village Phase I recorded in Plat Book 324, Page 21, Fulton County, GA records, and three homes have been built and sold. Unfortunately, the economic downturn in 2007 resulted in the balance of the lots remaining undeveloped. Currently, Butler Investment, LLC, the owner of the adjacent Bluffs at Camp Creek Subdivision, has the balance of vacant lots under contract. It is their intent to complete the development of the single-family homes, in conjunction with the development of The Bluffs. In order to achieve this goal Hybrass Properties, LLC (the "Applicant") is seeking to modify Conditions 1b and c, and 2a to allow for the development of ten (10) proposed lots that will be split between The Bluffs (CUP 2006Z 042 SFC) and the Camp Creek Village Phase I. It is the Applicant's intent that all ten (10) of the proposed lots will be included in the final plat for the Bluff's subdivision. To facilitate this outcome, the Applicant has submitted a Modification Application simultaneously with the subject modification application, to remove the 50 ft buffer between the two projects. Of the ten (10) lots, the majority of three (3) of the lots will be zoned MIX and subject to the MIX 2002Z 0012 SFC zoning conditions. Therefore, the Applicant is seeking the following modification to the MIX Conditions solely for Tax Parcels 14F0073 LL0750 and 14F0073 LL0776 (the "Subject Property"):

1. Modify Condition 1(~~b~~) as follows:

No more than 245 total dwelling units at a maximum density of 6.22 dwelling units per acre, whichever is less, based on the total acreage zoned. Notwithstanding the foregoing, the proposed ten (10) single family detached lots split between Tax Parcel 14F0069 LL0111 (which is not a part of this zoning decision) and Tax Parcels 14F0073 LL0750 and 14F0073 LL00776 having frontage on Zoya Court, shall not be counted against the total dwelling units or maximum density requirements set forth in this Condition 1.b or in Condition 1.c.

2. Modify Condition 1c as follows:

No more than 25 single family dwelling units. Single family dwelling units shall be calculated as a part of the total dwelling units allowed in Conditions 1.b. Notwithstanding the foregoing, the proposed ten (10) single family detached lots split between Tax Parcel 14F0069 LL0111 (which is not a part of this zoning decision) and Tax Parcels 14F0073 LL0750 and 14F0073 LL00776 having frontage on Zoya Court, shall not be counted against the total dwelling units or maximum density requirements set forth in this Condition 1.c, or in Condition 1.b.

3. Modify Condition 2a as follows:

To the revised site plan received by the Department of Environment and Community Development on August 22, 2003, as revised by the site plan received by the South Fulton Community Development Dept on February 22, 2019 pertaining solely to the single-family detached lots shown thereon. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Resolution and these conditions prior to the approval of a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.

II. BASIS FOR REQUESTED MODIFICATION

In order to allow for an integration of the surrounding single-family residential neighborhoods, and to facilitate the build out of the balance of the Camp Creek Village Phase I, it is the Applicant's belief that the relief being requested is justified. The tree save area between the Camp Creek Village Phase I lots and the proposed Bluff's has the potential to result in unkept area that would detract from the aesthetics of the area. Additionally, the proposed 10 units would allow for more eyes on the street, and an integration of the two communities. The balance of the unbuilt units on Zoya Court will be built by one builder, and this will allow for a consistency in product that will help to maintain the anticipated home values for the area. Yet, even more importantly, the integration of the two projects will allow for the owners within Camp Creek Village to utilize the amenity area within the Bluffs, including the clubhouse, tot lot, and dog park.

Based upon the foregoing, the Applicant is hereby requesting the approval of the Modifications set forth above.

III. STEINBERG CRITERIA

A. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property: The zoning proposal will permit a use that is suitable in view of the use and development of adjacent property and nearby property. The Subject Property is in a single-family subdivision, which is adjacent to other single-family subdivision within the immediate area. The proposed changes to the MIX Zoning District Requirements will have no impact on the surrounding community or the existing improved lots. The proposed modifications, however, will allow for the development of homes that are consistent with the size and quality of homes in the immediate area.

B. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property: The proposed use will not affect the existing use or usability of adjacent or nearby property. Again, the proposed change to the front yard setback will have no impact on the surrounding community.

C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned: Without the proposed modifications, the Subject Property has no value as currently zoned, as the lots are too shallow for development.

D. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools: The zoning proposal will not result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

E. Whether the zoning proposal is in conformity with the policy and intent of the land use plan: The zoning proposal is in conformity with the policy and intent of the future land use plan.

F. Whether there are other existing or changing conditions affecting the use and development of the property, which give supporting grounds for either approval or disapproval of the zoning proposal: The Subject Property was rezoned in 2002. As the market has continued to rebound from the 2007 real estate crash, opportunities have arisen for builders to pick up abandoned projects, and complete them, which greatly benefits the surrounding community.

IV. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Zoning Modification be approved by the City of South Fulton City Council.

V. NOTICE OF PRESERVATION OF CONSTITUTIONAL RIGHTS

The portions of the City of South Fulton Zoning Ordinance, facially and as applied to the Subject Property, which restrict or classify or may restrict or classify the Subject Property so as to prohibit its development as proposed by the Applicant are or would be unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the City of South Fulton Zoning Ordinance to the Subject Property which restricts its use to any classification other than that proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would constitute an arbitrary and capricious act by the City of South Fulton City Council without any rational basis therefore, constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983, the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the City of South Fulton City Council to rezone the Subject Property to the classification as requested or issue the special land use permit requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property or granting of a special land use permit 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 Applicant's utilization of the property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.



DISCLOSURE REPORT FORM C

| |
|---|
| Office use only:
REZONING PETITION #: _____ CITY COUNCIL MEETING DATE: _____ |
|---|

- Within the (2) years immediately preceding the filing of this zoning petition have you, as the applicant, owner and/or opponent for the rezoning petition, or an attorney or agent of the applicant or opponent for the rezoning petition, made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to a member of the City Council.

CIRCLE ONE: YES NO

If the answer is YES, proceed to sections 1 through 4.
If the answer is NO, complete only section 4.

1. **CIRCLE ONE:** Party to Petition In Opposition to Petition

If party to petition, complete sections 2, 3, and 4 below.
If in opposition, proceed to sections 3 and 4 below.

2. List all individuals or business entities which have an ownership interest in the property which is the subject of this rezoning petition: _____

3. CAMPAIGN CONTRIBUTIONS:

| Name of Government Official | Total Dollar Amount | Date of Contribution | Enumeration and Description of Gift Valued at \$250.00 or more |
|-----------------------------|---------------------|----------------------|--|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

4. The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name (print) Hybrass Properties, LLC

Signature:  Date: 1/23/2019



**PUBLIC PARTICIPATION PLAN
FORM D**

Applicant: Hybrass Properties, LLC c/o Battle Law, P.C.

1. The following individuals (property owners within a quarter mile of the property), homeowner's associations, political jurisdictions, other public agencies, etc., will be notified in accordance with the requirements of Article 28.4.7 of the Fulton County Zoning Resolution:

See Spreadsheet attached hereto provided by the City of South Fulton

Community Development Department

2. The individuals and others listed in 1. above will be notified of the requested modification using the following method(s): (e.g., letters, meeting notices, telephone calls, e-mails, etc.)

A postcard will be mailed to each individual advising them of the pending application
and inviting them to attend a community meeting hosted by the Applicant to
discuss the pending application prior to the City Council Meeting.

3. Individuals and others listed in 1. above will be allowed to participate in the following manner: (At least one meeting at a convenient time and location is required.)

A community meeting hosted by the Applicant will be held during the month of
March 2019. Additionally, the post card will contain contact information for
the Applicant's representative that interested parties can contact should they be
unable to attend the meeting.

Attach additional sheets as needed.



ZONING MODIFICATION APPLICATION CHECKLIST

DOCUMENTS AND QUANTITIES REQUIRED

**ALL PERTINENT ITEMS ARE DUE AT THE TIME OF FILING.
NO INCOMPLETE APPLICATION WILL BE ACCEPTED.**

| ITEM # | REQUIRED ITEM | NUMBER OF COPIES | CHECK ✓ |
|--------|---|------------------|---------|
| 1. | PRE-APPLICATION REVIEW FORM | 1 Copy | ✓ |
| 2. | APPLICATION FORM | 3 Copies | ✓ |
| 3. | LEGAL DESCRIPTIONS | 3 Copies | NA |
| 4. | SITE PLAN | 9 Copies | ✓ |
| 5. | LETTERS OF INTENT | 9 Copies | ✓ |
| 6. | PUBLIC PARTICIPATION PLAN | 1 Copy | ✓ |
| 7. | ADJACENT PROPERTY OWNERS/NEIGHBORHOOD ASSOCIATION LETTERS | 2 Copies | |
| 8. | DEPARTMENTAL SIGN-OFF LETTERS | 2 Copies | |
| 9. | DISCLOSURE FORM | 2 Copies | ✓ |

M19-002

SURVEY NOTES

EQUIPMENT USED: TOTAL STATION WAS USED TO OBTAIN ANGULAR MEASUREMENTS...
FIELD WORK FOR THIS PROJECT WAS COMPLETED ON JUN. 12, 2008.
THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT, WHICH COULD REVEAL ENCUMBRANCES NOT SHOWN ON THIS SURVEY.

FLOOD HAZARD NOTES

FLOOD HAZARD: THE REGIONAL STORM DRAINAGE SYSTEM...
THE DESIGNER HAS CONDUCTED VISUAL INSPECTIONS...
THE DESIGNER HAS CONDUCTED VISUAL INSPECTIONS...

REFERENCE MATERIAL

- 1. PLAT FOR CAMP CREEK VILLAGE...
2. REPORT FOR CAMP CREEK VILLAGE...
3. REPORT FOR CAMP CREEK VILLAGE...

DATE: 08/12/16
BY: [Signature]
FOR THE DIRECTOR, DEPARTMENT OF COMMUNITY DEVELOPMENT

DATE: 08/12/16
BY: [Signature]
FOR THE DIRECTOR, DEPARTMENT OF COMMUNITY DEVELOPMENT

DRAINAGE

THE DESIGNER HAS CONDUCTED VISUAL INSPECTIONS...
THE DESIGNER HAS CONDUCTED VISUAL INSPECTIONS...

OWNER'S ACKNOWLEDGEMENT

I, the undersigned, acknowledge that I am the owner of the property...
I, the undersigned, acknowledge that I am the owner of the property...

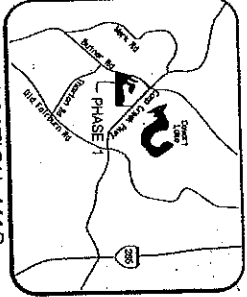
GENERAL NOTES

- 1. ALL DIMENSIONS UNLESS OTHERWISE NOTED...
2. ALL DIMENSIONS UNLESS OTHERWISE NOTED...
3. ALL DIMENSIONS UNLESS OTHERWISE NOTED...

SLOPE EASEMENT NOTES

STANDARD OF SLOPE EASEMENT: THIS PLAT IS APPROVED FROM THE STANDARDS OF SLOPE EASEMENTS...
STANDARD OF SLOPE EASEMENT: THIS PLAT IS APPROVED FROM THE STANDARDS OF SLOPE EASEMENTS...

CERTIFICATION AS TO RECORDING: THIS IS TO CERTIFY THAT THIS PLAT HAS BEEN...
CERTIFICATION AS TO RECORDING: THIS IS TO CERTIFY THAT THIS PLAT HAS BEEN...



FULTON CO. HEALTH DEPT.

THIS SUBDIVISION, AS SHOWN, IS APPROVED UNDER THE CONDITIONS...
THIS SUBDIVISION, AS SHOWN, IS APPROVED UNDER THE CONDITIONS...

FINAL PLAT APPROVAL

THE DIRECTOR OF THE DEPARTMENT OF COMMUNITY DEVELOPMENT...
THE DIRECTOR OF THE DEPARTMENT OF COMMUNITY DEVELOPMENT...

SURVEYORS CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFY THAT TO THE BEST OF OUR KNOWLEDGE...
THE UNDERSIGNED HEREBY CERTIFY THAT TO THE BEST OF OUR KNOWLEDGE...

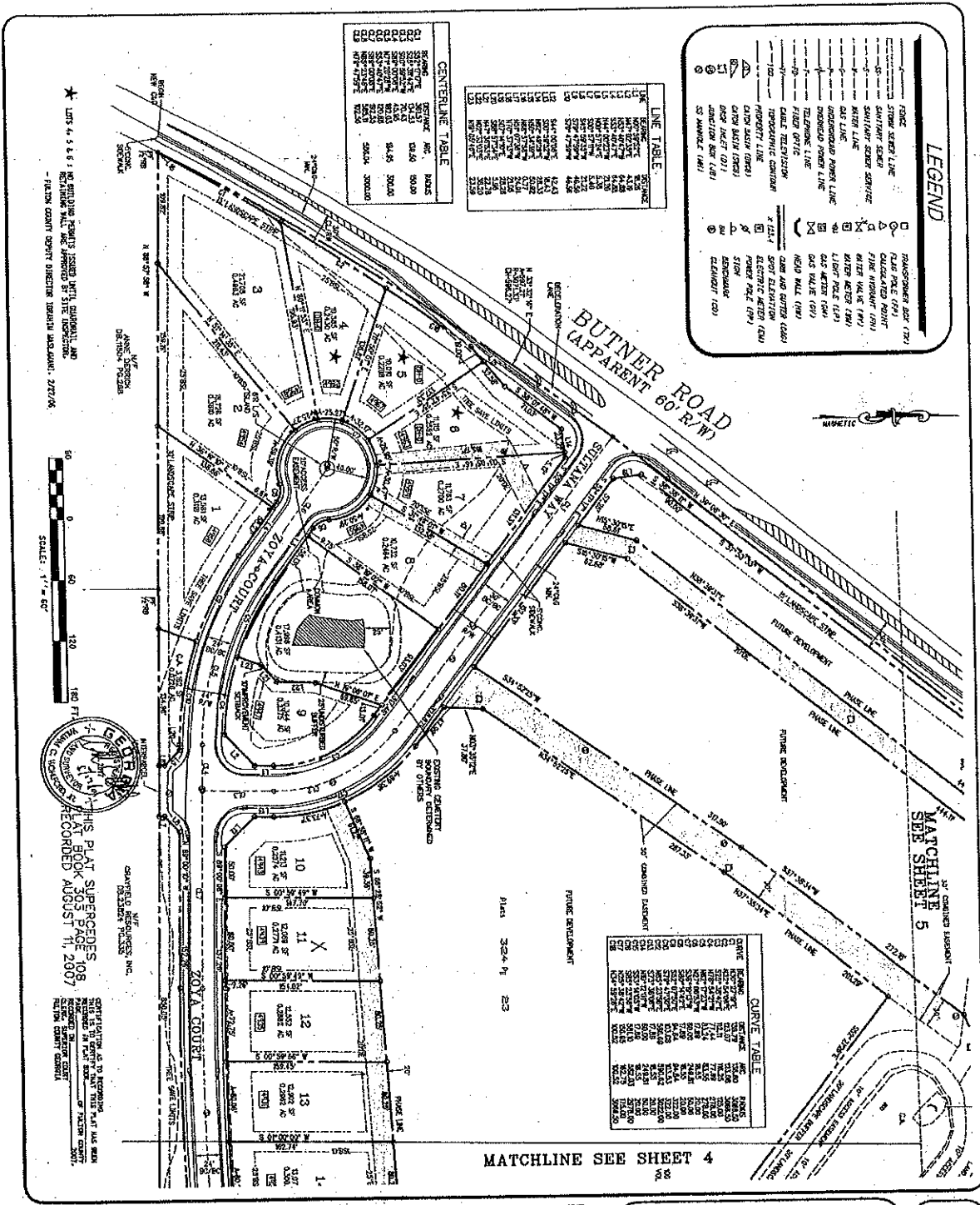
CAMP CREEK VILLAGE PHASE 1 FINAL PLAT LOCATED IN LAND LOT 73, 14FF DISTRICT FULTON COUNTY, GEORGIA

Table with columns: Project No., Date, Survey Crew, Drawn By, Approved By, Date, Status.

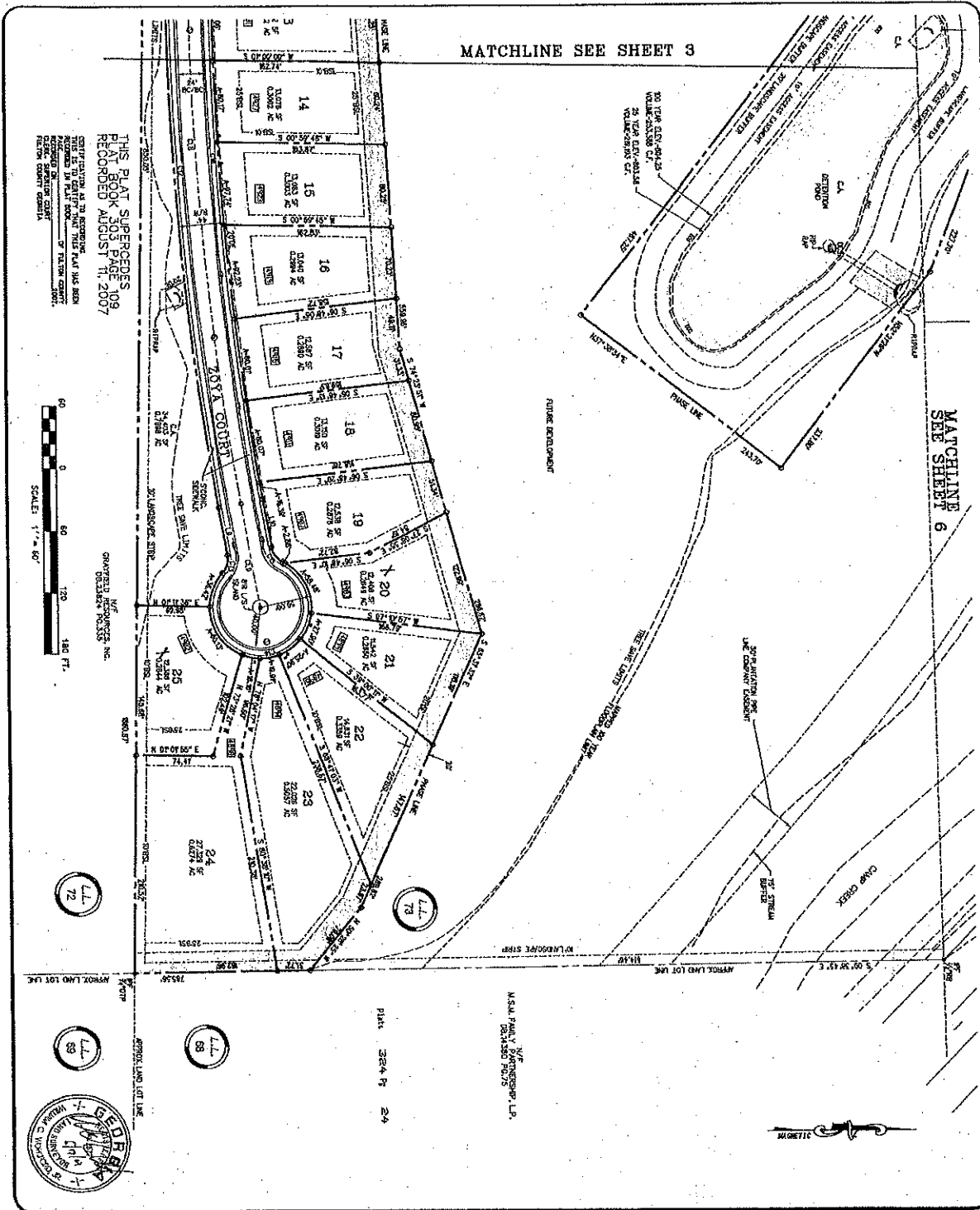


M19-002

M19-002



MI 0-002



MIQ-002

SHEET NO. 1

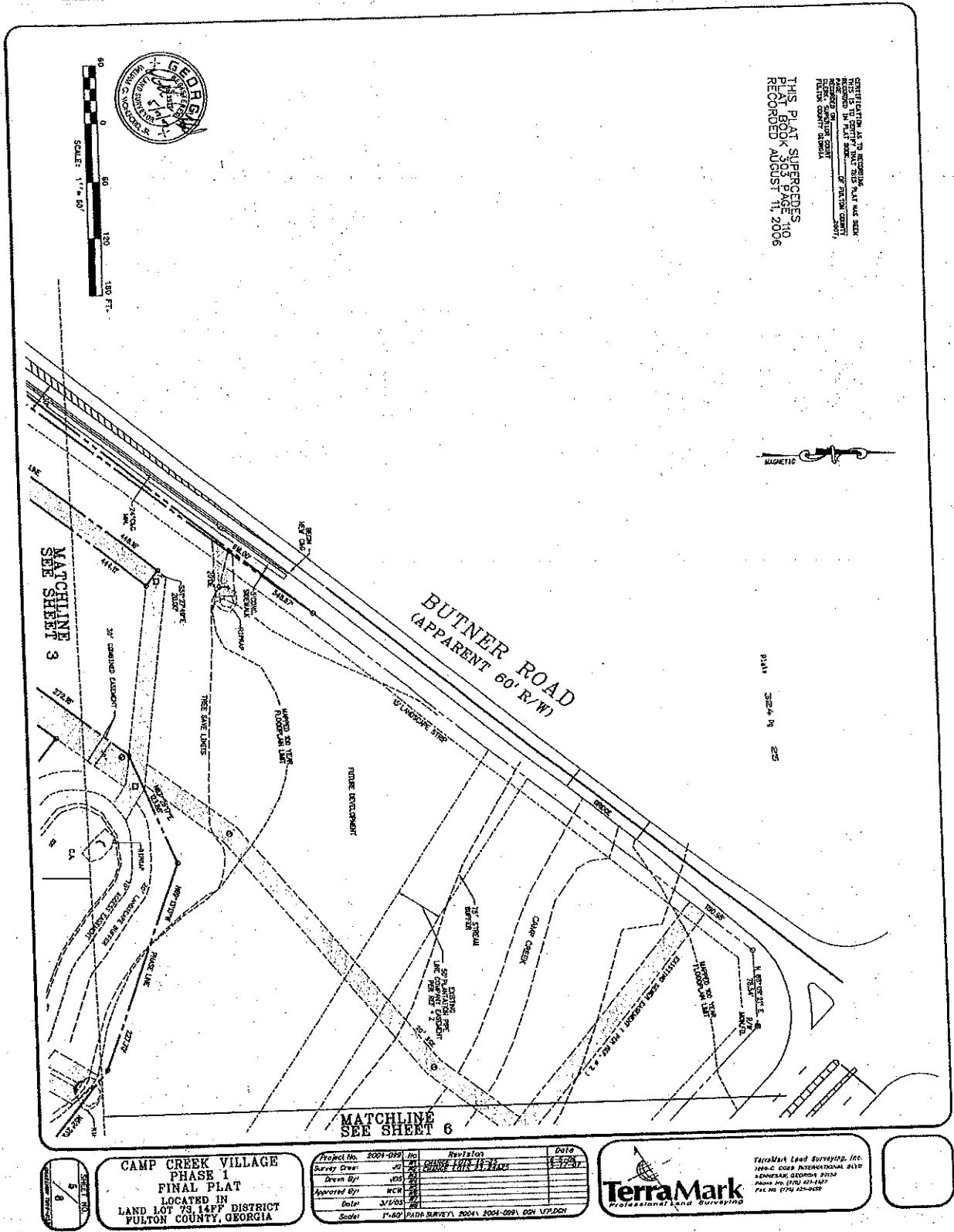
CAMP CREEK VILLAGE PHASE I FINAL PLAT LOCATED IN LAND LOT 73, 14FF DISTRICT FULTON COUNTY, GEORGIA

| Project No. | No. | Revisions | Date |
|-------------|-----|-----------------|----------|
| JOM-028 | 01 | REVISED TO SHOW | 11/28/17 |
| | 02 | REVISED TO SHOW | 12/13/17 |
| | 03 | REVISED TO SHOW | 1/11/18 |
| | 04 | REVISED TO SHOW | 1/11/18 |
| | 05 | REVISED TO SHOW | 1/11/18 |
| | 06 | REVISED TO SHOW | 1/11/18 |
| | 07 | REVISED TO SHOW | 1/11/18 |
| | 08 | REVISED TO SHOW | 1/11/18 |
| | 09 | REVISED TO SHOW | 1/11/18 |
| | 10 | REVISED TO SHOW | 1/11/18 |
| | 11 | REVISED TO SHOW | 1/11/18 |
| | 12 | REVISED TO SHOW | 1/11/18 |
| | 13 | REVISED TO SHOW | 1/11/18 |
| | 14 | REVISED TO SHOW | 1/11/18 |
| | 15 | REVISED TO SHOW | 1/11/18 |
| | 16 | REVISED TO SHOW | 1/11/18 |
| | 17 | REVISED TO SHOW | 1/11/18 |
| | 18 | REVISED TO SHOW | 1/11/18 |
| | 19 | REVISED TO SHOW | 1/11/18 |
| | 20 | REVISED TO SHOW | 1/11/18 |
| | 21 | REVISED TO SHOW | 1/11/18 |
| | 22 | REVISED TO SHOW | 1/11/18 |
| | 23 | REVISED TO SHOW | 1/11/18 |
| | 24 | REVISED TO SHOW | 1/11/18 |

Scale: 1" = 60' (PLAT SURVEY, 2004, 2004-029, DOI VPOCN)

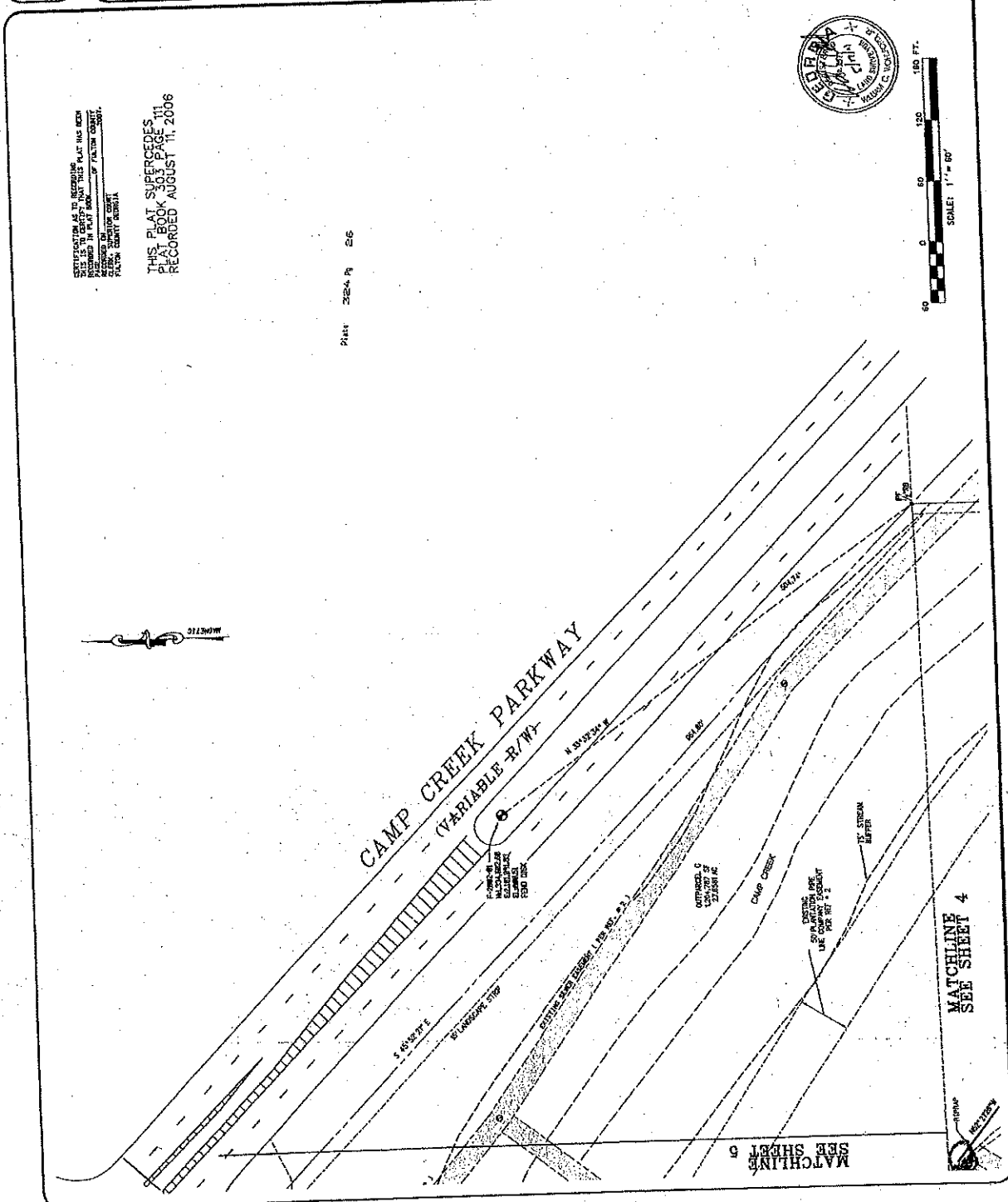
TerraMark Land Surveying, Inc.
1000 O COPE WHEATONVILLE BLVD
ROSCOE, GEORGIA 31080
Phone No (770) 447-1117
Fax No. (770) 447-1112

1/8



M19-002

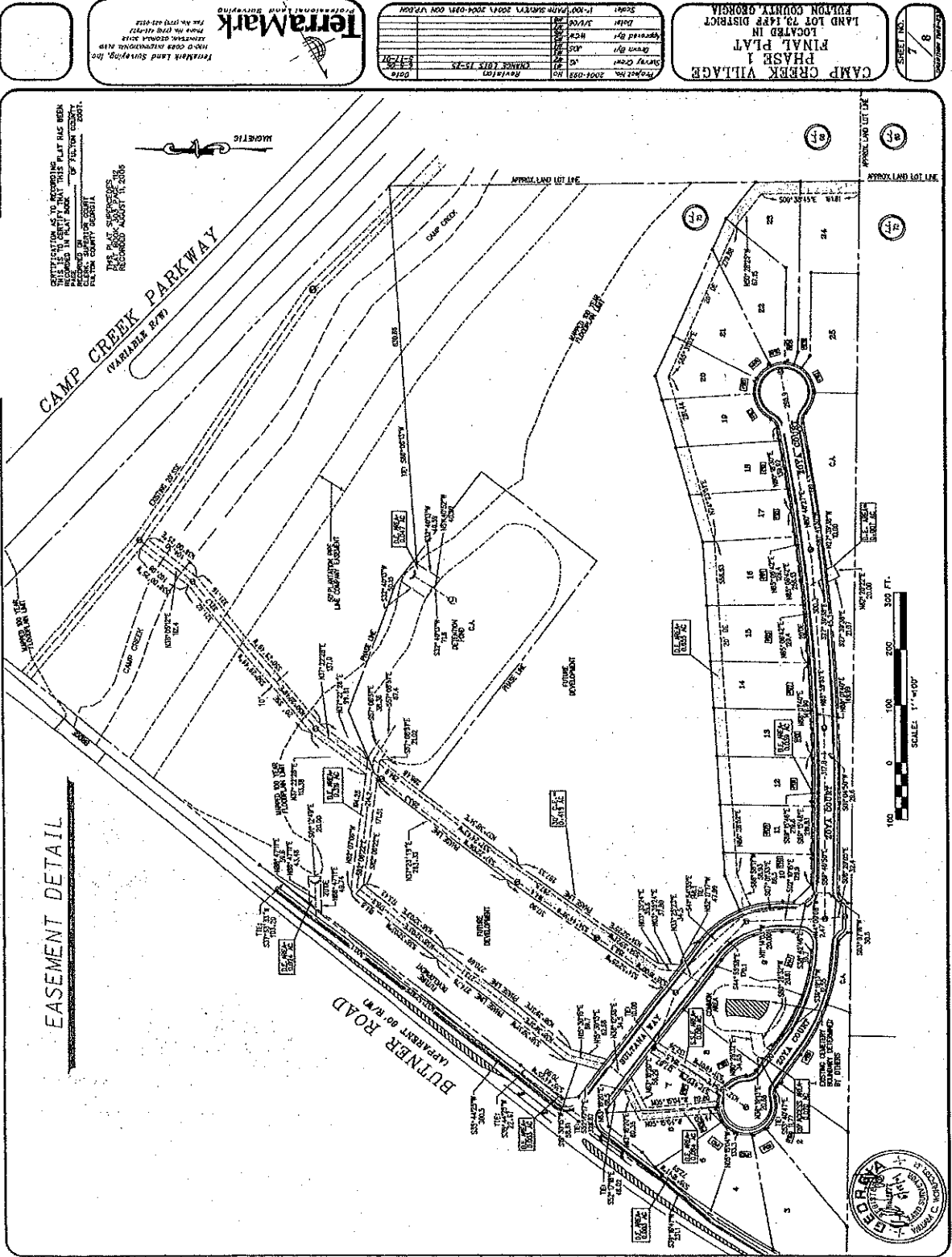
| | | |
|---|---|--|
| TerraMark
Professional Land Surveying
1400 N. B. WYATT DR
NORCROSS, GA 30092
TEL: (770) 442-8212 | <p>PROJECT NO. 2007-0031</p> <p>DATE: 12/11/07</p> <p>DRAWN BY: JES</p> <p>CHECKED BY: JES</p> <p>DATE: 12/11/07</p> <p>SCALE: 1"=80'</p> <p>DATE: 12/11/07</p> <p>DATE: 12/11/07</p> <p>DATE: 12/11/07</p> <p>DATE: 12/11/07</p> <p>DATE: 12/11/07</p> <p>DATE: 12/11/07</p> | <p>CAMP CREEK VILLAGE
FINAL PLAT
PHASE 1
LOCATED IN
FULTON COUNTY, GEORGIA</p> <p>SHEET NO. 8</p> |
|---|---|--|



THIS PLAT SUPERCEDES
PLAT BOOK 303 PAGE 111
RECORDED AUGUST 11, 2006
TO THE EXTENT NOT OTHERWISE
INDICATED BY A REFERENCE
TO THIS PLAT THE BOOK
AND PAGE REFERRED TO
IN THIS PLAT.

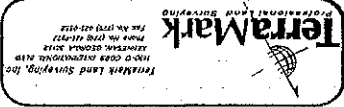
PROPERTY OF FULTON COUNTY
PLAT BOOK 303 PAGE 111
RECORDED AUGUST 11, 2006

Plat: 2007-0031



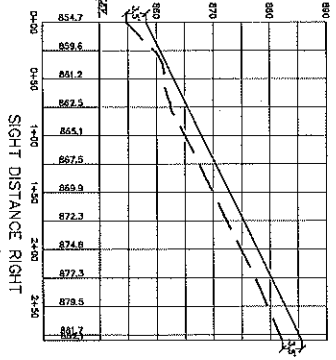
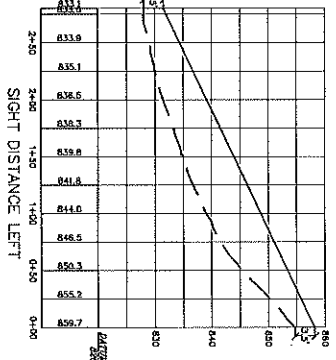
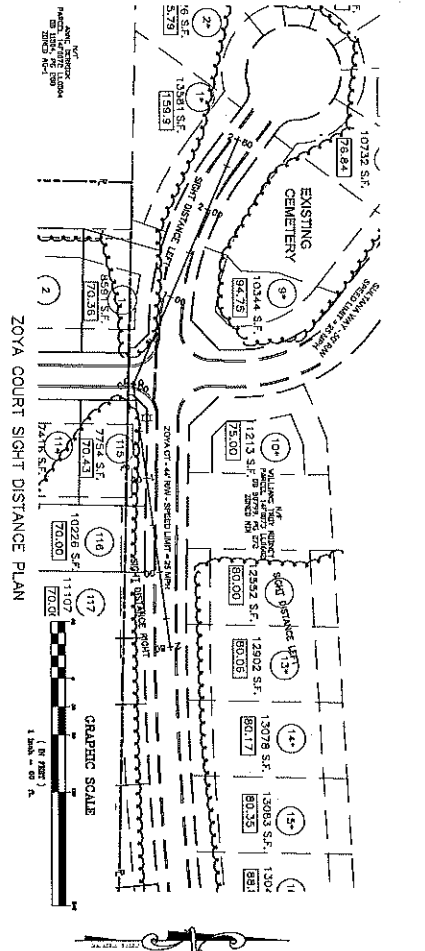
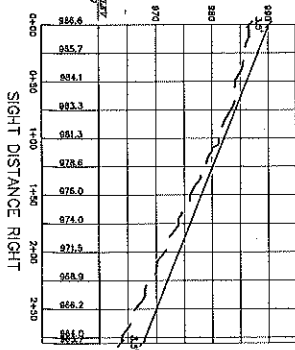
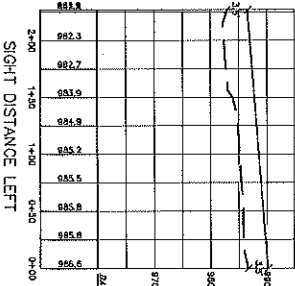
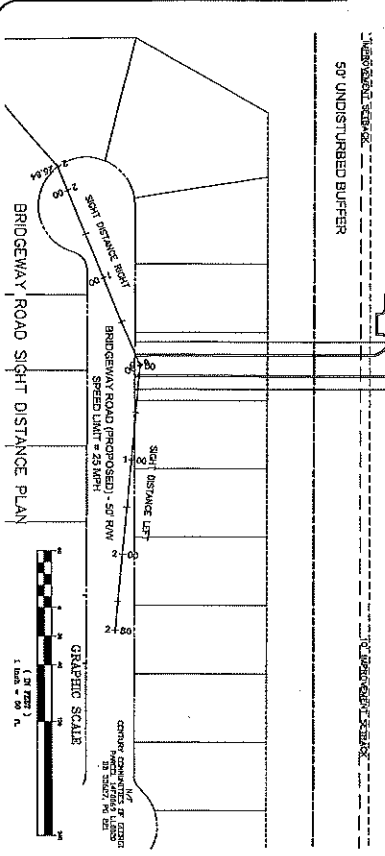
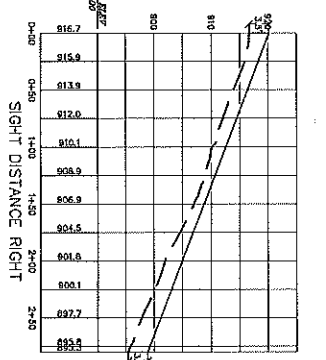
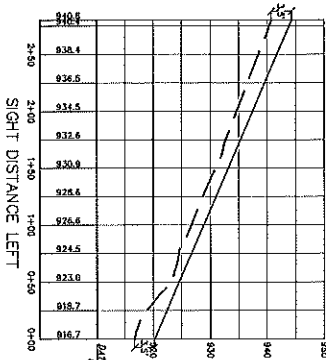
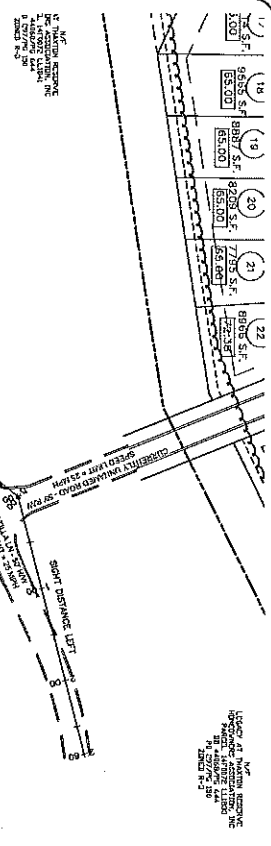
CAMP CREEK VILLAGE
PHASE I
FINAL PLAT
 LAND LOT 73, 1ST DISTRICT
 FULTON COUNTY, GEORGIA
 SHEET NO. 7

| Project No. | 2004-053 |
|--------------|------------------|
| Revised | NO |
| Date | 5/17/04 |
| Plat No. | 15-225 |
| Plat Title | CRANE LOTS 15-25 |
| Survey Cont. | NO |
| MSL | NO |
| WCA | NO |
| Survey | NO |
| Scale | AS SHOWN |



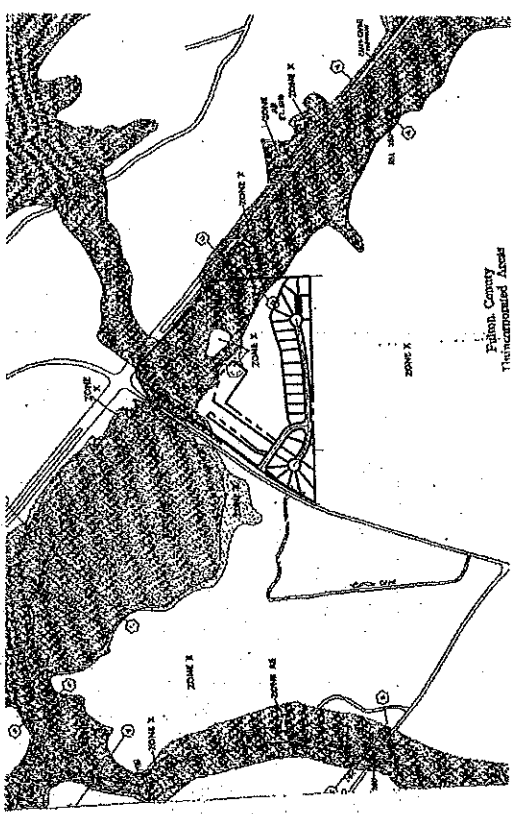
THIS PLAT SURVEY WAS PREPARED BY TERRY J. WOODRUFF, SURVEYOR, FULTON COUNTY, GEORGIA. THE PLAT SURVEYOR'S RECORD BOOK IS ON FILE AT THE CLERK'S OFFICE OF FULTON COUNTY, GEORGIA. THIS PLAT HAS BEEN RECORDED IN PLAT BOOK 15-225. CERTIFICATION AS TO AUTHORITY OF THIS PLAT HAS BEEN RECORDED IN PLAT BOOK 15-225.

PLAT 3224-B 27



M10-002

| | | | | | | | | | | | | | | | |
|---|--|------|---------|----|----------|-------------|-------|------|---------|----|----------|-------------|-------|---|---|
| <p>TerraMark
Professional Land Surveying
1180-080 INTERNATIONAL BLVD
KENNESAW, GEORGIA 30144
TEL: 478-425-1234
FAX: 478-425-1234</p> | <p>Project No. 2006-029
NO. 1180-080 INTERNATIONAL BLVD
KENNESAW, GEORGIA 30144
DATE 5/17/06</p> <table border="1"> <tr><td>DATE</td><td>5/17/06</td></tr> <tr><td>BY</td><td>AS/MS/LS</td></tr> <tr><td>APPROVED BY</td><td>MS/LS</td></tr> <tr><td>DATE</td><td>5/17/06</td></tr> <tr><td>BY</td><td>AS/MS/LS</td></tr> <tr><td>APPROVED BY</td><td>MS/LS</td></tr> </table> <p>SCALE: 1/8" = 10'-0"</p> | DATE | 5/17/06 | BY | AS/MS/LS | APPROVED BY | MS/LS | DATE | 5/17/06 | BY | AS/MS/LS | APPROVED BY | MS/LS | <p>CAMP CREEK VILLAGE
PHASE I
FINAL PLAT
LOCATED IN
FULTON COUNTY, GEORGIA</p> | <p>28
00
00
00
00
00
00</p> |
| DATE | 5/17/06 | | | | | | | | | | | | | | |
| BY | AS/MS/LS | | | | | | | | | | | | | | |
| APPROVED BY | MS/LS | | | | | | | | | | | | | | |
| DATE | 5/17/06 | | | | | | | | | | | | | | |
| BY | AS/MS/LS | | | | | | | | | | | | | | |
| APPROVED BY | MS/LS | | | | | | | | | | | | | | |



PLAT 322A IS
CATCHES UP TO PLAT 321
IN FULTON COUNTY, GEORGIA



THIS PLAT SUPERCEDES
PLAT BOOK 303, PAGE 113
RECORDED AUGUST 11, 2006

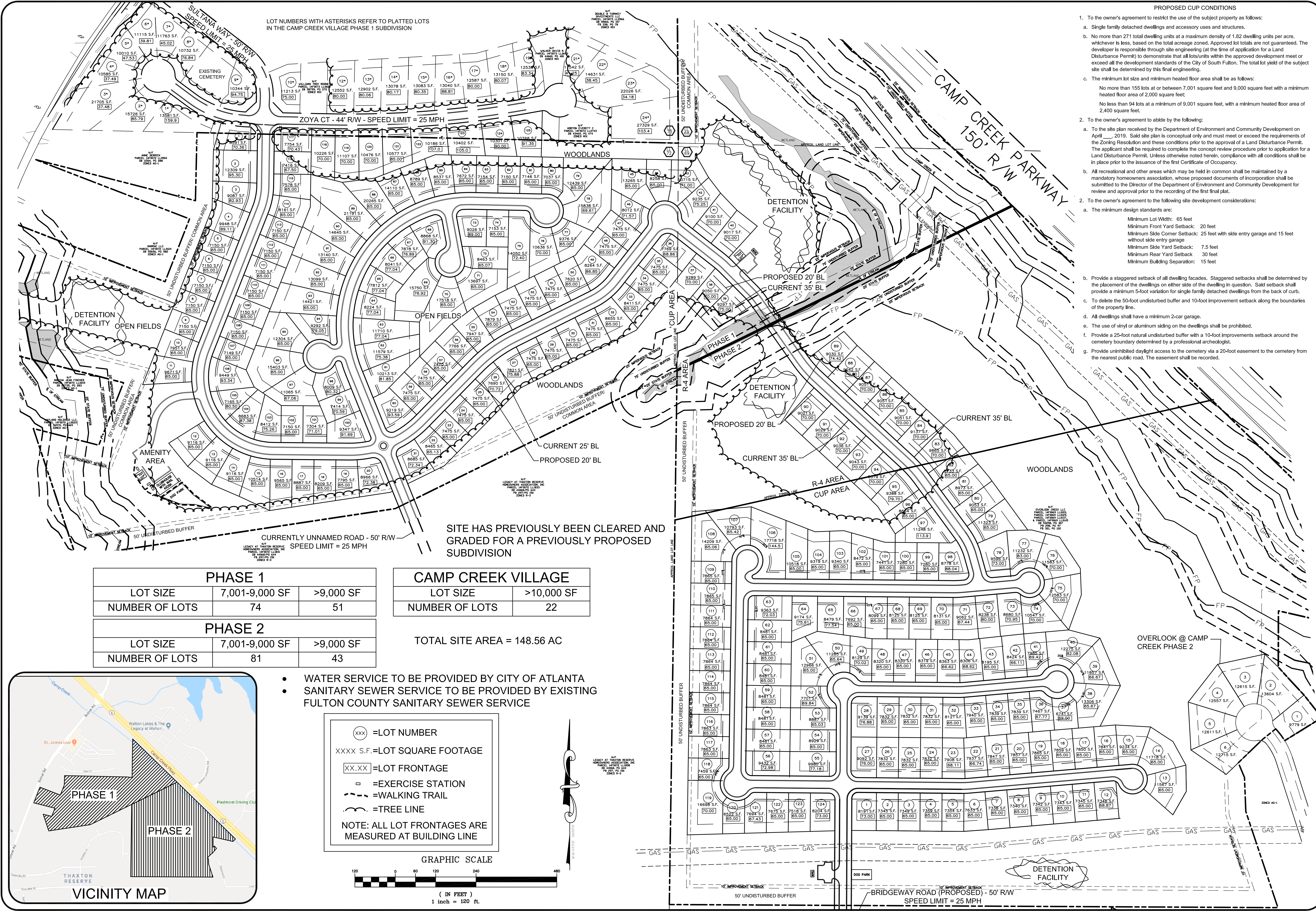
THIS PLAT IS TO REMAIN IN FULL FORCE AND EFFECT UNLESS THE COURT OF FULTON COUNTY, GEORGIA, ORDER OTHERWISE. THE COURT OF FULTON COUNTY, GEORGIA, HAS THE AUTHORITY TO MODIFY OR REVOKE THIS PLAT.

F.U.R.M. PANEL
AREAS WITHIN THE BOUNDARY OF THIS PLAT WHICH ARE DESIGNATED AS "F.U.R.M. PANEL" ARE TO REMAIN AS SUCH UNLESS THE COURT OF FULTON COUNTY, GEORGIA, ORDER OTHERWISE. THE COURT OF FULTON COUNTY, GEORGIA, HAS THE AUTHORITY TO MODIFY OR REVOKE THIS PLAT.

ZONE X AREAS OF ONE YEAR FLOODING ARE TO BE PROTECTED BY FLOOD PROOFING MEASURES WITHIN ONE YEAR OF THE DATE OF RECORDATION OF THIS PLAT.

ZONE Y AREAS ARE TO BE PROTECTED BY FLOOD PROOFING MEASURES WITHIN ONE YEAR OF THE DATE OF RECORDATION OF THIS PLAT.





LOT NUMBERS WITH ASTERISKS REFER TO PLATTED LOTS IN THE CAMP CREEK VILLAGE PHASE 1 SUBDIVISION

PROPOSED CUP CONDITIONS

- To the owner's agreement to restrict the use of the subject property as follows:
 - Single family detached dwellings and accessory uses and structures.
 - No more than 271 total dwelling units at a maximum density of 1.82 dwelling units per acre, whichever is less, based on the total acreage zoned. Approved lot totals are not guaranteed. The developer is responsible through site engineering (at the time of application for a Land Disturbance Permit) to demonstrate that all lots/units within the approved development meet or exceed all the development standards of the City of South Fulton. The total lot yield of the subject site shall be determined by this final engineering.
 - The minimum lot size and minimum heated floor area shall be as follows:
 - No more than 155 lots at or between 7,001 square feet and 9,000 square feet with a minimum heated floor area of 2,000 square feet;
 - No less than 94 lots at a minimum of 9,001 square feet, with a minimum heated floor area of 2,400 square feet.
- To the owner's agreement to abide by the following:
 - To the site plan received by the Department of Environment and Community Development on April, 2019. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Resolution and these conditions prior to the approval of a Land Disturbance Permit. The applicant shall be required to complete the concept review procedure prior to application for a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.
 - All recreational and other areas which may be held in common shall be maintained by a mandatory homeowners association, whose proposed documents of incorporation shall be submitted to the Director of the Department of Environment and Community Development for review and approval prior to the recording of the first final plan.
- To the owner's agreement to the following site development considerations:
 - The minimum design standards are:
 - Minimum Lot Width: 65 feet
 - Minimum Front Yard Setback: 20 feet
 - Minimum Side Corner Setback: 25 feet with side entry garage and 15 feet without side entry garage
 - Minimum Side Yard Setback: 7.5 feet
 - Minimum Rear Yard Setback: 30 feet
 - Minimum Building Separation: 15 feet
 - Provide a staggered setback of all dwelling facades. Staggered setbacks shall be determined by the placement of the dwellings on either side of the dwelling in question. Said setback shall provide a minimum 5-foot variation for single family detached dwellings from the back of curb.
 - To delete the 50-foot undisturbed buffer and 10-foot improvement setback along the boundaries of the property line.
 - All dwellings shall have a minimum 2-car garage.
 - The use of vinyl or aluminum siding on the dwellings shall be prohibited.
 - Provide a 25-foot natural undisturbed buffer with a 10-foot improvements setback around the cemetery boundary determined by a professional arborist.
 - Provide unobstructed daylight access to the cemetery via a 20-foot easement to the cemetery from the nearest public road. The easement shall be recorded.

PREPARED BY:
HRC
 HUGHES-RAY COMPANY, INC.
 6554 EAST CHURCH STREET
 DOUGLASSVILLE, GEORGIA 30134
 P 770.942.0196
 F 770.942.0152
 www.HughesRay.com

| NO. | DATE: | REVISION | REVISED LAYOUT AND CONDITIONS |
|-----|---------|-------------------------------|-------------------------------|
| 1 | 1/22/19 | REVISED LAYOUT AND CONDITIONS | REVISED LOT 49 FRONT BSL |
| 2 | 2/21/19 | | REVISED LAYOUT |
| 3 | 4/8/19 | | |

OVERALL LOT LAYOUT PLAN
 OF
THE BLUFFS @ CAMP CREEK
 PHASE 1 & 2
 L.L. 68, 69 & 72 DISTRICT 14FF.
 CITY OF SOUTH FULTON, FULTON COUNTY, GEORGIA

OWNER:
 HYBRASS PROPERTIES LLC
 988 EAST FREEWAY DRIVE,
 SUITE A
 CONYERS, GA. 30094

DEVELOPER:
 SAME AS ABOVE

24 HR. CONTACT:
 BILL GOODWIN
 770.652.6963

DATE: 12/12/18
 DRAWN BY: JCS
 CHECKED BY: HBR

JOB#: H17229
OV-1

| PHASE 1 | | |
|----------------|----------------|-----------|
| LOT SIZE | 7,001-9,000 SF | >9,000 SF |
| NUMBER OF LOTS | 74 | 51 |

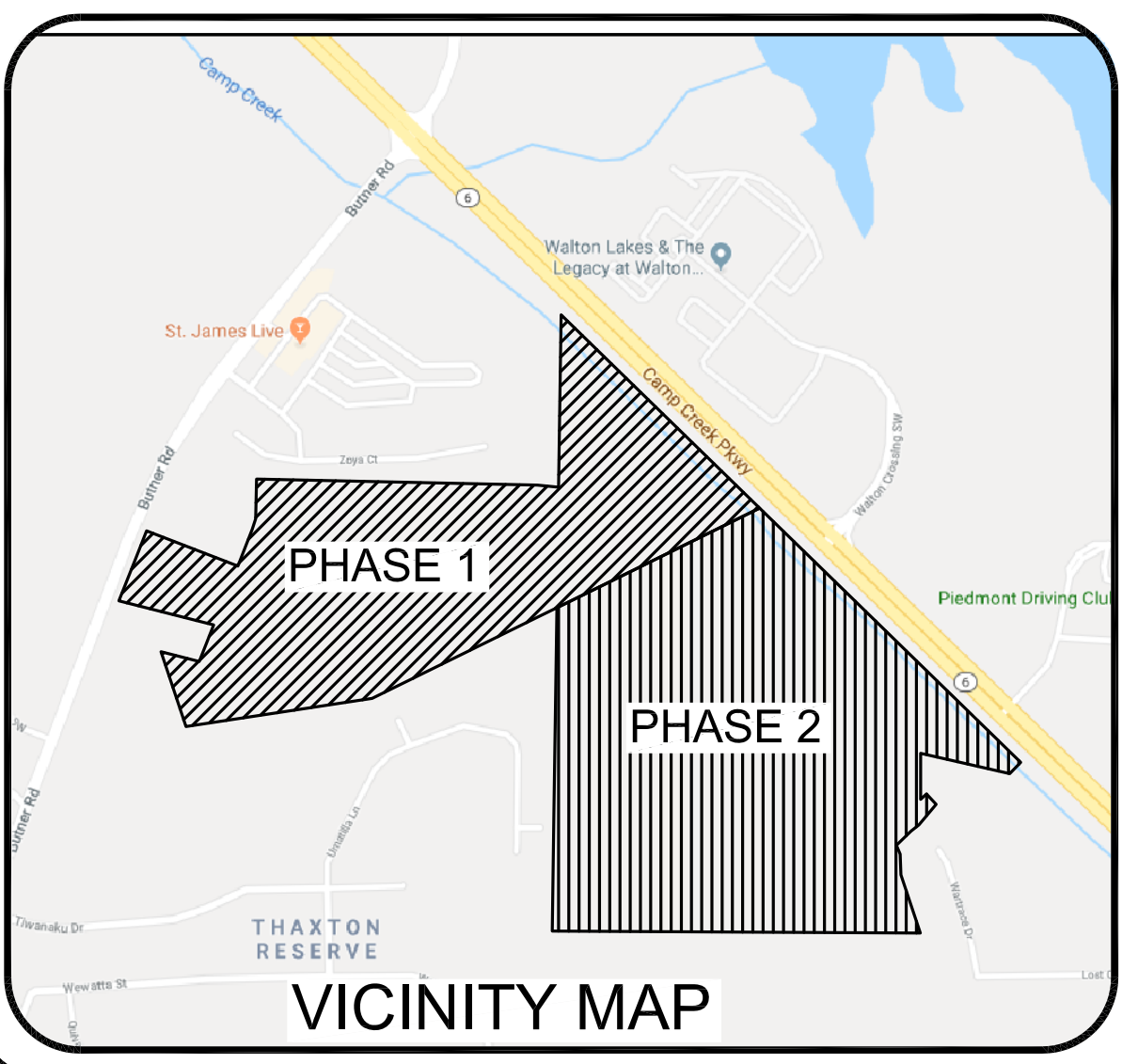
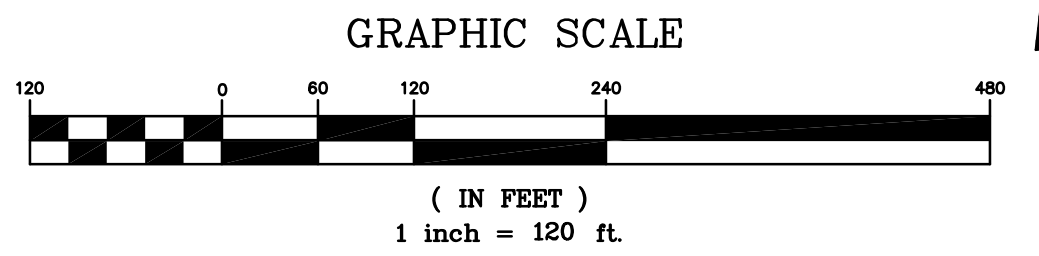
| PHASE 2 | | |
|----------------|----------------|-----------|
| LOT SIZE | 7,001-9,000 SF | >9,000 SF |
| NUMBER OF LOTS | 81 | 43 |

| CAMP CREEK VILLAGE | |
|--------------------|------------|
| LOT SIZE | >10,000 SF |
| NUMBER OF LOTS | 22 |

TOTAL SITE AREA = 148.56 AC

- WATER SERVICE TO BE PROVIDED BY CITY OF ATLANTA
- SANITARY SEWER SERVICE TO BE PROVIDED BY EXISTING FULTON COUNTY SANITARY SEWER SERVICE

XXXX = LOT NUMBER
 XXXX S.F. = LOT SQUARE FOOTAGE
 XX.XX = LOT FRONTAGE
 □ = EXERCISE STATION
 --- = WALKING TRAIL
 ~~~ = TREE LINE  
 NOTE: ALL LOT FRONTAGES ARE MEASURED AT BUILDING LINE



**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Public Hearing - M18-006 for a Modification of Zoo-0192 Briar Creek

**DATE:** September 24, 2019

**SUBJECT:** Public Hearing - M18-006 for a Modification of Zoo-0192 Briar Creek

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description                           | Type       | Upload Date |
|---------------------------------------|------------|-------------|
| M18-006 for Modificiation of Z00-0102 | Cover Memo | 9/18/2019   |

# GOVERNMENT OF THE CITY OF SOUTH FULTON

ODIE DONALD II  
CITY MANAGER



SHAYLA REED  
DIRECTOR  
COMMUNITY DEVELOPMENT &  
REGULATORY AFFAIRS

## MEMORANDUM

**TO:** City of South Fulton Mayor and Council

**FROM:** Planning & Zoning Division

**SUBJECT:** **M18-006 for a Modification of Z00-0102 at Briar Creek (fka Legend Oaks Phase II)**

**DATE:** September 24, 2019

---

To consider a modification from two conditions identified in zoning case 200Z-0102, 3.g and 3.k (crawl space or basement and Fulton County Tributary Buffer requirements) at the Briar Creek subdivision (fka Legend Oaks Phase II) by Pulte Home Corporation.

Applicant was granted a 60-day deferral to address development concerns with the community. Staff has not received an update on the results from those meetings.

Applicant's case was removed from the Agenda.

May 28, 2019 – Applicant was granted 60-day deferral to continue discussions with the community.

September 10, 2019 – Applicant was granted 14-day deferral to work with staff on conditions.

**STAFF RECOMMENDATION: APPROVAL with Conditions**

cc: Diane White, City Clerk

M18-006 for a Modification at Briar Creek (fka Legend Oaks Phase II)  
September 10, 2019  
Page 1 of 6

2035 Comprehensive Plan:

property.

Overlay District:

Cliftondale Overlay

Public Utilities:

Water service is provided to these sites by City of Atlanta. Sewer service is available to the site by Fulton County. Any extension of sewer service is the responsibility of the developer.

Public Services:

Police and fire services are available to the site by the City of South Fulton.

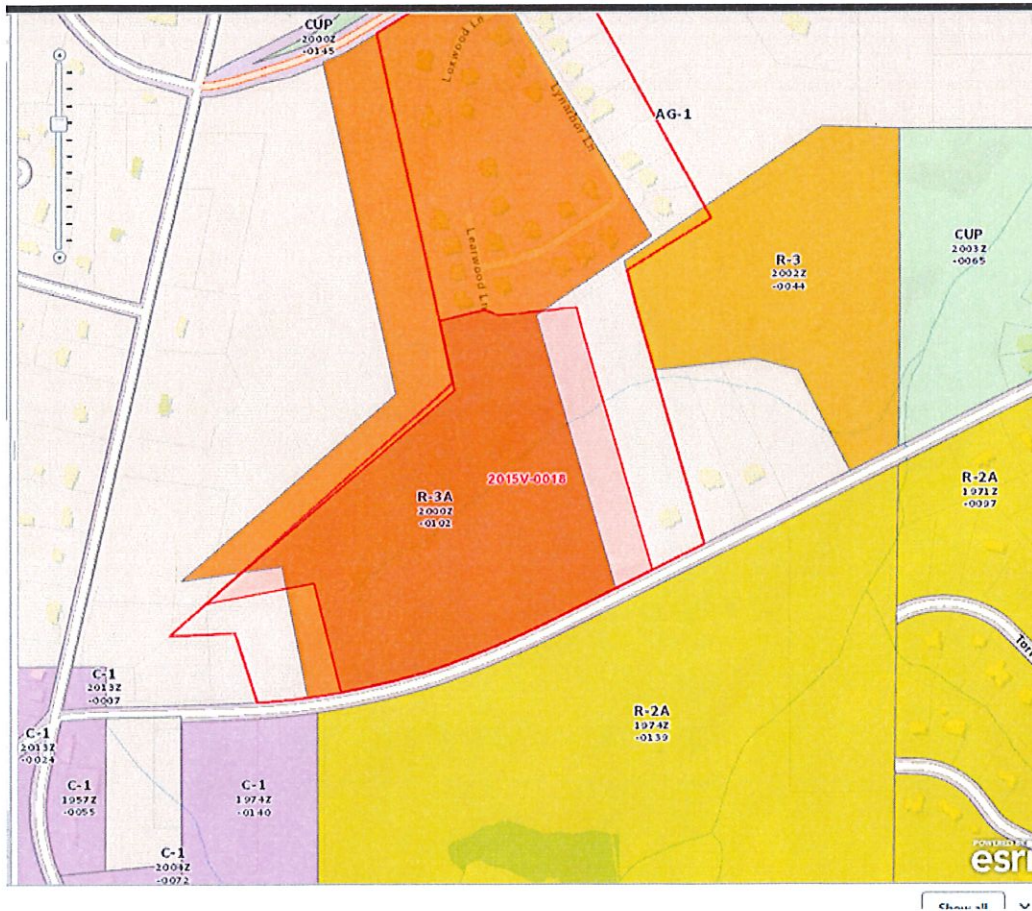
Transportation:

Street: Butner Road

Classification: Primary Arterial Local Road

Public Transit: MARTA is not available to this site

Bike/Pedestrian Access: There are no sidewalks along this section of Butner Rd.



M18-006 for a Modification at Briar Creek (fka Legend Oaks Phase II)  
September 10, 2019  
Page 3 of 6

---

**CONDITION(S) TO BE MODIFIED:**

**Zoo-0102 condition 3G states:** “All houses shall be constructed with a crawl space or basement, and not a slab foundation.”

**Zoo-0102 condition 3K states:** “Comply with the requirements of the Fulton County Tributary Buffer Ordinance for South Fulton.”

---

**PUBLIC PARTICIPATION**

---

**STAFF COMMENTS**

---

Engineering:

1. Removal of condition 3k would not include approval of variance to the Stream Buffer Protection Ordinance;
2. Lots 1 and 41 on submitted site plan shall include 50ft undisturbed buffer along Butner Road (the submitted site plan does not show required buffer extending through Lots 1 and 41);
3. Provide 50ft wide buffer along the Legend Oaks Phase 1 boundary, undisturbed except for approved access and utility crossings and replanting where sparsely vegetated to meet buffer standards subject to City Arborist approval. Buffer may be apart of individual lots;
4. Homes shall include fire suppression system subject to Fire Marshall approval unless secondary fire access is provided subject to City approval. All area required to encompass improvements necessary to provide City approved fire access shall be encompassed within a permanent access easement. Documents establishing the easement encompassing the fire access shall be subject to City approval, recorded, and referenced on the Final Plat. HOA shall bear the responsibility for fire access maintenance.

Environmental: The Fulton County Board of Heath does not anticipate any adverse impacts to the health of humans or the environment by approving the modification to allow for the development of the proposed subdivision.

Public Works: N/A

Transportation: N/A

MARTA: N/A

Fulton County Schools: See attached report.

Fire: N/A

Legal: N/A

---

**PLANNER'S RECOMMENDATION:**

---

1. Removal of condition 3.k would not include approval of variance to the Stream Buffer Protection Ordinance;
2. Lots 1 and 41 on submitted site plan shall include 50ft undisturbed buffer along Butner Road (the submitted site plan does not show required buffer extending through Lots 1 and 41);
3. Provide 50ft wide buffer along the Legend Oaks Phase 1 boundary, undisturbed except for approved access and utility crossings and replanting where sparsely vegetated to meet buffer standards subject to City Arborist approval. Buffer may be a part of individual lots;
4. Homes shall include fire suppression system subject to Fire Marshall approval unless secondary fire access is provided subject to City approval. All area required to encompass improvements necessary to provide City approved fire access shall be encompassed within a permanent access easement. Documents establishing the easement encompassing the fire access shall be subject to City approval, recorded, and referenced on the Final Plat. HOA shall bear the responsibility for fire access maintenance.
5. Comply with the applicable provisions of the City of South Fulton's Developer Common Area and Amenity Checklist and Certification form.
6. Finalize "turn-over" of the Board of Directors for the Legend Oaks Homeowners Association to the residents of the Legend Oaks subdivision.
7. Replace the mechanical equipment for the entrance gate (located at the entrance of Legend Oaks) and assign the manufacturer's warranty to the Legend Oaks Homeowner Association.
8. The mechanical, electrical, security, and safety specifications for the new gate equipment shall be comparable to all such specifications for the Max Megatron 1400 HP gate operator.
9. Install a commercial grade wrought iron style aluminum fence and gate between Legend Oaks and Briar Creek (generally behind Lots 18 and 50-52 of the Legend Oaks subdivision) at the maximum height permitted by the City without having to obtain a variance.
10. Install a "Knox-box" on the newly installed fence to facilitate emergency and first responder access between Legend Oaks and the subdivision on the subject property, in a location as approved by applicable governmental agencies and/or offices.
11. Convey Lot 22 within the Legend Oaks subdivision to the Legend Oaks Homeowner's Association.
12. Install 15 linear feet of sidewalk and beauty strip at the front of Lot 22 of the Legend Oaks subdivision.
13. Provide a seal coat paving on the front entryway into the Legend Oaks subdivision, or additional repair depending on existing conditions subject to City Engineers approval.

14. Pulte shall limit the floor plans for the proposed subdivision to its Hampton, Mitchell, Furman, and Woodward floor plans. Floor plans offered by any other builder for construction in the subdivision shall be substantially similar to the Pulte floor plans, and their floor area shall be equal to (or greater than) the Pulte floor plans.
15. All prospective purchasers shall be offered structural options and upgrades that would enhance housing square footage, such as sunrooms and sitting rooms, provided, however, that the developer shall not be required to build any such options and/or upgrades on any home when they have not been selected by a contract purchaser.
16. The developer shall comply with zoning conditions 1 – 9 within 120 days after receiving a land disturbance permit from the City of South Fulton. An extension may be granted if staff believes reasonable effort has been made to accomplish said tasks. Any extension granted shall not exceed 30 days.
17. All front facades shall be constructed with a minimum 70% brick or stone.
18. All side and rear exteriors shall be constructed with brick, stone, stucco, or other masonry materials, such as hardi-board, clapboards, cedar shakes or shingles, or some combination of these materials.

---

**RICHARD HATHCOCK, PLANNER II**

**REVIEWED BY: KEEDRA T. JACKSON, SENIOR PLANNER**

---

**MAYOR & COUNCIL ACTION**

Original hearing date: February 26, 2019. Deferred for 60 days.  
April 23, 2019. Removed from Agenda.  
May 28, 2019. Deferred for 60 days.

---

**RECOMMENDED CONDITIONS**

If this petition is approved by the Board of Commissioners, it should be approved ~~R-3~~ R-3A (Residential) CONDITIONAL subject to the following enumerated conditions. Where these conditions conflict with the stipulations and offerings contained in the Letter of Intent, these conditions shall supersede unless specifically stipulated by the Board of Commissioners.

1. To the owner's agreement to restrict the use of the subject property as follows:
  - a. Single family detached dwellings and accessory uses and structures.
  - b. No more than 104 total dwelling units at a maximum density of 2 dwelling units per acre, whichever is less, based on the total acreage zoned.
  - c. The minimum lot size shall be 1 acre along Enon Road and 30,000 square feet along Butner Road.
  - d. The minimum heated floor area per dwelling unit shall be ~~4,600~~ 1,800 square feet.
  
2. To the owner's agreement to abide by the following:
  - a. To the revised site plan received by the Department of Environment and Community Development on ~~August 10, 2000~~ ~~July 15, 2005~~ **April 26, 2012**. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Resolution and these conditions prior to the approval of a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy. (~~2005ZM-0051~~ **2012ZM-0002 SFC**)
  
3. To the owner's agreement to the following site development considerations:
  - a. No more than 1 exit/entrance on Enon Road. Curb cut location and alignment are subject to the approval of the Fulton County Traffic Engineer.



- b. No more than 1 exit/entrance on Butner Road. Curb cut location and alignment are subject to the approval of the Fulton County Traffic Engineer.
- c. No lot shall be allowed direct access from Enon Road.
- d. No lot shall be allowed direct access from Butner Road.
- e. Provide a 2-car garage either attached or detached. If the garage is detached, it shall be connected to the primary residence by a covered walkway, trellis or other decorative structure appropriate for the architectural style of the primary residence.
- f. Exterior facades shall consist of a minimum of three sides of brick, stucco, masonry, wood shake or clapboard siding (except vinyl and aluminum siding which does not include architectural trim or details). Where wood shake or clapboard siding is used as the primary building material on the front and side facades, all exposed foundations shall be covered in a veneer of brick or stone.
- g. All houses shall be constructed with a crawl space or basement, and not a slab foundation.
- h. All recreational and other areas which may be held in common shall be maintained by a mandatory homeowners association, whose proposed documents of incorporation shall be submitted to the Director of the Department of Environment and Community Development for review and approval prior to the recording of the first final plat.
- i. Designate all unbuildable space as open space held in common and maintained by the homeowners association.
- j. Construct subdivision monuments at the Enon Road and Butner Road entrances. The Enon Road and Butner Road entrances shall be landscaped. Landscaped areas shall be maintained by the homeowners association.
- k. Comply with the requirements of the Fulton County Tributary Buffer Ordinance for South Fulton.
- l. Reduce the front yard building setback from 50 feet to 25 feet (2012VC-0009 SFC, Part 1) (2012ZM-0002 SFC)
- m. Reduce the minimum setback for a new street adjacent to AG-1

(Agricultural) and residentially zoned properties as shown on the site plan from 50 feet to 20 feet, and plant a 10-foot wide landscape strip planted to buffer standards adjacent to the perimeter property line. (2012VC-0009 SFC, Part 2) (2012ZM-0002 SFC)

n. Provide a 50-foot wide natural buffer, undisturbed except for approved access and utility crossings, improvements, and replanting where sparsely vegetated and subject to the approval of the Fulton County Arborist along Butner Road. Said buffer may be part of individual lots. (2012ZM-0002 SFC)

o. Provide a 25-foot landscape strip planted to buffer standards along the west and east property lines, except in the area of the detention ponds reduce the width from 25 feet to the required detention pond buffer (20-foot landscape strip planted to buffer standards), and except as specified in condition 3.m. Said plantings and specifications shall be subject to the approval of the Fulton County Arborist. Said landscape strips may be part of individual lots. (2012ZM-0002 SFC)

4. To the owner's agreement to abide by the following requirements, dedication and improvements:

a. Reserve for Fulton County along the necessary property frontage of the following roadways, prior to the approval of a Land Disturbance permit, sufficient land as necessary to provide for compliance with the Comprehensive Plan. All building setback lines shall be measured from the dedication but at no time shall a building be allowed inside the area of reservation. All required landscape strips and buffers shall straddle the reservation line so that the reservation line bisects the required landscape strip or buffer. At a minimum, 10 feet of the required landscape strip or buffer shall be located outside the area of reservation. All required tree plantings per Article 4.23 shall be placed within the portion of the landscape strip or buffer that lies outside the area of reservation.

45 feet from centerline of Enon Road.

b. Dedicate at no cost to Fulton County along the entire property frontage, prior to the approval of a Land Disturbance Permit, sufficient land as necessary to provide the following rights-of-way, and dedicate at no cost to Fulton County such additional right-of-way as may be required to provide at least 10.5 feet of right-of-way from the back of curb of all abutting road improvements, as well as allow the necessary construction easements while the rights-of-way are being improved:

30 feet from centerline of Enon Road.

30 feet from centerline of Butner Road.

- c. Improve roadway(s) along the entire property frontage with curb and gutter per Fulton County standards or as may be approved by the Fulton County Traffic Engineer and/or the Georgia Department of Transportation.
  - d. Provide a deceleration lane for each project entrance or as may be required by the Fulton County Traffic Engineer.
  - e. Provide a left turn lane for each project entrance or as may be required by the Fulton County Traffic Engineer.
  - f. If access is obtained from both Enon Road and Butner Road, the internal roadway design and construction must incorporate traffic calming devices and techniques or as approved by the Fulton County Traffic Engineer.
5. To the owner's agreement to abide by the following:
- a. To contact the Director of Public Works, prior to the application for a Land Disturbance Permit with the Department of Environment and Community Development, to meet with the Fulton County Traffic Engineer. A signed copy of the results of these meetings will be required to be submitted along with the application for a Land Disturbance Permit.
  - b. Prior to the application for a Land Disturbance Permit with the Department of Environment and Community Development, arrange an on-site evaluation of existing specimen trees/stands, buffers, and tree protection zones within the property boundaries with the Fulton County Arborist. A signed copy of the results of these meetings will be required to be submitted along with the application for a Land Disturbance Permit.
  - c. To contact the Public Works Department, Water Service Division, prior to the application for a Land Disturbance Permit (LDP) with the Department of Environment and Community Development, to meet with the Fulton County Drainage Engineer on-site.
  - d. The engineer/developer is required to submit along with the application for a Land Disturbance Permit (LDP) signed documentation verifying the storm water concept plan approval.

- e. Provide at the LDP approval documentation (such as cross-section, profile, etc.) describing all existing natural streams, creeks, or draws geometry, within the proposed development boundary and provide the appropriate bank erosion protection for the conveyance system after development.
- f. The developer/engineer is responsible to demonstrate to the County by engineering analysis at the Land Disturbance Permit application that the proposed development surface water runoff conditions are controlled at the minimum predevelopment level, so that downstream conveyance systems may not be impacted, aggravate existing flooding or drainage problems nor creates new flooding or drainage problems off-site.
- g. Prior to the application for a Land Disturbance Permit, the developer/engineer shall submit to the Department of Public Works, Surface Water Section, a project Storm Water Concept Plan. This concept plan shall be preliminary drawing describing (but not limited to) the proposed location of project surface water quality and quantity facilities/Best Management Practices (BMP's); the existing downstream off-site drainage conveyance system that the proposed development runoff will impact; the discharge path(s) from facilities/BMP's outlet through the downstream drainage system offsite to the appropriate receiving conveyance system downstream and any potential surface water implications.
- h. The developer/engineer is responsible to conceptually describe to the County at the storm water concept plan approval phase post development structural Best Management Practices (BMP's) to be utilized to reduce surface water pollution impact associated with the proposed development. The detail engineering analysis and specifications of BMPs shall be included as a part of the LDP storm water submittal.



PulteGroup, Inc.  
2475 Northwinds Parkway – Suite 600  
Alpharetta, GA 30009

December 17, 2018

RE: Zoning Modification for Briar Creek (fka Legend Oaks Phase II), City of South Fulton, Fulton County, Georgia

Dear City of South Fulton Resident,

We are submitting a Zoning Modification Application that will involve the residential development of 24.99 acres for 41 total single-family detached lots at Briar Creek, formerly known as Legend Oaks Phase II (reference Exhibit I). On October 24, 2000, the rezoning application (#2000Z-0102) for 52.4736 acres (both Phase I and Phase II) was approved by the Fulton County Board of Commissioners. A number of conditions were attached to the zoning approval, including conditions "3-g" and "3-k" (reference Exhibit II):

- "3-g": "All houses shall be constructed with a crawl space or basement, and not a slab foundation."
- "3-k": "Comply with the requirements of the Fulton County Tributary Buffer Ordinance for South Fulton."

We are requesting removal of condition "3-g". Though this condition was agreed to at the date of original zoning, it is atypical for the Atlanta housing market.

We are requesting modification of condition "3-k" to read "Comply with the requirements of the Fulton County Tributary Buffer Ordinance for South Fulton or the Variance Procedures set forth in the Ordinance."

If you have any questions, then please reach out and I will do my best to provide you with answers. In the coming weeks additional info will be sent, including a time and location for an informal meeting. Have a wonderful holiday!

Sincerely,

*Brian W. Ehram, 12/17/2018*

Brian Ehram, Land Project Manager  
PulteGroup, Inc.  
Phone: (513) 687-0752  
Email: [brian.ehram@pulte.com](mailto:brian.ehram@pulte.com)



# APPLICATION FOR ADMINISTRATIVE OR ZONING MODIFICATIONS

The undersigned, having an interest in the property herein described respectfully request:

## SECTION I

MODIFICATION #: \_\_\_\_\_  
(To be assigned by the City of South Fulton)

- A. **ADMINISTRATIVE MODIFICATION:** A modification of a condition(s) of zoning or Use Permit that does not require a public hearing. A decision will be made by the Director of Community Development Services.
- B. **ZONING MODIFICATION:** A modification of a condition(s) of zoning or Use Permit where public interest has been determined. This requires a public hearing by the City of South Fulton Councilmembers.

If "A" was denied, list previous case number: #M \_\_\_\_\_

- 1) Planner who determined the type of Modification you should file: Brianna Fidge
- 2) Identify the specific condition(s) being modified as provided by the Planner. State the condition number(s) and letter(s) (e.g. 2-b, 2-e). 3-g; 3-k
- 3) Petition number of the Zoning or Use Permit to which this application applies # 20002-0102  
Current zoning district R-3A
- 4) Attach a copy of Legal Description [must be metes and bounds], or complete the following information if the property is within a recorded subdivision.

SUBDIVISION NAME: \_\_\_\_\_ UNIT/PHASE: \_\_\_\_\_

LOT NUMBER: \_\_\_\_\_ BLOCK DESIGNATION: \_\_\_\_\_ LAND LOT(S): \_\_\_\_\_

DISTRICT/SECTION: \_\_\_\_ / \_\_\_\_ RECORDED IN PLAT BOOK: \_\_\_\_\_ PAGE: \_\_\_\_\_

ROAD NAME: \_\_\_\_\_

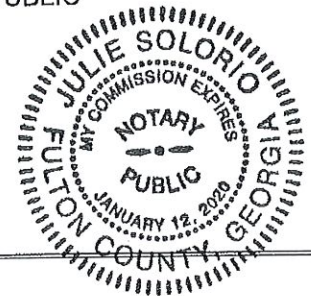
**NOTICE:** Sections III or IV below **MUST** be signed and notarized when application is submitted. If Section III is signed and notarized, applicant need only complete Section IV as "Applicant", notarization of Section IV is not necessary.

**SECTION III:** Owner states under oath that he/she is the owner of property described in the attached legal description, which is made part of this application for a Modification.

Pulte Home Corporation  
TYPE OR PRINT OWNER'S NAME  
2475 Northwinds Parkway - Suite 600  
ADDRESS  
Alpharetta, GA 30009  
CITY & STATE ZIP CODE  
Brian W. Smith - Div VP Land Acquisition  
OWNER OF PROPERTY (SIGNATURE)  
(678) 459-1346  
PHONE NUMBER  
brian.chrisam@pulte.com  
EMAIL ADDRESS

Sworn to and subscribed before me this  
4 day of December 2018

[Signature]  
NOTARY PUBLIC



**SECTION IV:** Applicant, if different from the Owner, states under oath that:

- 1) Applicant is the executor or attorney-in-fact under a Power-of-Attorney for the Owner. Attach copy of Power-of-Attorney and type name of Owner as indicated in Section III; or
- 2) Applicant has an option to purchase said property conditioned upon the property being granted a modification. Attach copy of contract and type name of Owner as indicated in Section III; or
- 3) Applicant has an estate for years which permits the applicant to apply for a modification. Attach a copy of lease and type name of Owner as indicated in Section III.

\_\_\_\_\_  
APPLICANT (SIGNATURE)  
\_\_\_\_\_  
TYPE/PRINT NAME OF APPLICANT  
\_\_\_\_\_  
ADDRESS  
\_\_\_\_\_  
CITY & STATE ZIP CODE  
\_\_\_\_\_  
PHONE NUMBER  
\_\_\_\_\_  
EMAIL ADDRESS

Sworn to and subscribed before me this  
\_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC

Indicate which of the above is applicable: 1 \_\_\_\_\_ 2 \_\_\_\_\_ or 3 \_\_\_\_\_

**SECTION V:** Attorney or Agent, if different from the applicant and/or owner

\_\_\_\_\_  
SIGNATURE OF ATTORNEY/AGENT  
\_\_\_\_\_  
ADDRESS  
\_\_\_\_\_  
CITY & STATE ZIP CODE  
\_\_\_\_\_  
PHONE NUMBER

CHECK ONE: [  ] ATTORNEY [  ] AGENT

# PRE-APPLICATION REVIEW FORM

Office use only:

I hereby certify that I have completed a preliminary review of the site plan for this project and determined that it meets the minimum standards specified by Article 28.5.2 of the Fulton County Zoning Resolution.

Staff signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Planning Division  
Community Development Services

Staff printed name: \_\_\_\_\_

The undersigned acknowledges that the site plan is submitted in accordance with Article 28.5.2 of the Fulton County Zoning Resolution and failure to comply shall render my application incomplete which may result in delay in the process of this application.

Applicant signature: [Signature] Date: 12/18/2018

Applicant printed name: Brian Ehrsam





PulteGroup, Inc.  
2475 Northwinds Parkway – Suite 600  
Alpharetta, GA 30009

December 17, 2018

RE: Zoning Modification for Briar Creek (fka Legend Oaks Phase II), City of South Fulton, Fulton County, Georgia

Dear City of South Fulton Resident,

We are submitting a Zoning Modification Application that will involve the residential development of 24.99 acres for 41 total single-family detached lots at Briar Creek, formerly known as Legend Oaks Phase II (reference Exhibit I). On October 24, 2000, the rezoning application (#2000Z-0102) for 52.4736 acres (both Phase I and Phase II) was approved by the Fulton County Board of Commissioners. A number of conditions were attached to the zoning approval, including conditions "3-g" and "3-k" (reference Exhibit II):

- "3-g": "All houses shall be constructed with a crawl space or basement, and not a slab foundation."
- "3-k": Comply with the requirements of the Fulton County Tributary Buffer Ordinance for South Fulton."

We are requesting removal of condition "3-g". Though this condition was agreed to at the date of original zoning, it is atypical for the Atlanta housing market.

We are requesting modification of condition "3-k" to read "Comply with the requirements of the Fulton County Tributary Buffer Ordinance for South Fulton or the Variance Procedures set forth in the Ordinance."

If you have any questions, then please reach out and I will do my best to provide you with answers. In the coming weeks additional info will be sent, including a time and location for an informal meeting. Have a wonderful holiday!

Sincerely,

*Brian W. Ehram, 12/17/2018*

Brian Ehram, Land Project Manager  
PulteGroup, Inc.  
Phone: (513) 687-0752  
Email: [brian.ehram@pulte.com](mailto:brian.ehram@pulte.com)

700-102

the Fulton County Traffic Engineer.

- b. No more than 1 exit/entrance on Butner Road. Curb cut location and alignment are subject to the approval of the Fulton County Traffic Engineer.
  - c. No lot shall be allowed direct access from Enon Road.
  - d. No lot shall be allowed direct access from Butner Road.
  - e. Provide a 2-car garage either attached or detached. If the garage is detached, it shall be connected to the primary residence by a covered walkway, trellis or other decorative structure appropriate for the architectural style of the primary residence.
  - f. Exterior facades shall consist of a minimum of three sides of brick, stucco, masonry, wood shake or clapboard siding (except vinyl and aluminum siding which does not include architectural trim or details). Where wood shake or clapboard siding is used as the primary building material on the front and side facades, all exposed foundations shall be covered in a veneer of brick or stone.
  - g. All houses shall be constructed with a crawl space or basement, and not a slab foundation.
  - h. All recreational and other areas which may be held in common shall be maintained by a mandatory homeowners association, whose proposed documents of incorporation shall be submitted to the Director of the Department of Environment and Community Development for review and approval prior to the recording of the first final plat.
  - i. Designate all unbuildable space as open space held in common and maintained by the homeowners association.
  - j. Construct subdivision monuments at the Enon Road and Butner Road entrances. The Enon Road and Butner Road entrances shall be landscaped. Landscaped areas shall be maintained by the homeowners association.
  - k. Comply with the requirements of the Fulton County Tributary Buffer Ordinance for South Fulton.
4. To the owner's agreement to abide by the following requirements, dedication and improvements:

Exhibit I



Exhibit II

the Fulton County Traffic Engineer.

- b. No more than 1 exit/entrance on Butner Road. Curb cut location and alignment are subject to the approval of the Fulton County Traffic Engineer.
  - c. No lot shall be allowed direct access from Enon Road.
  - d. No lot shall be allowed direct access from Butner Road.
  - e. Provide a 2-car garage either attached or detached. If the garage is detached, it shall be connected to the primary residence by a covered walkway, trellis or other decorative structure appropriate for the architectural style of the primary residence.
  - f. Exterior facades shall consist of a minimum of three sides of brick, stucco, masonry, wood shake or clapboard siding (except vinyl and aluminum siding which does not include architectural trim or details). Where wood shake or clapboard siding is used as the primary building material on the front and side facades, all exposed foundations shall be covered in a veneer of brick or stone.
  - g. All houses shall be constructed with a crawl space or basement, and not a slab foundation.
  - h. All recreational and other areas which may be held in common shall be maintained by a mandatory homeowners association, whose proposed documents of incorporation shall be submitted to the Director of the Department of Environment and Community Development for review and approval prior to the recording of the first final plat.
  - i. Designate all unbuildable space as open space held in common and maintained by the homeowners association.
  - j. Construct subdivision monuments at the Enon Road and Butner Road entrances. The Enon Road and Butner Road entrances shall be landscaped. Landscaped areas shall be maintained by the homeowners association.
  - k. Comply with the requirements of the Fulton County Tributary Buffer Ordinance for South Fulton.
4. To the owner's agreement to abide by the following requirements, dedication and improvements:

**LEGAL DESCRIPTION**

All that tract or parcel of land lying and being in Land Lots 125 and 126 of District 14F, Fulton County, Georgia and being more particularly described as follows:

Beginning at an iron pin located on the northerly right of way of Butner Road (60 foot right of way), said iron pin being located north 85 degrees 36 minutes 1 second east 1,098.28 feet along said right of way from its intersection with the easterly right of way of Stonewall Tell Road; thence depart said right of way and run north 10 degrees 57 minutes 09 seconds west 497.13 feet to a ½ " rebar; run thence south 82 degrees 31 minutes 50 seconds west 383.74 feet to a ½ " rebar; run thence north 49 degrees 25 minutes 11 seconds east 1,072.03 feet to a ½ " rebar; run thence north 12 degrees 28 minutes 35 seconds west 1,364.34 feet to a point on the southeasterly right of way of Enon Road (right of way varies); run thence along said right of way north 57 degrees 04 minutes 43 seconds east 292.20 feet to a point; thence continue along said right of way north 56 degrees 42 minutes 59 seconds east 353.65 feet to a point; thence depart said right of way and run south 00 degrees 26 minutes 21 seconds west 27.00 feet to a point; run thence south 89 degrees 29 minutes 07 seconds east 75.28 feet to a ½" rebar; run thence south 31 degrees 25 minutes 39 seconds east 1,161.50 feet to a ½" rebar; run thence south 55 degrees 51 minutes 20 seconds west 525.52 feet to a point; run thence south 15 degrees 51 minutes 31 seconds east 1,080.16 feet to a point on the northerly right of way of Butner Road; run thence along said right of way south 62 degrees 47 minutes 40 seconds west 479.81 feet to a point; thence continue along said right of way along the arc of a curve to the right an arc distance of 744.64 feet, said arc having a radius of 2,785.27 feet and being subtended by a chord having a bearing and distance of south 70 degrees 27 minutes 12 seconds west 742.42 feet to a point and the True Place or Point of Beginning.

Said property contains 52.4736 acres as shown on ALTA/ACSM Land Title Survey for John Wieland Homes and Neighborhoods, Inc. and Old Republic National Title Insurance Company by C2 Land Surveying, LLC, certified by Patrick P. Nunn, GRLS No. 2860, dated May 20, 2005, and sealed August 8, 2005.



# DISCLOSURE REPORT FORM C

Office use only:  
 REZONING PETITION #: \_\_\_\_\_ CITY COUNCIL MEETING DATE: \_\_\_\_\_

- Within the (2) years immediately preceding the filing of this zoning petition have you, as the applicant, owner and/or opponent for the rezoning petition, or an attorney or agent of the applicant or opponent for the rezoning petition, made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to a member of the City Council.

**CIRCLE ONE:**                      YES                      NO

If the answer is YES, proceed to sections 1 through 4.  
 If the answer is NO, complete only section 4.

1.        **CIRCLE ONE:**                      Party to Petition                      ~~In Opposition to Petition~~

If party to petition, complete sections 2, 3, and 4 below.  
 If in opposition, proceed to sections 3 and 4 below.

2. List all individuals or business entities which have an ownership interest in the property which is the subject of this rezoning petition: \_\_\_\_\_

3. CAMPAIGN CONTRIBUTIONS:

| Name of Government Official | Total Dollar Amount | Date of Contribution | Enumeration and Description of Gift Valued at \$250.00 or more |
|-----------------------------|---------------------|----------------------|----------------------------------------------------------------|
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |

4. The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name (print) Brian Ehsam

Signature: \_\_\_\_\_ Date: 12/4/2018

M18-006



**PUBLIC PARTICIPATION PLAN  
FORM D**

Applicant: Pulte Home Corporation

1. The following individuals (property owners within a quarter mile of the property), homeowner's associations, political jurisdictions, other public agencies, etc., will be notified in accordance with the requirements of Article 28.4.7 of the Fulton County Zoning Resolution:

All property owners within 1/4 mile will be contacted immediately following receipt  
contact  
of list provided by City of South Fulton.

2. The individuals and others listed in 1. above will be notified of the requested modification using the following method(s): (e.g., letters, meeting notices, telephone calls, e-mails, etc.)

Property owners will be contacted via letters. Existing Legend Oaks HOA has  
already been contacted and made aware of zoning modification.

3. Individuals and others listed in 1. above will be allowed to participate in the following manner: (At least one meeting at a convenient time and location is required.)

Meeting location and time will be determined after application submittal.

Attach additional sheets as needed.







# ZONING MODIFICATION APPLICATION CHECKLIST

DOCUMENTS AND QUANTITIES REQUIRED

**ALL PERTINENT ITEMS ARE DUE AT THE TIME OF FILING.  
NO INCOMPLETE APPLICATION WILL BE ACCEPTED.**

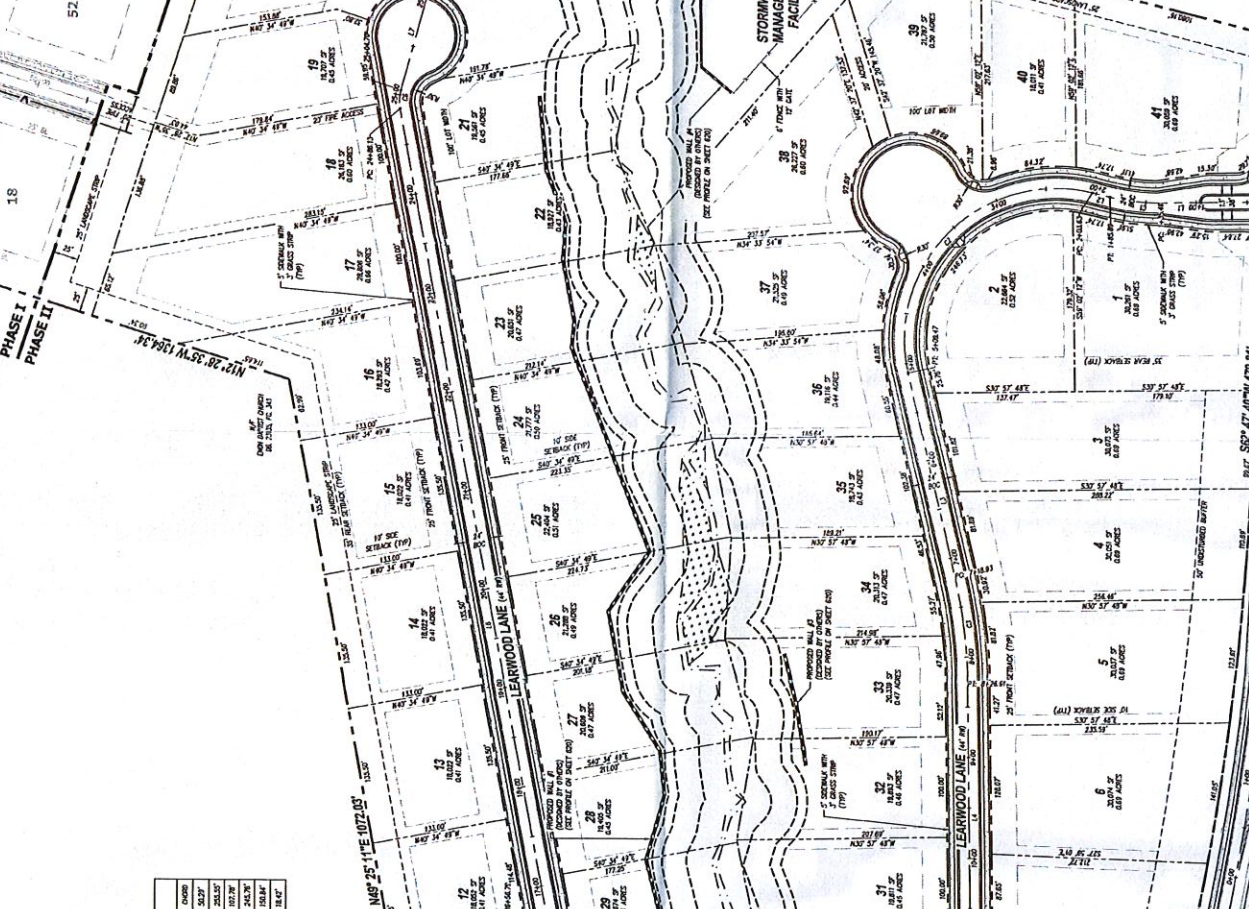
| ITEM # | REQUIRED ITEM                                             | NUMBER OF COPIES | CHECK ✓ |
|--------|-----------------------------------------------------------|------------------|---------|
| 1.     | PRE-APPLICATION REVIEW FORM                               | 1 Copy           | ✓       |
| 2.     | APPLICATION FORM                                          | 3 Copies         | ✓       |
| 3.     | LEGAL DESCRIPTIONS                                        | 3 Copies         | ✓       |
| 4.     | SITE PLAN                                                 | 9 Copies         | ✓       |
| 5.     | LETTERS OF INTENT                                         | 9 Copies         | ✓       |
| 6.     | PUBLIC PARTICIPATION PLAN                                 | 1 Copy           | ✓       |
| 7.     | ADJACENT PROPERTY OWNERS/NEIGHBORHOOD ASSOCIATION LETTERS | 2 Copies         |         |
| 8.     | DEPARTMENTAL SIGN-OFF LETTERS                             | 2 Copies         | ✓       |
| 9.     | DISCLOSURE FORM                                           | 2 Copies         | ✓       |

*M18-006*

**24 HOUR CONTACT:**  
**STEVEN GRESHAM**  
404.569.2011

**GEORGIA811**  
Utilities Protection Center, Inc.  
Know what's below.  
Call before you dig.

THE 811 SERVICE SHOWN HEREIN IS FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR CONTRACTING SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE UTILITIES INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE DEPTH OF UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE DEPTH OF UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE DEPTH OF UTILITIES.



**LINE TABLE**

| LINE NO. | LENGTH  | Bearing         |
|----------|---------|-----------------|
| 1        | 12.84'  | S 67° 32' 49" W |
| 2        | 12.74'  | S 67° 32' 49" W |
| 3        | 106.84' | S 67° 32' 49" W |
| 4        | 126.84' | S 67° 32' 49" W |
| 5        | 126.84' | S 67° 32' 49" W |
| 6        | 126.84' | S 67° 32' 49" W |
| 7        | 126.84' | S 67° 32' 49" W |
| 8        | 126.84' | S 67° 32' 49" W |
| 9        | 126.84' | S 67° 32' 49" W |
| 10       | 126.84' | S 67° 32' 49" W |

**CURVE TABLE**

| Curve # | Radius  | Center Point     | Direction | Start Point      | End Point        | Chord   |
|---------|---------|------------------|-----------|------------------|------------------|---------|
| 1       | 100.00' | 101.31', 101.31' | CCW       | 101.31', 101.31' | 101.31', 101.31' | 101.31' |
| 2       | 100.00' | 101.31', 101.31' | CCW       | 101.31', 101.31' | 101.31', 101.31' | 101.31' |

**DEVELOPMENT SUMMARY**

| Item | Description                              | Quantity |
|------|------------------------------------------|----------|
| 1    | Total Number of Lots                     | 52       |
| 2    | Total Number of Units                    | 234      |
| 3    | Single Family Units                      | 104      |
| 4    | Multi-Family Units                       | 130      |
| 5    | Estimated Peak Daily Water Demand (MGD)  | 1.0      |
| 6    | Estimated Peak Daily Sewer Demand (MGD)  | 1.0      |
| 7    | Estimated Peak Hourly Water Demand (MGD) | 0.5      |
| 8    | Estimated Peak Hourly Sewer Demand (MGD) | 0.5      |
| 9    | Estimated Peak Hourly Water Demand (MGD) | 0.5      |
| 10   | Estimated Peak Hourly Sewer Demand (MGD) | 0.5      |

**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council Approval M19-004 5737 Old National

**DATE:** September 24, 2019

**SUBJECT:** Council Approval M19-004 5737 Old National

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description               | Type       | Upload Date |
|---------------------------|------------|-------------|
| M19-001 5737 Old National | Cover Memo | 9/19/2019   |

# GOVERNMENT OF THE CITY OF SOUTH FULTON

ODIE DONALD II  
CITY MANAGER



SHAYLA REED  
DIRECTOR  
COMMUNITY DEVELOPMENT AND  
REGULATORY AFFAIRS

## MEMORANDUM

**TO:** City of South Fulton Mayor and Council  
**FROM:** Planning & Zoning Division  
**SUBJECT:** M19-004 for a Modification of 2000Z-0103  
**DATE:** September 24, 2019

---

To consider an amendment to modify zoning case 2000Z-0103 to remove "Massage Parlor" from the excluded uses of the property at 5737 Old National Highway.

**STAFF RECOMMENDATION: APPROVAL with Conditions**

**MAYOR & COUNCIL deferred on July 23, 2019**

**MAYOR & COUNCIL meeting canceled on August 27, 2019**

cc: Diane White, City Clerk

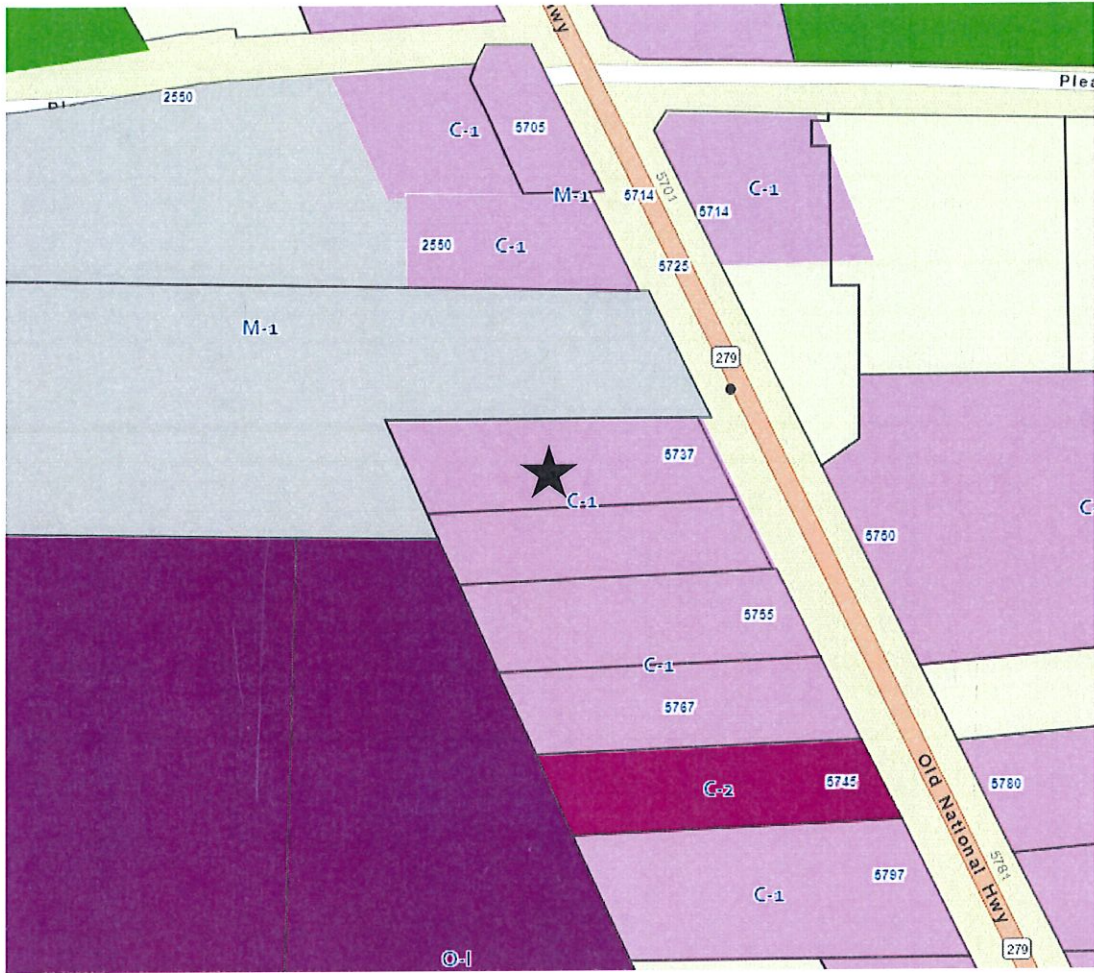
---

---

**APPLICATION INFORMATION**

---

|                                                             |                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant Information:                                      | One Touch Healing Hands<br>c/o Misha Shovelv<br>5737 Old National Hwy, Suite 200B<br>Atlanta, GA 30316                                                                                                                                                                                                   |
| Status of Applicant:                                        | Tenant within owners building                                                                                                                                                                                                                                                                            |
| City Council District(s):                                   | 6                                                                                                                                                                                                                                                                                                        |
| Parcel ID Number:                                           | 13 0100 LLO656                                                                                                                                                                                                                                                                                           |
| Area of Property:                                           | The property is composed of approximately 0.84 acres.                                                                                                                                                                                                                                                    |
| Current/Past Use of the Property:                           | This lot contains a 5-unit commercial center.                                                                                                                                                                                                                                                            |
| Prior Zoning Cases/History:                                 | <b>2000Z-0103</b> Request to rezone from C-1 (Community Business District) Conditional to C-1 (Commercial District) – <b>APPROVED WITH CONDITIONS</b>                                                                                                                                                    |
| Surrounding Zoning:                                         | <u>North:</u> M-1 (Light Industrial)<br><u>South:</u> C-1 (Community Business)<br><u>East:</u> C-1 (Community Business) & AG-1 (Agricultural)<br><u>West:</u> M-1 (Light Industrial) & O-I (Office Institutional)                                                                                        |
| 2035 Future Land Use Designation:                           | Community Live Work.                                                                                                                                                                                                                                                                                     |
| Compatibility to the Fulton County 2035 Comprehensive Plan: | The proposed modification does align with the Comprehensive Future Land Use Designation.                                                                                                                                                                                                                 |
| Overlay District:                                           | Old National Overlay                                                                                                                                                                                                                                                                                     |
| Public Utilities:                                           | Water service is provided to these sites by City of Atlanta. Sewer service is available to the site by Fulton County.                                                                                                                                                                                    |
| Public Services:                                            | Police and Fire services are available to the site by the City of South Fulton.                                                                                                                                                                                                                          |
| Transportation:                                             | <u>Street:</u> Old National Highway<br><u>Classification:</u> Minor Arterial State Road<br><u>Public Transit:</u> MARTA is located on Old National adjacent to the property<br><u>Bike/Pedestrian Access:</u> Sidewalks are available on both sides of Old National Highway. Bike lanes are not present. |




---

**CONDITION(S) TO BE MODIFIED:**

**2000Z-0103 condition 1a states:**

1. To the owner's agreement to restrict the use of the subject property as follows:
  - a. Retail, service commercial and/or office uses, including all exterior food and beverage service areas, at a maximum density of 6,622.6 gross square feet per acre zoned or a total of 10,000 square feet, whichever is less, but excluding convenience stores with gas pumps, freestanding fast food restaurants, billboards, commercial amusements (cinemas not included), liquor package stores, adult entertainment establishments, pawn shops, coin operated laundries, video arcades, pool halls, ~~massage parlors~~, nail salons, beauty salons, barber shops and flea markets.

\*Whereas, this request is to modify these conditions specifically, but all conditions remain intact. See attachment for all conditions.

---

**PUBLIC PARTICIPATION**

The applicant hosted a public meeting on May 20, 2019 at 7:00 p.m. at 5737 Old National Highway, Suite 200, Atlanta, GA 30349. Thirteen (13) members of the community showed up. The issues that were discussed was on the topic of this massage parlor being for health and wellness. Ms. Mack-Shovely stated that she intends to keep the business as a health and wellness business.

2 members of the public attended the staff-hosted Community Zoning Information Meeting on June 6, 2019 to learn more about the project.

---

**STAFF COMMENTS**

Engineering: None provided

Environmental: See Attached

Public Works: None provided

Transportation: None provided

MARTA: None provided

Fulton County Schools: None provided

Fire: None provided

Legal: None provided

---

**PLANNER'S RECOMMENDATION**

Staff's recommendation is **APPROVAL with Condition** that this be the only allowable "massage parlor" within the shopping plaza at 5737 Old National Highway. This proposed use does align with the Comprehensive Plan and would be allowed per the C-1 Zoning District.

---

**PREPARED BY:**

Richard Hathcock, Senior Planner

**REVIEWED BY:**

Keedra T. Jackson, Senior Planner

Shayla Reed, Director

---

**MAYOR & COUNCIL ACTION**

Original hearing date: July 23, 2019



# APPLICATION FOR ADMINISTRATIVE OR ZONING MODIFICATIONS

The undersigned, having an interest in the property herein described respectfully request:

## SECTION I

**MODIFICATION #:** \_\_\_\_\_  
(To be assigned by the City of South Fulton)

- A. **ADMINISTRATIVE MODIFICATION:** A modification of a condition(s) of zoning or Use Permit that does not require a public hearing. A decision will be made by the Director of Community Development Services.
- B. **ZONING MODIFICATION:** A modification of a condition(s) of zoning or Use Permit where public interest has been determined. This requires a public hearing by the City of South Fulton Councilmembers.

If "A" was denied, list previous case number: #M \_\_\_\_\_

- 1) Planner who determined the type of Modification you should file: Richard Hathcock
- 2) Identify the specific condition(s) being modified as provided by the Planner. State the condition number(s) and letter(s) (e.g. 2-b, 2-e). 1A ; \_\_\_\_\_ ; \_\_\_\_\_ ; \_\_\_\_\_ ; \_\_\_\_\_
- 3) Petition number of the Zoning or Use Permit to which this application applies Sup C-1  
Current zoning district 2000Z-0103
- 4) Attach a copy of Legal Description [must be metes and bounds], or complete the following information if the property is within a recorded subdivision.

SUBDIVISION NAME: \_\_\_\_\_ UNIT/PHASE: \_\_\_\_\_

LOT NUMBER: \_\_\_\_\_ BLOCK DESIGNATION: \_\_\_\_\_ LAND LOT(S): \_\_\_\_\_

DISTRICT/SECTION:   /   RECORDED IN PLAT BOOK: \_\_\_\_\_ PAGE: \_\_\_\_\_

ROAD NAME: \_\_\_\_\_



**NOTICE:** Sections III or IV below **MUST** be signed and notarized when application is submitted. If Section III is signed and notarized, applicant need only complete Section IV as "Applicant", notarization of Section IV is not necessary.

**SECTION III:** Owner states under oath that he/she is the owner of property described in the attached legal description, which is made part of this application for a Modification.

SAAW Attles Prop  
TYPE OR PRINT OWNER'S NAME  
5737 Old National Hwy  
ADDRESS  
College Park Ga 30349  
CITY & STATE ZIP CODE  
GA  
OWNER OF PROPERTY (SIGNATURE)  
770-355-3526  
PHONE NUMBER  
platinumbayprop@aol.com  
EMAIL ADDRESS

Sworn to and subscribed before me this  
17 day of April 2019

Steven C Robinson  
NOTARY PUBLIC

**Steven C Robinson**  
**Notary Public, Fulton County, Georgia**  
**My Comm. Expires 03/06/2022**

**SECTION IV:** Applicant, if different from the Owner, states under oath that:

- 1) Applicant is the executor or attorney-in-fact under a Power-of-Attorney for the Owner. Attach copy of Power-of-Attorney and type name of Owner as indicated in Section III; or
- 2) Applicant has an option to purchase said property conditioned upon the property being granted a modification. Attach copy of contract and type name of Owner as indicated in Section III; or
- 3) Applicant has an estate for years which permits the applicant to apply for a modification. Attach a copy of lease and type name of Owner as indicated in Section III.

Misha Mack-Shorely  
APPLICANT (SIGNATURE)  
Misha Mack-Shorely  
TYPE/PRINT NAME OF APPLICANT  
5737 Old National Hwy  
ADDRESS  
College Park GA 30349  
CITY & STATE ZIP CODE  
(404) 396-0643  
PHONE NUMBER  
onethh18@gmail.com  
EMAIL ADDRESS

Sworn to and subscribed before me this  
17 day of April 2019

Steven C Robinson  
NOTARY PUBLIC

Indicate which of the above is applicable: 1 \_\_\_\_\_ 2 \_\_\_\_\_ or 3 \_\_\_\_\_

**SECTION V:** Attorney or Agent, if different from the applicant and/or owner

\_\_\_\_\_  
SIGNATURE OF ATTORNEY/AGENT  
\_\_\_\_\_  
ADDRESS  
\_\_\_\_\_  
CITY & STATE ZIP CODE  
\_\_\_\_\_  
PHONE NUMBER

CHECK ONE: [ ] ATTORNEY [ ] AGENT



# DISCLOSURE REPORT FORM C

Office use only:

REZONING PETITION #: \_\_\_\_\_ CITY COUNCIL MEETING DATE: \_\_\_\_\_

- Within the (2) years immediately preceding the filing of this zoning petition have you, as the applicant, owner and/or opponent for the rezoning petition, or an attorney or agent of the applicant or opponent for the rezoning petition, made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to a member of the City Council.

CIRCLE ONE:                      YES                      NO

If the answer is YES, proceed to sections 1 through 4.  
If the answer is NO, complete only section 4.

1.            **CIRCLE ONE:**                      Party to Petition                      In Opposition to Petition

If party to petition, complete sections 2, 3, and 4 below.  
If in opposition, proceed to sections 3 and 4 below.

2.            List all individuals or business entities which have an ownership interest in the property which is the subject of this rezoning petition:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

3.            CAMPAIGN CONTRIBUTIONS:

| Name of Government Official | Total Dollar Amount | Date of Contribution | Enumeration and Description of Gift Valued at \$250.00 or more |
|-----------------------------|---------------------|----------------------|----------------------------------------------------------------|
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |

4.            The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name (print) Misha Mack-Shovelv

Signature: Misha Mack-Shovelv Date: April, 13, 2019



**PUBLIC PARTICIPATION PLAN  
FORM D**

Applicant: Misha Mack-Shorely

1. The following individuals (property owners within a quarter mile of the property), homeowner's associations, political jurisdictions, other public agencies, etc., will be notified in accordance with the requirements of Article 28.4.7 of the Fulton County Zoning Resolution:

I Misha Shorely will hold a participation meeting. see attachment

2. The individuals and others listed in 1. above will be notified of the requested modification using the following method(s): (e.g., letters, meeting notices, telephone calls, e-mails, etc.)

List From Richard Hatcock

3. Individuals and others listed in 1. above will be allowed to participate in the following manner: (At least one meeting at a convenient time and location is required.)

Meeting at 5737 Old National Hwy  
Ste 200 Atlanta, GA 30349

Attach additional sheets as needed.



## PUBLIC PARTICIPATION PLAN REPORT FORM E

Applicant: Misha Mack-Shorely Petition No. \_\_\_\_\_

Date: May 29, 2019

1. The following parties were notified of the requested modification:

See list Richard Hathcock  
provided

2. The following meetings were held regarding this petition:  
(Include the date, time and meeting location.)

May 20<sup>th</sup> @ 10AM  
5737 Old National Hwy Ste 200  
Atlanta, GA 30349

3. The following issues and concerns were expressed:

Health & wellness  
Benefits of massage

4. The applicant's response to issues and concerns was as follows:

It's very important that we take  
pride in being healthy and keeping  
harmful perservatives out of our bodies. Better

5. Applicants are required to attach copies of sign-in sheets from meetings as well as meeting announcements, i.e., notices, flyers, letters, and any other documentation which supports the opportunity for public input.

*Attach additional sheets as needed.*

# PRE-APPLICATION REVIEW FORM

Office use only:

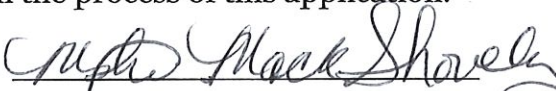
I hereby certify that I have completed a preliminary review of the site plan for this project and determined that it meets the minimum standards specified by Article 28.5.2 of the Fulton County Zoning Resolution.

Staff signature:  Date: 4-22-19

Planning Division  
Community Development Services

Staff printed name: Richard Hathcock

The undersigned acknowledges that the site plan is submitted in accordance with Article 28.5.2 of the Fulton County Zoning Resolution and failure to comply shall render my application incomplete which may result in delay in the process of this application.

Applicant signature:  Date: 4/22/19

Applicant printed name: Misha Mack-Shovel

May 20th @ "Meeting" Zone Remedification  
 ONE SOURCE REMEDIATION  
 Health & Wellness

| Name            | Contact Information                                                     |
|-----------------|-------------------------------------------------------------------------|
| Julie Johnson   | 2451 Cumberland Pkwy, # 3704<br>Atlanta, GA 30653                       |
| BRIDGET HAMMOND | 1876 SANDY TRAIL DR<br>HAMPTON, GA 30228                                |
| Tanya Smith     | 9091 woodgreenway forest rd<br>Soc Pkwy S Unit 128<br>Atlanta, Ga 30312 |
| Arlene D Dorky  | 190 Ponder Ridge Trail<br>Fayetteville Ga 30214                         |
| Lana Wilkerson  | 17                                                                      |
| Sandy Wilkerson | 1510 ALBERT T Bird<br>Riverside, GA 30296                               |
| Alanna Warren   |                                                                         |
| Vetie Curran    |                                                                         |
| Regina Ross     |                                                                         |

*[Handwritten signature]*

~~ONE TOUCH HEARING HOURS~~

| Name            | Contact Information                   |
|-----------------|---------------------------------------|
| Angela McKenzie | 1445 Wilbourn St Fairburn GA 30213    |
| Edwin White     | 1091 14th St NW Atlanta, GA 30318     |
| Robertta Davis  | 120 Couch Ct Fayetteville GA 30214    |
| Corey Reeves    | 5635 Morning Creek Cir. Atl, GA 30349 |
|                 |                                       |
|                 |                                       |
|                 |                                       |
|                 |                                       |
|                 |                                       |

**COMMUNITY ZONING INFORMATION MEETING - JUNE 6, 2019**

Case Number: M18-004 (573<sup>7</sup> OLD NATIONAL HWY.)

MODIFICATION OF TO REMOVE "MESSAGE PARLOR"

| NAME            | PHONE        | E-MAIL            |
|-----------------|--------------|-------------------|
| Michael Venable | 404 762-7753 | trustmore@afl.net |
| Alvin Reynolds  |              |                   |
|                 |              |                   |
|                 |              |                   |
|                 |              |                   |
|                 |              |                   |
|                 |              |                   |
|                 |              |                   |
|                 |              |                   |
|                 |              |                   |
|                 |              |                   |

\*\*\*CITY OF SOUTH FULTON USE ONLY\*\*\*



Misha Mack Shovely  
One Touch Healing Hands  
5737 Old National Hwy  
Suite 200-B  
College Park, GA 30349

To Whom It May Concern,

My name is Misha Mack Shovely, owner of One Touch Healing Hands located on 5737 Old National Hwy, Suite 200-B, College Park, GA. I am a graduate of Sanford Brown College in Atlanta where I earned my Certification in Advanced Massage Therapy. Upon graduation, I have received my Georgia State License (which is required by law) to operate or perform therapeutic massages in Georgia. Additional continuing educational courses (CEU's) are also required every 2 years for license renewal.

After completing my studies and working for other companies, my dream was to open a spa of my own. With lots of hard work, prayers and support from family and friends, my dream became a reality. Since its inception, I have served people from all walks of life in the community and people visiting the Atlanta area. Those people would include our local police, firefighters, educators, government officials, health care workers, senior citizens and everyday people.


Within the 14 years of experience that I have as a Licensed Massage Therapist, I've worked at several spas and provided house calls for those who aren't able to move about. In addition to participating in Health Fairs throughout the metro area, PTA Board at E.W. Oliver Elementary school, Grady Hospital and local churches.

My team and I at One Touch Healing Hands are committed to providing a safe, relaxing, healing, therapeutic and cleansing environment that maintains the safety of members, guest and service providers. We offer a variety of services from relaxation, health treatments, detox and essential oils through massage. Here at One Touch Healing Hands, we feel it is very important to educate our clients on the benefits of massage therapy and living a healthy life style. On your visit you will be assisted by our friendly staff and great hospitality.

I am proud of the business that I have created and would love to be part of the many successful businesses in the South Fulton area. This is my dream, my passion and my God given purpose to use the skills that I have learned and to help those to heal and feel better through my hands. Our motto is "It's Okay to Feel Good".

Thank you for your time and consideration.

Sincerely,



**RECOMMENDED CONDITIONS**

If this petition is approved by the Board of Commissioners, it should be approved C-1 (Community Business) CONDITIONAL subject to the following enumerated conditions. Where these conditions conflict with the stipulations and offerings contained in the Letter of Intent, these conditions shall supersede unless specifically stipulated by the Board of Commissioners.

1. To the owner's agreement to restrict the use of the subject property as follows:
  - a. Retail, service commercial and/or office and accessory uses, including all exterior food and beverage service areas, at a maximum density of 6,622.6 gross square feet per acre zoned or a total of 10,000 square feet, whichever is less, but excluding convenience stores with gas pumps, freestanding fast food restaurants, billboards, commercial amusements (cinemas not included), liquor package stores, adult entertainment establishments, pawn shops, coin operated laundries, video arcades, pool halls, massage parlors, nail salons, beauty salons, barber shops and flea markets.
  
2. To the owner's agreement to abide by the following:
  - a. To the site plan received by the Development Services Department on July 27, 2000. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Resolution and these conditions prior to the approval of a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.
  
3. To the owner's agreement to the following site development considerations:
  - a. To relocate the 5-foot wide landscape strip along the west property line to the eastern edge of the 80-foot wide gas pipeline easement as shown on the site plan referenced in condition 2a.
  - b. To provide a 5-foot wide landscape strip along the eastern edge of the 80-foot wide gas pipeline easement along the portion of the west property line adjoining the AG-1 (Agricultural) district as shown on the site plan referenced in Condition 2a. (2000VC-0203 SFC)
  - c. No more than 1 exit/entrance on Old National Highway (SR 279). Curb cut location and alignment are subject to the approval of the Fulton County Traffic Engineer.

4. To the owner's agreement to abide by the following requirements, dedication and improvements:

- a. Reserve for Fulton County along the necessary property frontage of the following roadways, prior to the approval of a Land Disturbance permit, sufficient land as necessary to provide for compliance with the Comprehensive Plan. All building setback lines shall be measured from the dedication but at no time shall a building be allowed inside the area of reservation. All required landscape strips and buffers shall straddle the reservation line so that the reservation line bisects the required landscape strip or buffer. At a minimum, 10 feet of the required landscape strip or buffer shall be located outside the area of reservation. All required tree plantings per Article 4.23 shall be placed within the portion of the landscape strip or buffer that lies outside the area of reservation.

from the centerline of Old National Highway (SR 279) as may be required by the Georgia Department of Transportation.

- b. Dedicate at no cost to Fulton County along the entire property frontage, prior to the approval of a Land Disturbance Permit, sufficient land as necessary to provide the following rights-of-way, and dedicate at no cost to Fulton County such additional right-of-way as may be required to provide at least 10.5 feet of right-of-way from the back of curb of all abutting road improvements, as well as allow the necessary construction easements while the rights-of-way are being improved:

55 feet from centerline of Old National Highway (SR 279) or as may be required by the Georgia Department of Transportation.

- c. Improve roadway along the entire property frontage with curb and gutter per Fulton County standards or as may be approved by the Fulton County Traffic Engineer and/or the Georgia Department of Transportation.
- d. Provide a deceleration lane for each project entrance or as may be required by the Fulton County Traffic Engineer.
- e. Provide a left turn lane for each project entrance or as may be required by the Fulton County Traffic Engineer.
- f. Provide interparcel access to adjacent properties as approved by the Fulton County Traffic Engineer.
- g. Provide a traffic impact mitigation plan to reduce the number of vehicular trips generated by the development to the Fulton County Traffic Engineer at the concept review phase.

5. To the owner's agreement to abide by the following:
- a. To contact the Director of Public Works, prior to the application for a Land Disturbance Permit with the Department of Environment and Community Development, to meet with the Fulton County Traffic Engineer. A signed copy of the results of these meetings will be required to be submitted along with the application for a Land Disturbance Permit.
  - b. Prior to the application for a Land Disturbance Permit with the Department of Environment and Community Development, arrange an on-site evaluation of existing specimen trees/stands, buffers, and tree protection zones within the property boundaries with the Fulton County Arborist. A signed copy of the results of these meetings will be required to be submitted along with the application for a Land Disturbance Permit.
  - c. To contact the Public Works Department, Water Service Division, prior to the application for a Land Disturbance Permit (LDP) with the Department of Environment and Community Development, to meet with the Fulton County Drainage Engineer on-site.
  - d. The engineer/developer is required to submit along with the application for a Land Disturbance Permit (LDP) signed documentation verifying the storm water concept plan approval.
  - e. Provide at the LDP approval documentation (such as cross-section, profile, etc.) describing all existing natural streams, creeks, or draws geometry, within the proposed development boundary and provide the appropriate bank erosion protection for the conveyance system after development.
  - f. The developer/engineer is responsible to demonstrate to the County by engineering analysis at the Land Disturbance Permit application that the proposed development surface water runoff conditions are controlled at the minimum predevelopment level, so that downstream conveyance systems may not be impacted, aggravate existing flooding or drainage problems nor creates new flooding or drainage problems off-site.
  - g. Prior to the application for a Land Disturbance Permit, the developer/engineer shall submit to the Department of Public Works, Surface Water Section, a project Storm Water Concept Plan. This concept plan shall be preliminary drawing describing (but not limited to) the proposed location of project surface water quality and quantity facilities/Best Management Practices (BMP's); the existing downstream off-site drainage conveyance system that the proposed development runoff will impact; the discharge path(s) from facilities/BMP's outlet through the downstream drainage system offsite to the appropriate

receiving conveyance system downstream and any potential surface water implications.

- h. The developer/engineer is responsible to conceptually describe to the County at the storm water concept plan approval phase post development structural Best Management Practices (BMP's) to be utilized to reduce surface water pollution impact associated with the proposed development. The detail engineering analysis and specifications of BMPs shall be included as a part of the LDP storm water submittal.

**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council Approval of Z19-001 for Rezoning Request 1995 New Hope

**DATE:** September 24, 2019

**SUBJECT:** Council Approval of Z19-001 for Rezoning Request 1995 New Hope

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description                       | Type       | Upload Date |
|-----------------------------------|------------|-------------|
| Z19-001 1995 New Hope Road Part 1 | Cover Memo | 9/19/2019   |
| Z19-001 1995 New Hope Road Part 2 | Cover Memo | 9/19/2019   |
| Z19-001 1995 New Hope Road Part 3 | Cover Memo | 9/19/2019   |
| Z19-001 1995 New Hope Road Part 4 | Cover Memo | 9/19/2019   |
| Z19-001 1995 New Hope Road Part 5 | Cover Memo | 9/19/2019   |

# GOVERNMENT OF THE CITY OF SOUTH FULTON

ODIE DONALD II  
CITY MANAGER



SHAYLA REED  
DIRECTOR  
COMMUNITY DEVELOPMENT &  
REGULATORY AFFAIRS

## MEMORANDUM

**TO:** City Planning Commission  
**FROM:** Planning & Zoning Division  
**SUBJECT:** Z19-001 for 1995 New Hope Rd  
**DATE:** September 24, 2019

---

Applicant seeks to rezone from **R-3 (Single Family Residential)** to **C-1 (Community Business District)** at **1995 New Hope Rd.**

**STAFF RECOMMENDATION: APPROVAL/CONDITIONAL**

**PLANNING COMMISSION RECOMMENDATION: DENIAL**

cc: Diane White, City Clerk

---

**APPLICATION INFORMATION**

---

|                                                             |                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant Information:                                      | Neena Rani<br>PO Box 191153<br>Atlanta, GA 31119                                                                                                                                                                                                         |
| Status of Applicant:                                        | Applicant plans to purchase property to construct a gas station/convenient store with                                                                                                                                                                    |
| City Council District(s):                                   | 1                                                                                                                                                                                                                                                        |
| Parcel ID Number:                                           | 14F0092LL0567                                                                                                                                                                                                                                            |
| Area of Property:                                           | The property is composed of approximately 1.73 acres.                                                                                                                                                                                                    |
| Current/Past Use of the Property:                           | The site is currently vacant                                                                                                                                                                                                                             |
| Prior Zoning Cases/History:                                 | None                                                                                                                                                                                                                                                     |
| Surrounding Zoning:                                         | <u>North:</u> R-3 (Single Family Dwelling)<br><u>South:</u> C-1 (Commercial District)<br><u>East:</u> C-1 (Commercial District, M-1 A (Industrial Park District), MIX (Mix Use) in the City of South Fulton<br><u>West:</u> R-3 (Single Family Dwelling) |
| 2035 Future Land Use Designation:                           | Suburban Neighborhood                                                                                                                                                                                                                                    |
| Compatibility to the Fulton County 2035 Comprehensive Plan: | The proposed C-1 zoning is consistent with the existing Commercial Business land use designation, which includes R-3, O-I, MIX and CUP as its Compatible zoning classifications.                                                                         |
| Overlay District:                                           | Sandtown Overlay District                                                                                                                                                                                                                                |
| Public Utilities:                                           | Water service is provided to this site by City of Atlanta. Sewer service is available to the site by Fulton County. Any extension of sewer service is the responsibility of the developer.                                                               |
| Public Services:                                            | Police and fire services are available to the site by the City of South Fulton.                                                                                                                                                                          |
| Transportation:                                             | <u>Street:</u> New Hope Road and Boat Rock Road<br><u>Classification:</u> Collector Street                                                                                                                                                               |



Public Transit: MARTA is available to the site

Bike/Pedestrian Access: Neither sidewalks nor bike lanes exist

---

Parking Required (Retail/Service Stations): (5 spaces per 1,000 square feet). Proposed square footage unknown.



---

## ZONING IMPACT ANALYSIS

**1. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**

The site is undeveloped and is in character of the neighboring South Fulton properties adjacent to the site and at Campbellton Road and Boat Rock Road. There is some contiguous C-1 zoning within the same zoning district as the proposed rezoning. Traveling north along New Hope Road from Campbellton Road toward the site, drivers move through a commercial/residential area, after which the character becomes heavily residential. The applicant proposes to maintain all buffer requirements and Staff recommends stronger than standard rear yard buffer requirements to protect the residents in the rear of this development.

**2. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**

The surrounding properties are within four zoning districts:

- C-1 (Community Business District)
- CUP (Community Unit District)
- MIX (Mix Use District)
- R-3 (Single Family Dwelling)

There are several isolated parcels zoned SUB-A. This zoning category is inactive and will have no negative impact on the proposed rezoning category.

**3. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;**

The applicant proposes a rezoning to C-1 (Community Business District), which allows for apartments (above or behind commercial), automotive parking lots, gymnasiums, health club spa, restaurants, retail stores or shops, offices and theaters, etc. The subject property has historically been maintained as a vacant lot. Staff believe there is a possibility for a reasonable economic use as it is currently zoned, however, rezoning to a C-1 would not impede the historical nature in this area if it is conducive to the community's evolving needs.

**4. Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**

Staff is of the opinion the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools. The Department of Transportation of Georgia is proposing a roundabout right of way project at Boat Rock Road and New Hope Rd. This proposal is to control traffic flow in this growing community. Please see the plans in your packet.

**5. Whether the zoning proposal is in conformity with the policies and intent of the land use plan;**

The Fulton County 2035 Comprehensive Plan's Future Land Use Map designates the area as "Suburban Neighborhood" which does not list the proposed zoning district, C-1, as one of its Compatible Active Zoning Classifications. The Sandtown Community is closest to urbanized areas and are comprised of medium density residential housing. Over the years this is slowly being transformed to commercial. The Comprehensive Plan's Future Land Use does allow for the local live work character in this area that provide a balance of mix of commercial, office, and residential uses at intersections and along corridors. Compatible active zoning classifications are MIX, C-1, C-2, O-I, and SH. This would include small scale commercial services such as banks, drug stores, and small multi-tenant shopping centers. Structures within the local designation can also be repurposed as office, commercial spaces or single multi-family housing.

**6. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; and**

There have been no prior conditions placed on the zoning of this property.

**7. Whether the zoning proposal will permit a use which can be considered environmentally adverse to the natural resources, environment and citizens of City of South Fulton.**

The C-1 zoning district does permit uses such as gas station that can be considered environmentally adverse to the natural resources, environment and citizens of City of South Fulton. It is important that such uses be restricted in this predominately residential community.

---

**STAFF COMMENTS**

Engineering: None provided

Environmental: None provided

Public Works: None provided

Transportation: Please see attached correspondence

MARTA: None provided

Fulton County Health Department: Please see attached correspondence

Fire: None provided

Legal: None provided

---

**PLANNER'S RECOMMENDATION**

The surrounding properties immediately adjacent to the subject property are zoned residential (R-3). The project's proposal does align with the 2035 Comprehensive Plan, which designates the property for "Suburban Neighborhood" future land use, therefore, Staff recommends

Z19-001 for a Rezoning at 1995 New Hope Rd  
May 21, 2019  
Page 6 of 7

**APPROVAL/CONDITIONAL** of this request to rezone the property from R-3 (Residential District) to C-1 (Community Business District). Regarding the request for rezoning, the site is current in character of the neighboring South Fulton properties and would be a reasonable economic use and would not change the existing character in this area. Staff recommends **APPROVAL/CONDITIONAL** for the rezoning. The conditions will entail:

The applicant is to maintain a 50- foot vegetated buffer along the rear of the property as listed in Table 4.23.1

The applicant shall not pursue development of any of the other land uses permitted in the proposed C-1 district. This will include: amusements, indoor; automotive parking lots, automotive specialty shops, funeral homes, group residences, hotels, personal care homes, repair shops, service stations, recycling centers, parking garages/decks, parking lots, motels, laundry and drycleaning shops, research laboratories, stadiums and theaters.

The applicant must provide the Planning & Zoning Staff with a development intent prior to seeking a land disturbance and building permit.

---

---

**PLANNING COMMISSION RECOMMENDATION**

---

---

TBD

---

---

**PREPARED BY:**

Keedra T. Jackson, Senior Planner

**REVIEWED BY:**

Richard Hathcock, Senior Planner



# APPLICATION FOR REZONING & USE PERMIT

City of South Fulton Community Development Services  
City of South Fulton City Hall  
5440 Fulton Industrial Boulevard  
Atlanta, GA 30336

DATE: 3-25-2019

TAX PARCEL IDENTIFICATION NUMBER(S): 14F-92-LL-56-7

## SECTION I REZONING REQUEST

Office use only:  
ZONING CASE #: \_\_\_\_\_ ROAD FRONTAGE: \_\_\_\_\_

PROPERTY ADDRESS (if available): 1995 New Hope Road

The undersigned, having an interest in the property herein described, respectfully petitions that said property be rezoned from R-3 Single Family to C-1 Community Bus. Dist.  
Existing Zoning(s) Proposed Zoning(s)

## SECTION II USE PERMIT REQUEST

Office use only:  
USE PERMIT CASE # \_\_\_\_\_ ROAD FRONTAGE: \_\_\_\_\_

Under the provisions of Article XIX of the Zoning Resolution, application is hereby made to obtain a Use Permit as follows:

CURRENT ZONING: \_\_\_\_\_

USE PERMIT REQUEST: \_\_\_\_\_

## SECTION IV OWNER/PETITIONER

**NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:**

- a) If you are the sole owner of the property and not the petitioner complete Part 1.
- b) If you are the petitioner and not the sole owner of the property complete Part 2.
- c) If you are the sole owner and petitioner complete Part 1.
- d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

219-001

Part 1. Owner states under oath that he/she is the owner of the property described in the attached legal description, which is made part of this application.

Neena Rani  
TYPE OR PRINT OWNER'S NAME  
P.O. Box 191153  
ADDRESS  
Atlanta GA 31119  
CITY & STATE ZIP CODE  
Neena Rani  
OWNER'S SIGNATURE  
Neenarani411@gmail.com  
EMAIL ADDRESS

Sworn to and subscribed before me this the

25<sup>th</sup> Day of March 2019

Silvia E Roldan  
NOTARY PUBLIC

678-787-9164  
PHONE NUMBER



PART 2. Petitioner states under oath that: (1) he/she is the executor or Attorney-in-Fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney ~~Power~~ and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); or (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

Charles Hofferker, Esq.  
TYPE OR PRINT PETITIONER'S NAME  
1360 Peachtree St. NE, Ste. 1010  
ADDRESS  
Atlanta GA 30309  
CITY & STATE ZIP CODE  
[Signature]  
PETITIONER'S SIGNATURE  
chadenbplaw.com  
EMAIL ADDRESS

Sworn to and subscribed before me this the

\_\_\_\_\_ Day of \_\_\_\_\_ 20\_\_\_\_\_

NOTARY PUBLIC

404-885-7576  
PHONE NUMBER

**SECTION V ATTORNEY / AGENT**

Check One:  Attorney  Agent

Charles Hofferker  
TYPE OR PRINT ATTORNEY / AGENT NAME  
[Signature]  
SIGNATURE OF ATTORNEY / AGENT  
1360 Peachtree St. NE, Ste. 1010  
ADDRESS  
Atlanta, GA 30309  
CITY & STATE ZIP CODE

chadenbplaw.com  
EMAIL ADDRESS

404-885-7576  
PHONE NUMBER

PETITIONER'S SIGNATURE

# ENVIRONMENTAL SITE ANALYSIS (ESA) FORM A



Provide a complete Environmental Site Analysis document fully addressing all items as required in sections 1 through 3 below. Attach this Form A to the front of the completed Environmental Site Analysis document (and any subsequent revisions) prior to submission. For additional information and questions, please contact the Fulton County Office of Environmental Affairs at 404-613-0250.

ESA Revision Number: \_\_\_\_\_

Applicant: Neena Rani Phone Number: Please contact attorney  
404-885-7576

1. **CONFORMANCE WITH THE COMPREHENSIVE PLAN.** Describe the proposed project and the existing environmental conditions on the site. Describe adjacent properties. Include a site plan that depicts the proposed project.

Describe how the project conforms to the Comprehensive Land Use Plan. Include the portion of the Comprehensive Plan Land Use Map which supports the project's conformity to the Plan. Evaluate the proposed project with respect to the land use suggestion of the Comprehensive Plan as well as any pertinent Plan policies. Information regarding Fulton County's Comprehensive Plan may be found online at [www.fultoncountyga.gov/fcpcsd-home](http://www.fultoncountyga.gov/fcpcsd-home).

2. **ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT.** For each environmental site feature listed below, indicate the presence or absence of that feature on the property. Describe how the proposed project may encroach or adversely affect an environmental site feature. Information on environmental site features may be obtained from the indicated source(s). Cite the source of information regarding the presence or absence of environmental site features (e.g. according to the City of South Fulton website ([www.cityofsouthfultonga.gov](http://www.cityofsouthfultonga.gov)), wetland areas are located on the northwest portion of the site).

a. Wetlands

- U. S. Fish and Wildlife Service, National Wetlands Inventory (<http://www.fws.gov/wetlands/>)
- Georgia Geologic Survey (404-656-3214)
- Fulton County Website ([www.fultoncountyga.gov/fcpcsd-home](http://www.fultoncountyga.gov/fcpcsd-home))
- Field observation and subsequent wetlands delineation/survey if applicable

b. Floodplain

- Federal Emergency Management Agency (<http://www.fema.org>)
- City of South Fulton Website ([www.cityofsouthfultonga.gov](http://www.cityofsouthfultonga.gov))
- Fulton County Community Development Services
- Field observation and verification

c. Streams/stream buffers

- Fulton County Website ([www.fultoncountyga.gov/fcpcsd-home](http://www.fultoncountyga.gov/fcpcsd-home))
- Field observation and verification





## IMPACT ANALYSIS FORM B

Applicant: Neena Rani

*Analyze the impact of the proposed rezoning and answer the following questions:*

1. Does the zoning proposal permit a use that is suitable in view of the use and development of adjacent and nearby property? Yes. The property is currently unimproved. There is another service station nearby.
2. Does the zoning proposal adversely affect the existing use or usability of adjacent or nearby property? No. The GA DOT work to New Hope Road will result in increased traffic flow and the need for the proposed use.
3. Does the property to be rezoned have a reasonable economic use as currently zoned? No.
4. Will the zoning proposal result in a use that could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools? No. The proposed use will provide much needed services to the area and increased traffic flow on New Hope Road and Boat Rock Rd.
5. Is the zoning proposal in conformity with the policies and intent of the land use plan? Yes. The property is not in an Overlay District. The improvements by DOT to New Hope Rd / Boat Rock Rd. will increase traffic in the area consistent with development.
6. Are there existing or changing conditions that affect the use and development of the property which support either approval or denial of the zoning proposal? Yes. The proposal should be approved to support the development in the area, increased traffic and Road improvements by DOT.
7. Does the zoning proposal permit a use that can be considered environmentally adverse to the natural resources, environment and citizens of City of South Fulton? No. As stated in the Environmental Site Analysis, the State of Georgia highly regulates the design, construction and operation of service stations.

*Attach additional sheets as needed.*



# DISCLOSURE REPORT FORM C

Office use only:  
 REZONING PETITION #: \_\_\_\_\_ CITY COUNCIL MEETING DATE: \_\_\_\_\_

Within the (2) years immediately preceding the filing of this zoning petition have you, as the applicant, owner and/or opponent for the rezoning petition, or an attorney or agent of the applicant or opponent for the rezoning petition, made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to a member of City Council.

CIRCLE ONE:                      YES                      **NO**

If the answer is YES, proceed to sections 1 through 4.  
 If the answer is NO, complete only section 4.

1.            **CIRCLE ONE:**                      Party to Petition                      In Opposition to Petition

If party to petition, complete sections 2, 3, and 4 below.  
 If in opposition, proceed to sections 3 and 4 below.

2.            List all individuals or business entities which have an ownership interest in the property which is the subject of this rezoning petition: Neena Ravi 100%

3.            CAMPAIGN CONTRIBUTIONS:

| Name of Government Official | Total Dollar Amount | Date of Contribution | Enumeration and Description of Gift Valued at \$250.00 or more |
|-----------------------------|---------------------|----------------------|----------------------------------------------------------------|
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |

4.            The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name (print) NEENA RAVI

Signature: Neena Ravi                      Date: 3.24.19

**PUBLIC PARTICIPATION PLAN  
FORM D**

Applicant: Neena Rani

1. The following individuals (property owners within a quarter mile of the property), homeowner's associations, political jurisdictions, other public agencies, etc., will be notified in accordance with the requirements of Article 28.4.7 of the Fulton County Zoning Resolution:

5225 Campbellton Rd SW - Commercial (Cityo Gas station)

1626 Boat Rock Rd. SW - Residential

635 Stonebriar Way - Residential

625 Stonebriar Way - Residential

1935 New Hope Rd., SW, - Residential

1950 New Hope Rd., SW - Residential

2. The individuals and others listed in 1. above will be notified of the requested rezoning/use permit using the following method(s): (e.g., letters, meeting notices, telephone calls, e-mails, etc.)

Counsel for petitioner will inform neighboring property  
owners of the proposed zoning change via letter.

3. Individuals and others listed in 1. above will be allowed to participate in the following manner: (At least one meeting at a convenient time and location is required.)

Counsel for petitioner shall hold a meeting at its offices  
where interested neighboring land owners may participate  
in person or via a toll-free conference dial in telephone  
number.

Attach additional sheets as needed.

## SUPPLEMENTAL ENVIRONMENTAL SITE ANALYSIS

### EXHIBIT A

#### **1. Comprehensive Plan:**

A site plan for the proposed use of the property is attached hereto. Currently, the property zoning classifications are determined through the Fulton County Zoning Resolution. *See* Fulton County Code of Ordinances, Appendix B – Zoning Resolution. The proposed site plan for the property (upon it being rezoned to C-1) is to construct a multi-use commercial space that includes multiple retail spaces, which is a permitted use pursuant to Article IX, §9.1 of the Zoning Resolution. The site plan provides for general use commercial retail store fronts which would be leased out to businesses whose use of the property conform to the zoning regulations. Finally, in furtherance of the Comprehensive Plan for Fulton County in this area (the area does not fall within the South Fulton County Overlay District), the Georgia Department of Transportation has used eminent domain to take a portion of this parcel to widen and improve New Hope Road, SW, for increased traffic volume, including installation of a round-about at the corner of New Hope Road, SW, and Boat Rock Road, SW.

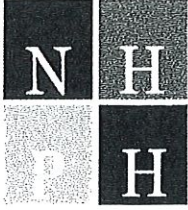
#### **2. Environmental Impacts of the Proposed Project:**

The property does not sit on land designated as Wetlands or a Floodplain by the State of Georgia or Fulton County. There is no stream, river or other body of water on the property. Therefore, a wetlands delineation survey is not required. In taking a portion of the property for a project to widen and improve New Hope Road, SW, the Georgia Department of Transportation did not determine the presence of any endangered plant or wildlife species at the property.

### **3. Project Implementation Measures:**

As stated above, there are no water corridors in the immediate area of the property or the proposed service station site. The site plan shows there will be a significant amount of green space on the North, East and South portions of the property. Additionally, applicant will conform to all zoning and development requirements as to mandated landscaping of the property. Construction and a General Contractor will be implemented through a bid process. All construction will be done in a manner consistent with building practices required by the City of South Fulton and permitted as required.





**NEY HOFFECKER PEACOCK & HAYLE**  
ATTORNEYS AT LAW

ONE MIDTOWN PLAZA, SUITE 1010  
1360 PEACHTREE STREET NE  
ATLANTA, GEORGIA 30309

CHARLES HOFFECKER

Direct Dial 404-885-7576  
Fax 470-225-6646  
chad@nhphlaw.com  
www.nhphlaw.com

May 7, 2019

City of South Fulton  
Community Development Services, City Hall  
5440 Fulton Industrial Boulevard  
Atlanta, Georgia 30336

RECEIVED

**RE: Supplemental Rezoning Application**  
**1995 New Hope Road, SW**

**MAY 07 2019**

Dear Community Development Services:

PLANNING AND ZONING

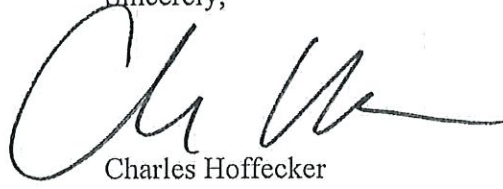
We represent Neena Rani in connection with her Application to rezone unimproved property located at 1995 New Hope Road, SW, from its current classification of R-3 to C-1 (Community Business District). This correspondence is to amend and supplement the original Letter of Intent and submitted materials in March of this year. The property owner has already submitted an updated survey and site plan consistent with the new use of the property. The purpose of the rezoning is to allow Ms. Rani to construct a commercial/retail property consistent with the proposed site plan included with the Application.

Ms. Rani intends to construct a multi-use commercial/retail property as defined by the Fulton County Code of Ordinances. The site plan also provides for retail only spaces and less than fifty (50) parking spots. The overall property impacted by the proposed use is less than two (2) acres. Ms. Rani is not going to pursue the original plan of including a service/gas station on the property.

As you know, the Georgia Department of Transportation has recently taken a portion of this property through eminent domain to construct improvements to both New Hope Road and Boat Rock Road, including a traffic circle. The proposed use of the property, as rezoned to C-1, is consistent with the development in the area and the Comprehensive Land Use Plan for South Fulton.

While the City of South Fulton may exercise reasonable restrictions of the use of private land through zoning regulations (which it has done through adoption of Fulton County's Zoning Resolution), a private land owner also has the constitutional right to the free use of his/her land when it is not in conflict with the public good. We respectfully propose that a rezoning of the property located at 1995 New Hope Road, SW, will comport with all legitimate governmental interests as articulated in the zoning ordinances and Comprehensive Land Use plans of the City of South Fulton.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ch Hoffecker', with a long horizontal flourish extending to the right.

Charles Hoffecker

cc: Mr. Sunny Tucker



## SUPPLEMENTAL ENVIRONMENTAL SITE ANALYSIS

### EXHIBIT A

#### **1. Comprehensive Plan:**

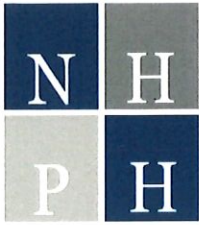
A site plan for the proposed use of the property is attached hereto. Currently, the property zoning classifications are determined through the Fulton County Zoning Resolution. *See* Fulton County Code of Ordinances, Appendix B – Zoning Resolution. The proposed site plan for the property (upon it being rezoned to C-1) is to construct a multi-use commercial space that includes multiple retail spaces, which is a permitted use pursuant to Article IX, §9.1 of the Zoning Resolution. The site plan provides for general use commercial retail store fronts which would be leased out to businesses whose use of the property conform to the zoning regulations. Finally, in furtherance of the Comprehensive Plan for Fulton County in this area (the area does not fall within the South Fulton County Overlay District), the Georgia Department of Transportation has used eminent domain to take a portion of this parcel to widen and improve New Hope Road, SW, for increased traffic volume, including installation of a round-about at the corner of New Hope Road, SW, and Boat Rock Road, SW.

#### **2. Environmental Impacts of the Proposed Project:**

The property does not sit on land designated as Wetlands or a Floodplain by the State of Georgia or Fulton County. There is no stream, river or other body of water on the property. Therefore, a wetlands delineation survey is not required. In taking a portion of the property for a project to widen and improve New Hope Road, SW, the Georgia Department of Transportation did not determine the presence of any endangered plant or wildlife species at the property.

### **3. Project Implementation Measures:**

As stated above, there are no water corridors in the immediate area of the property or the proposed service station site. The site plan shows there will be a significant amount of green space on the North, East and South portions of the property. Additionally, applicant will conform to all zoning and development requirements as to mandated landscaping of the property. Construction and a General Contractor will be implemented through a bid process. All construction will be done in a manner consistent with building practices required by the City of South Fulton and permitted as required.



**NEY HOFFECKER PEACOCK & HAYLE**  
ATTORNEYS AT LAW

ONE MIDTOWN PLAZA, SUITE 1010  
1360 PEACHTREE STREET NE  
ATLANTA, GEORGIA 30309

CHARLES HOFFECKER

Direct Dial 404-885-7576  
Fax 470-225-6646  
chad@nhphlaw.com  
www.nhphlaw.com

May 7, 2019

City of South Fulton  
Community Development Services, City Hall  
5440 Fulton Industrial Boulevard  
Atlanta, Georgia 30336

**RE: Supplemental Rezoning Application**  
**1995 New Hope Road, SW**

Dear Community Development Services:

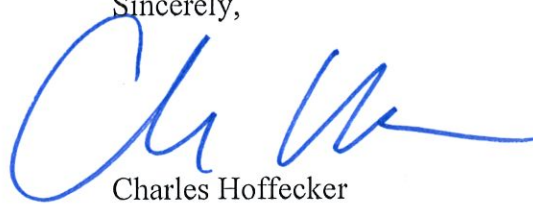
We represent Neena Rani in connection with her Application to rezone unimproved property located at 1995 New Hope Road, SW, from its current classification of R-3 to C-1 (Community Business District). This correspondence is to amend and supplement the original Letter of Intent and submitted materials in March of this year. The property owner has already submitted an updated survey and site plan consistent with the new use of the property. The purpose of the rezoning is to allow Ms. Rani to construct a commercial/retail property consistent with the proposed site plan included with the Application.

Ms. Rani intends to construct a multi-use commercial/retail property as defined by the Fulton County Code of Ordinances. The site plan also provides for retail only spaces and less than fifty (50) parking spots. The overall property impacted by the proposed use is less than two (2) acres. Ms. Rani is not going to pursue the original plan of including a service/gas station on the property.

As you know, the Georgia Department of Transportation has recently taken a portion of this property through eminent domain to construct improvements to both New Hope Road and Boat Rock Road, including a traffic circle. The proposed use of the property, as rezoned to C-1, is consistent with the development in the area and the Comprehensive Land Use Plan for South Fulton.

While the City of South Fulton may exercise reasonable restrictions of the use of private land through zoning regulations (which it has done through adoption of Fulton County's Zoning Resolution), a private land owner also has the constitutional right to the free use of his/her land when it is not in conflict with the public good. We respectfully propose that a rezoning of the property located at 1995 New Hope Road, SW, will comport with all legitimate governmental interests as articulated in the zoning ordinances and Comprehensive Land Use plans of the City of South Fulton.

Sincerely,



Charles Hoffeecker

cc: Mr. Sunny Tucker

\$  
\$  
\$  
TOTAL \$

PROJECT NO. STP00-0186-01(038) FULTON COUNTY  
PARCEL NO. 8  
P.I. NO. 731830

PROJECT NO. STP00-0186-01(038)  
P.I. NO.: 731830  
PARCEL NO. 8

RECEIVED  
APR 17 2019  
PLANNING AND ZONING

PROPERTY OWNER'S AFFIDAVIT

GEORGIA, FULTON COUNTY

Personally appeared before the undersigned attesting officer, duly authorized to administer oaths in said State and County, Neena Rani, who after being duly sworn, deposes and says upon oath:

That affiant is the owner in fee simple of the improvements shown on Exhibit "A" attached hereto.

Further, that the improvements situated on said real estate are within the limits of said described property and that there has been no violation of any restrictions that may have been imposed on said lands nor has any interest in same been sold or conveyed or any change made in the improvements thereon since said lands were inspected as aforesaid.

Further, that the owner or owners named above is in indisputable possession of said described lands and knows of no one claiming under any unrecorded bond for title of any nature or claiming any interest in said lands whatsoever; except as may be set out below;

Further, that there are no leases, either recorded of record, unrecorded, or otherwise, currently in effect or terminated in contemplation of the acquisition or purchase by the Georgia Department of Transportation (hereinafter the "Department") of the real estate shown on Exhibit "A" attached hereto, except as may be set out below;

Further, that there are no suits, judgements, bankruptcies or executions pending against the owner or owners named above in any court relating to the subject property or which could in any way affect the title to said lands or constitute a lien thereon, and that the owner or owners named above is not surety on the bond of any county or county official or any other bond that through default of the principal therein a lien would be created superior to the deed mentioned above, nor are there any loan deeds, trust deeds, mortgages, or liens of any nature whatsoever unsatisfied against said lands except as set out below;

Further, that there are no unpaid bills of any nature either for labor or materials or for architects', surveyors', or other services rendered or used on the improvement of said real estate, except as set out below, which constitute or might constitute any lien upon said real estate.

The owner or owners named above for (his/its) part acknowledges that this Affidavit is made and given to the Department in connection with and for purposes of inducing the Department in its acquisition or purchase of the real estate shown on Exhibit "A" attached thereto and, further, agrees to indemnify and hold harmless the Department from any and all claims for compensation or benefits made by any party or individual claiming through or under any interest in the property or business now or formerly situated or operating on said property, against the Department other than as may be set forth herein below.

Sworn to and subscribed before  
me, City of South Fulton I September 24, 2019

219-001

(S.E.A.L.)

Notary Public

**EXHIBIT "A"**

PROJECT NO.: STP00-0186-01(038)  
P. I. NO.: 731830  
PARCEL NO.: 8  
COUNTY: Fulton  
DATE OF R/W PLANS: March 17, 2017  
REVISION DATE: October 26, 2018

All that tract or parcel of land lying and being in Land Lot 92 of the 14<sup>th</sup> Land District of Fulton County, Georgia, being more particularly described as follows:

Beginning at a point 100.77 feet right of and opposite Station 307+07.90 on the construction centerline of Boat Rock Road on Georgia Highway Project No. STP00-0186-01(038), P.I. No. 731830; running thence N 7°48'44.8" W a distance of 53.81 feet to a point 58.33 feet right of and opposite station 306+81.71 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 20°46'53.8" W a distance of 63.55 feet to a point 24.54 feet right of and opposite station 306+34.31 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 17°48'12.2" E a distance of 56.26 feet to a point 25.93 feet left of and opposite station 306+09.31 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 63°04'18.2" E a distance of 64.32 feet to a point 86.79 feet left of and opposite station 306+35.13 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 69°19'06.2" E a distance of 178.00 feet to a point 73.42 feet left of and opposite station 402+35.16 on said construction centerline laid out for C/L NEW HOPE RD; thence N 66°23'07.2" E a distance of 56.38 feet to a point 35.84 feet left of and opposite station 402+73.70 on said construction centerline laid out for C/L NEW HOPE RD; thence S 37°14'03.8" W a distance of 223.92 feet to a point 43.56 feet left of and opposite station 307+78.19 on said construction centerline laid out for C/L BOAT ROCK RD; thence southwesterly 165.18 feet along the arc of a curve (said curve having a radius of 339.96 feet and a chord distance of 163.56 feet on a bearing of S 51°09'13.5" W) back to the point of beginning. Containing 0.711 +/- acres of land.

PROJECT NO.: STP00-0186-01(038) Fulton County  
P.I. NO.: 731830  
PARCEL NO.: 8

State of Georgia  
DEPARTMENT OF TRANSPORTATION  
#2 Capitol Square  
Atlanta, Georgia 30334

**IRS REPORTING INFORMATION**

1. Address and/or legal description of conveyed property:  
0 New Hope Road SW, Atlanta, GA 30331
2. Residential Property (1 to 4 units): Yes \_\_\_\_\_ No \_\_\_\_\_
3. Contract Sales (Gross Proceeds): \$273,700.00
4. TAXPAYER IDENTIFICATION NUMBER and Division of Interest  
(Social Security or Employer Identification)

Seller(s) Name \_\_\_\_\_ Tax ID Number \_\_\_\_\_ Division of Interest \_\_\_\_\_

Neena Rani

219-006

5. Correct Mailing Address of Seller(s): (Address of each)

6. ALLOCATION OF THE GROSS PROCEEDS: (See Attached Settlement and Disbursement Statement) or (See Attached Appraiser's Affidavit – Page 13)

The undersigned acknowledge(s) that the Internal Revenue Service requires the above transaction to be reported and requires an accurate disclosure of the above information. The undersigned warrant(s) that the above information is true and correct and acknowledge(s) that the above information will be submitted to the Internal Revenue Service with other information required by the Internal Revenue Service concerning the sale of the above property this date. Under penalties of perjury, I certify that the number shown on this statement is my correct taxpayer identification number.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Neena Rani

\_\_\_\_\_  
Attorney

\_\_\_\_\_  
Closing Official and Title

**Return recorded document to:  
Alex Rowland, Esq.  
707 Whitlock Ave, Suite D-32  
Marietta, GA 30064**

**GEORGIA DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY DEED**

**5025 New Peachtree Rd., Chamblee, GA 30341**

GEORGIA, FULTON COUNTY PROJECT NO. STP00-0186-01(038)

P.I. NO. 731830

THIS CONVEYANCE made and executed the \_\_\_ day of \_\_\_\_\_, 20\_\_.

WITNESSETH that Neena Rani, the undersigned, (hereinafter referred to as 'Grantor'), is the owner of a tract of land in FULTON County through which SR 166 at Boat Rock Road and New Hope Road Roundabout Project, known as Project No. STP00-0186-01(038), has been laid out by the Department of Transportation being more particularly described in a map and drawing of said road in the office of the Department of Transportation, 600 West Peachtree St., Atlanta, Georgia, to which reference is hereby made.

NOW, THEREFORE, in consideration of the benefit to said property by the construction and maintenance of said road, and in consideration of ONE DOLLAR (\$1.00), in hand paid, the receipt whereof is hereby acknowledged, Grantor does hereby grant, sell and convey to said Department of Transportation, and their successors in office so much land as to make a right of way for said road as surveyed, being more particularly described as follows:

All that tract or parcel of land lying and being in Land Lot 92 of the 14 Land District of Fulton County, Georgia, and being more particularly described on Exhibit "A" attached hereto and to be referred to by this reference.

219-001

Said right of way is hereby conveyed, consisting of 0.711 acres, more or less, as shown colored yellow on the plat of the property prepared by the Department of Transportation, dated March 17, 2017; revised October 26, 2018, said plat attached hereto and made a part of this deed as Exhibit "B".

For the same consideration Grantor hereby conveys and relinquishes to the Department of Transportation all rights of access between the limited access highway and approaches thereto on the above numbered highway project and Grantor's remaining real property from which said right of way is taken except at such points as designated and shown on the attached plat prepared by the Department of Transportation said right being 0 linear feet.

TO HAVE AND TO HOLD the said conveyed premises in fee simple and any rights Grantor has or may have in and to existing public rights of way are hereby quitclaimed and conveyed unto the Department of Transportation.

Grantor hereby warrants that Grantor has the right to sell and convey said land and bind himself, his heirs, executors and administrators forever to defend by virtue of these presents.

IN WITNESSETH WHEREOF, Grantor has hereunto set his hand and seal the day above written.

Signed, Sealed and Delivered

this \_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ (L.S.)  
20\_\_\_, in the presence of: Neena Rani

\_\_\_\_\_  
Witness \_\_\_\_\_ (L.S.)

\_\_\_\_\_  
Notary Public \_\_\_\_\_ (L.S.)

\_\_\_\_\_  
(L.S.)

**EXHIBIT "A"**

PROJECT NO.: STP00-0186-01(038)  
P. I. NO.: 731830  
PARCEL NO.: 8  
COUNTY: Fulton  
DATE OF R/W PLANS: March 17, 2017  
REVISION DATE: October 26, 2018

All that tract or parcel of land lying and being in Land Lot 92 of the 14<sup>th</sup> Land District of Fulton County, Georgia, being more particularly described as follows:

Beginning at a point 100.77 feet right of and opposite Station 307+07.90 on the construction centerline of Boat Rock Road on Georgia Highway Project No. STP00-0186-01(038), P.I. No. 731830; running thence N 7°48'44.8" W a distance of 53.81 feet to a point 58.33 feet right of and opposite station 306+81.71 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 20°46'53.8" W a distance of 63.55 feet to a point 24.54 feet right of and opposite station 306+34.31 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 17°48'12.2" E a distance of 56.26 feet to a point 25.93 feet left of and opposite station 306+09.31 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 63°04'18.2" E a distance of 64.32 feet to a point 86.79 feet left of and opposite station 306+35.13 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 69°19'06.2" E a distance of 178.00 feet to a point 73.42 feet left of and opposite station 402+35.16 on said construction centerline laid out for C/L NEW HOPE RD; thence N 66°23'07.2" E a distance of 56.38 feet to a point 35.84 feet left of and opposite station 402+73.70 on said construction centerline laid out for C/L NEW HOPE RD; thence S 37°14'03.8" W a distance of 223.92 feet to a point 43.56 feet left of and opposite station 307+78.19 on said construction centerline laid out for C/L BOAT ROCK RD; thence southwesterly 165.18 feet along the arc of a curve (said curve having a radius of 339.96 feet and a chord distance of 163.56 feet on a bearing of S 51°09'13.5" W) back to the point of beginning. Containing 0.711 +/- acres of land.

219-001



**SETTLEMENT & DISBURSEMENT STATEMENT**

OWNER(S) NAME: Neena Rani

ADDRESS or LOCATION OF PROPERTY: 0 New Hope Road SW, Atlanta, GA 30331

(1) GROSS PROCEEDS TO SELLER: \$ 7,800.00

(2) CURRENT COUNTY TAXES: \$

(3) CURRENT CITY TAXES: \$

(4) MORTGAGE PREPAYMENT PENALTY: \$

(5) RELEASE OF MORTGAGE FEE: \$

(6) RETENTION VALUE OF IMPROVEMENTS: \$

(7) PERFORMANCE BOND: \$

(8) PAYMENT(S) TO OTHER PARTIES:

a. \$

b. \$

c. \$

d. \$

TOTAL PAYMENTS TO OTHER PARTIES (Line 8) \$

(9) TOTAL OF ALL DISBURSEMENTS (LINES 2 THROUGH 8): \$

(10) PROCEEDS MINUS DISBURSEMENTS (LINE 1 LESS LINE 9): \$

(11) REIMBURSEABLE EXPENSES FOR TRANSFERRING TITLE:

a. PRO-RATA SHARE TAXES (LINES 2 & 3): \$

b. MORTGAGE PREPAYMENT/RELEASE FEE (LINES 4 & 5): \$

c. OTHER APPLICABLE EXPENSES (LINE 8): \$

(12) TOTAL REIMBURSABLE EXPENSES (LINES 11 a, b, & c): \$

(13) NET PROCEEDS TO SELLER (LINE 10 PLUS LINE 12): \$ 000

\*\*\*\*\*  
 The above is the complete, true and correct amount of funds received and disbursed in connection with the above transaction. **The seller is hereby notified by this document to proceed with the removal of all on site trade fixtures and/or retained improvements as previously identified and approved by the department. In the event that these items have not been removed within 30 calendar days from the date of this notice, they will be considered abandoned and shall be removed and/or demolished by the department. (this notice does not apply if the seller and/or other interests in possession are classified by the department as relocation displacements.) The removal of and/or damage to any portion of the property not retained by the seller is unlawful and such action will be subject to prosecution by the state.**

The undersigned seller(s) acknowledge(s) that all legal services performed by the closing attorney were on behalf of the department of transportation, and not on behalf of the seller(s), and that the seller(s) (was) (were) not given any legal advice by the closing attorney except that seller(s) (was) (were) advised to secure independent legal counsel to insure that the legal interests and rights of seller(s) are protected, and further that this statement is a defense to any action or proceeding against the closing attorney or the Department of Transportation.

> >  
 Neena Rani (DATE) (CLOSING OFFICIAL) (DATE)

> >  
 (DATE) (TITLE)

NOTE: If taxes are not withheld or were not due and payable at time of closing, seller must submit paid tax receipts for reimbursement of their Pro-Rata share by the Department to the Georgia Department of Transportation, Office Right of Way, Relocation Section, 600 West Peachtree Street, Atlanta, Ga. 30308.

\*\*\*\*\*

D.O.T. USE ONLY

219-000

\$  
\$  
\$  
TOTAL \$

PROJECT NO. STP00-0186-01(038) FULTON COUNTY  
PARCEL NO. 20  
P.I. NO. 731830

PROJECT NO. STP00-0186-01(038)  
P.I. NO.: 731830  
PARCEL NO. 20

**PROPERTY OWNER'S AFFIDAVIT**

GEORGIA, FULTON COUNTY

Personally appeared before the undersigned attesting officer, duly authorized to administer oaths in said State and County, Neena Rani, who after being duly sworn, deposes and says upon oath:

That affiant is the owner in fee simple of the improvements shown on Exhibit "A" attached hereto.

Further, that the improvements situated on said real estate are within the limits of said described property and that there has been no violation of any restrictions that may have been imposed on said lands nor has any interest in same been sold or conveyed or any change made in the improvements thereon since said lands were inspected as aforesaid.

Further, that the owner or owners named above is in indisputable possession of said described lands and knows of no one claiming under any unrecorded bond for title of any nature or claiming any interest in said lands whatsoever; except as may be set out below;

Further, that there are no leases, either recorded of record, unrecorded, or otherwise, currently in effect or terminated in contemplation of the acquisition or purchase by the Georgia Department of Transportation (hereinafter the "Department") of the real estate shown on Exhibit "A" attached hereto, except as may be set out below;

Further, that there are no suits, judgements, bankruptcies or executions pending against the owner or owners named above in any court relating to the subject property or which could in any way affect the title to said lands or constitute a lien thereon, and that the owner or owners named above is not surety on the bond of any county or county official or any other bond that through default of the principal therein a lien would be created superior to the deed mentioned above, nor are there any loan deeds, trust deeds, mortgages, or liens of any nature whatsoever unsatisfied against said lands except as set out below;

Further, that there are no unpaid bills of any nature either for labor or materials or for architects', surveyors', or other services rendered or used on the improvement of said real estate, except as set out below, which constitute or might constitute any lien upon said real estate.

The owner or owners named above for (his/its) part acknowledges that this Affidavit is made and given to the Department in connection with and for purposes of inducing the Department in its acquisition or purchase of the real estate shown on Exhibit "A" attached thereto and, further, agrees to indemnify and hold harmless the Department from any and all claims for compensation or benefits made by any party or individual claiming through or under any interest in the property or business now or formerly situated or operating on said property, against the Department other than as may be set forth herein below.

Sworn to and subscribed before me, City of South Fulton I September 24, 2019

219-001

(S.E.A.L.)

Notary Public

**EXHIBIT "A"**

PROJECT NO.: STP00-0186-01(038)  
P. I. NO.: 731830  
PARCEL NO.: 20  
COUNTY: Fulton  
DATE OF R/W PLANS: March 17, 2017  
REVISION DATE: October 30, 2018

All that tract or parcel of land lying and being in Land Lot 92 of the 14 Land District of Fulton County, Georgia, being more particularly described as follows:

Right of Way:

Beginning at a point 25.23 feet left of and opposite Station 302+98.19 on the construction centerline of Boat Rock Road on Georgia Highway Project No. STP00-0186-01(038), P.I. No. 731830; running thence N 82°51'50.5" E a distance of 9.77 feet to a point 35.00 feet left of and opposite station 302+98.13 on said construction centerline laid out for C/L BOAT ROCK RD; thence southeasterly 219.44 feet along the arc of a curve (said curve having a radius of 498.00 feet and a chord distance of 217.66 feet on a bearing of S 19°24'20.6" E) to the point 35.00 feet left of and opposite station 305+32.99 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 70°02'30.8" W a distance of 37.07 feet to a point 11.35 feet left of and opposite station 305+03.13 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 22°07'53.8" W a distance of 79.94 feet to a point 14.55 feet left of and opposite station 304+21.18 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 9°08'39.8" W a distance of 105.59 feet to a point 23.78 feet left of and opposite station 303+11.88 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 1°12'25.5" W a distance of 13.14 feet back to the point of beginning. Containing 0.082 +/- acres of land.

Permanent Easement Area 1:

Beginning at a point 35.00 feet left of and opposite Station 302+98.13 on the construction centerline of C/L Boat Rock Road on Georgia Highway Project No. STP00-0186-01(038), P.I. No. 731830; running thence N 82°51'50.5" E a distance of 10.87 feet to a point 45.86 feet left of and opposite station 302+98.06 on said construction centerline laid out for C/L BOAT ROCK RD; thence S 8°31'28.5" E a distance of 47.50 feet to a point 45.00 feet left of and opposite station 303+50.00 on said construction centerline laid out for C/L BOAT ROCK RD; thence S 29°08'49.8" E a distance of 113.59 feet to a point 65.00 feet left of and opposite station 304+75.00 on said construction centerline laid out for C/L BOAT ROCK RD; thence S 34°27'54.4" E a distance of 52.61 feet to a point 70.00 feet left of and opposite station 305+35.00 on said construction centerline laid out for C/L BOAT ROCK RD; thence S 21°00'15.0" E a distance of 18.68 feet to a point 66.00 feet left of and opposite station 305+55.91 on said construction centerline laid out for C/L BOAT ROCK RD; thence S 69°13'06.2" W a distance of 19.00 feet to a point 47.52 feet left of and opposite station 305+50.97 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 70°02'30.8" W a distance of 20.78 feet to a point 35.00 feet left of and opposite station 305+32.99 on said construction centerline laid out for C/L BOAT ROCK RD; thence northwesterly 219.44 feet along the arc of a curve (said curve having a radius of 498.00 feet and a chord distance of 217.66 feet on a bearing of N 19°24'20.6" W) back to the point of beginning.

Permanent Easement Area 2:

Beginning at a point 66.00 feet left of and opposite Station 305+55.91 on the construction centerline of Boat Rock Road on Georgia Highway Project No. STP00-0186-01(038), P.I. No. 731830; running thence N 21°00'15.0" W a distance of 18.68 feet to a point 70.00 feet left of and opposite station 305+35.00 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 68°37'01.6" E a distance of 303.76 feet to a point 70.00 feet left of and opposite station 403+35.00 on said construction centerline laid out for C/L NEW HOPE RD; thence N 30°08'38.5" E a distance of 60.61 feet to a point 75.00 feet left of and opposite station 403+88.99 on said construction centerline laid out for C/L NEW HOPE RD; thence S 68°08'36.9" E a distance of 44.12 feet to a point 32.49 feet left of and opposite station 404+00.80 on said construction centerline laid out for C/L NEW HOPE RD; thence southwesterly 168.81 feet along the arc of a curve (said curve having a radius of 466.97 feet and a chord distance of 167.89 feet on a bearing of S 58°51'43.5" W) to the point 108.68 feet left of and opposite station 402+65.76 on said construction centerline laid out for C/L NEW HOPE RD; thence S 69°13'06.2" W a distance of 218.03 feet back to the point of beginning.

219-001

State of Georgia  
DEPARTMENT OF TRANSPORTATION  
#2 Capitol Square  
Atlanta, Georgia 30334

**IRS REPORTING INFORMATION**

1. Address and/or legal description of conveyed property:  
0 New Hope Rd SW, Atlanta, GA 30331
  
2. Residential Property (1 to 4 units): Yes  No
3. Contract Sales (Gross Proceeds): \$7,800.00
4. TAXPAYER IDENTIFICATION NUMBER and Division of Interest  
(Social Security or Employer Identification)  
Seller(s) Name Tax ID Number Division of Interest  
Neena Rani  
-  
-
5. Correct Mailing Address of Seller(s): (Address of each)  
-  
-
6. ALLOCATION OF THE GROSS PROCEEDS: (See Attached Settlement and Disbursement  
Statement) or (See Attached Appraiser's Affidavit – Page 13)

The undersigned acknowledge(s) that the Internal Revenue Service requires the above transaction to be reported and requires an accurate disclosure of the above information. The undersigned warrant(s) that the above information is true and correct and acknowledge(s) that the above information will be submitted to the Internal Revenue Service with other information required by the Internal Revenue Service concerning the sale of the above property this date. Under penalties of perjury, I certify that the number shown on this statement is my correct taxpayer identification number.

\_\_\_\_\_  
Date Neena Rani

\_\_\_\_\_  
Attorney

\_\_\_\_\_  
Closing Official and Title

**Return recorded document to:**  
**Alex Rowland, Esq.**  
**707 Whitlock Ave, Suite D-32**  
**Marietta, GA 30064**

**GEORGIA DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY DEED**

**5025 New Peachtree Rd., Chamblee, GA 30341**

GEORGIA, FULTON COUNTY PROJECT NO. STP00-0186-01(038)

P.I. NO. 731830

THIS CONVEYANCE made and executed the \_\_\_ day of \_\_\_\_\_, 20\_\_.

WITNESSETH that Neena Rani, the undersigned, (hereinafter referred to as 'Grantor'), is the owner of a tract of land in FULTON County through which SR 166 at Boat Rock Road and New Hope Road Roundabout Project, known as Project No. STP00-0186-01(038), has been laid out by the Department of Transportation being more particularly described in a map and drawing of said road in the office of the Department of Transportation, 600 West Peachtree St., Atlanta, Georgia, to which reference is hereby made.

NOW, THEREFORE, in consideration of the benefit to said property by the construction and maintenance of said road, and in consideration of ONE DOLLAR (\$1.00), in hand paid, the receipt whereof is hereby acknowledged, Grantor does hereby grant, sell and convey to said Department of Transportation, and their successors in office so much land as to make a right of way for said road as surveyed, being more particularly described as follows:

All that tract or parcel of land lying and being in Land Lot 92 of the 14<sup>th</sup> Land District of Fulton County, Georgia, and being more particularly described on Exhibit "A" attached hereto and made a part hereto by this reference.

Said right of way is hereby conveyed, consisting of 0.082 acres, more or less, as shown colored yellow on the plat of the property prepared by the Department of Transportation, dated March 17, 2017; revised October 30, 2018, said plat attached hereto and made a part of this deed as Exhibit "B".

For the same consideration Grantor hereby conveys and relinquishes to the Department of Transportation all rights of access between the limited access highway and approaches thereto on the above numbered highway project and Grantor's remaining real property from which said right of way is taken except at such points as designated and shown on the attached plat prepared by the Department of Transportation said right being 0 linear feet.

TO HAVE AND TO HOLD the said conveyed premises in fee simple and any rights Grantor has or may have in and to existing public rights of way are hereby quitclaimed and conveyed unto the Department of Transportation.

Grantor hereby warrants that Grantor has the right to sell and convey said land and bind himself, his heirs, executors and administrators forever to defend by virtue of these presents.

IN WITNESSETH WHEREOF, Grantor has hereunto set his hand and seal the day above written.

Signed, Sealed and Delivered  
this \_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ (L.S.)  
20\_\_\_, in the presence of: Neena Rani

\_\_\_\_\_  
Witness \_\_\_\_\_ (L.S.)

\_\_\_\_\_  
Notary Public \_\_\_\_\_ (L.S.)

\_\_\_\_\_  
\_\_\_\_\_ (L.S.)

**EXHIBIT "A"**

PROJECT NO.: STP00-0186-01(038)  
P. I. NO.: 731830  
PARCEL NO.: 20  
COUNTY: Fulton  
DATE OF R/W PLANS: March 17, 2017  
REVISION DATE: October 30, 2018

219-001

particularly described as follows:

Right of Way:

Beginning at a point 25.23 feet left of and opposite Station 302+98.19 on the construction centerline of Boat Rock Road on Georgia Highway Project No. STP00-0186-01(038), P.I. No. 731830; running thence N 82°51'50.5" E a distance of 9.77 feet to a point 35.00 feet left of and opposite station 302+98.13 on said construction centerline laid out for C/L BOAT ROCK RD; thence southeasterly 219.44 feet along the arc of a curve (said curve having a radius of 498.00 feet and a chord distance of 217.66 feet on a bearing of S 19°24'20.6" E) to the point 35.00 feet left of and opposite station 305+32.99 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 70°02'30.8" W a distance of 37.07 feet to a point 11.35 feet left of and opposite station 305+03.13 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 22°07'53.8" W a distance of 79.94 feet to a point 14.55 feet left of and opposite station 304+21.18 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 9°08'39.8" W a distance of 105.59 feet to a point 23.78 feet left of and opposite station 303+11.88 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 1°12'25.5" W a distance of 13.14 feet back to the point of beginning. Containing 0.082 +/- acres of land.

Permanent Easement Area 1:

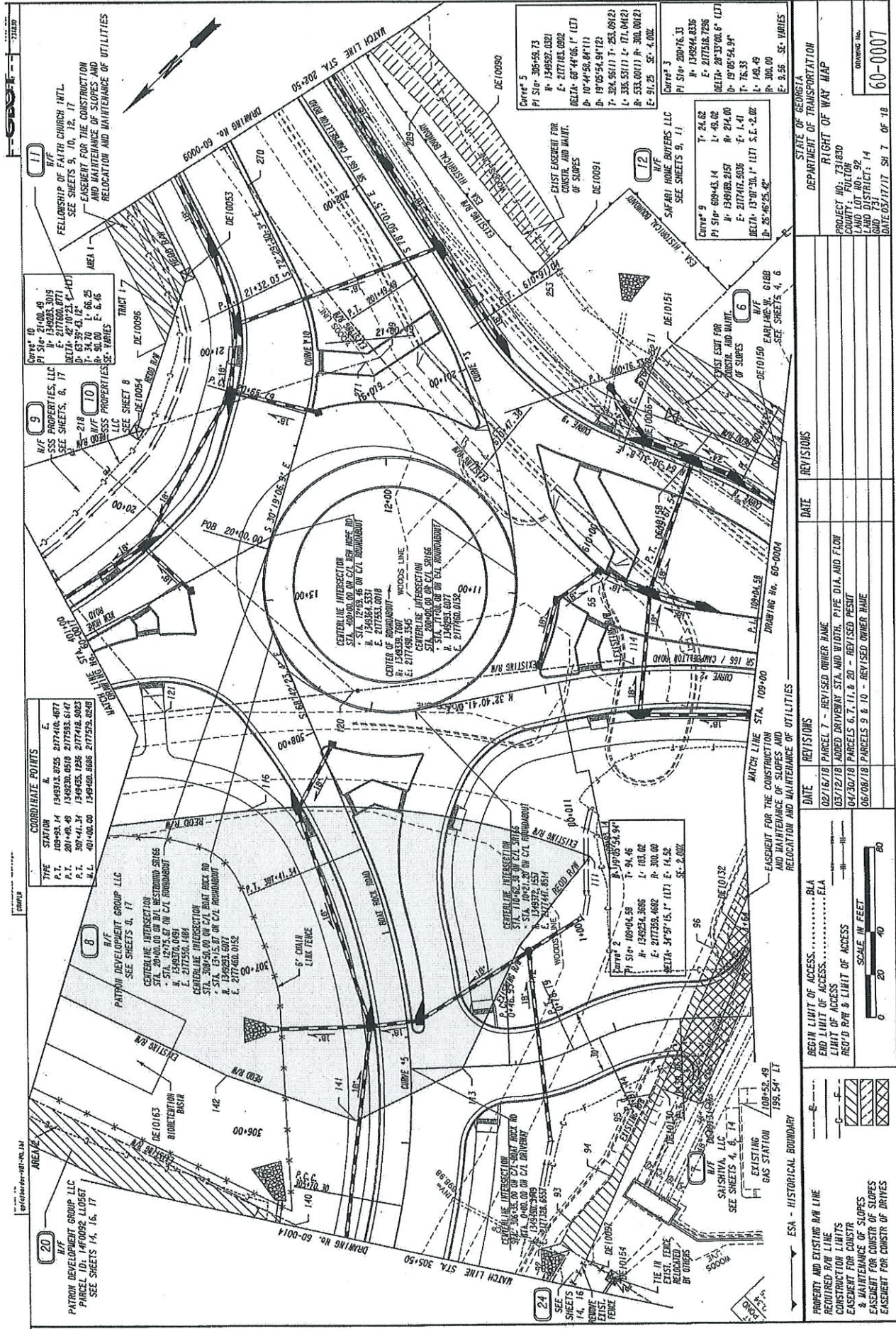
Beginning at a point 35.00 feet left of and opposite Station 302+98.13 on the construction centerline of C/L Boat Rock Road on Georgia Highway Project No. STP00-0186-01(038), P.I. No. 731830; running thence N 82°51'50.5" E a distance of 10.87 feet to a point 45.86 feet left of and opposite station 302+98.06 on said construction centerline laid out for C/L BOAT ROCK RD; thence S 8°31'28.5" E a distance of 47.50 feet to a point 45.00 feet left of and opposite station 303+50.00 on said construction centerline laid out for C/L BOAT ROCK RD; thence S 29°08'49.8" E a distance of 113.59 feet to a point 65.00 feet left of and opposite station 304+75.00 on said construction centerline laid out for C/L BOAT ROCK RD; thence S 34°27'54.4" E a distance of 52.61 feet to a point 70.00 feet left of and opposite station 305+35.00 on said construction centerline laid out for C/L BOAT ROCK RD; thence S 21°00'15.0" E a distance of 18.68 feet to a point 66.00 feet left of and opposite station 305+55.91 on said construction centerline laid out for C/L BOAT ROCK RD; thence S 69°13'06.2" W a distance of 19.00 feet to a point 47.52 feet left of and opposite station 305+50.97 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 70°02'30.8" W a distance of 20.78 feet to a point 35.00 feet left of and opposite station 305+32.99 on said construction centerline laid out for C/L BOAT ROCK RD; thence northwesterly 219.44 feet along the arc of a curve (said curve having a radius of 498.00 feet and a chord distance of 217.66 feet on a bearing of N 19°24'20.6" W) back to the point of beginning.

Permanent Easement Area 2:

Beginning at a point 66.00 feet left of and opposite Station 305+55.91 on the construction centerline of Boat Rock Road on Georgia Highway Project No. STP00-0186-01(038), P.I. No. 731830; running thence N 21°00'15.0" W a distance of 18.68 feet to a point 70.00 feet left of and opposite station 305+35.00 on said construction centerline laid out for C/L BOAT ROCK RD; thence N 68°37'01.6" E a distance of 303.76 feet to a point 70.00 feet left of and opposite station 403+35.00 on said construction centerline laid out for C/L NEW HOPE RD; thence N 30°08'38.5" E a distance of 60.61 feet to a point 75.00 feet left of and opposite station 403+88.99 on said construction centerline laid out for C/L NEW HOPE RD; thence S 68°08'36.9" E a distance of 44.12 feet to a point 32.49 feet left of and opposite station 404+00.80 on said construction centerline laid out for C/L NEW HOPE RD; thence southwesterly 168.81 feet along the arc of a curve (said curve having a radius of 466.97 feet and a chord distance of 167.89 feet on a bearing of S 58°51'43.5" W) to the point 108.68 feet left of and opposite station 402+65.76 on said construction centerline laid out for C/L NEW HOPE RD; thence S 69°13'06.2" W a distance of 218.03 feet back to the point of beginning.

219-006





**COORDINATE POINTS**

| TYPE | STATION   | N           | E           |
|------|-----------|-------------|-------------|
| P.T. | 109+54.14 | 1549313.925 | 2174406.487 |
| P.T. | 201+48.49 | 1349230.959 | 2177583.617 |
| P.T. | 307+14.34 | 1349463.726 | 2174748.893 |
| B.C. | 401+06.00 | 1349460.686 | 2177579.828 |

**Curve 8**

SEE SHEETS 8, 17

SEE SHEET 8

**Curve 9**

SEE SHEETS 9, 10, 12, 17

SEE SHEETS 9, 10, 12, 17

**Curve 10**

SEE SHEETS 10, 11, 12, 17

SEE SHEETS 10, 11, 12, 17

**Curve 11**

SEE SHEETS 11, 12, 17

SEE SHEETS 11, 12, 17

**Curve 12**

SEE SHEETS 12, 13, 17

SEE SHEETS 12, 13, 17

**Curve 13**

SEE SHEETS 13, 14, 17

SEE SHEETS 13, 14, 17

**Curve 14**

SEE SHEETS 14, 15, 17

SEE SHEETS 14, 15, 17

**Curve 15**

SEE SHEETS 15, 16, 17

SEE SHEETS 15, 16, 17

**Curve 16**

SEE SHEETS 16, 17

SEE SHEETS 16, 17

**Curve 17**

SEE SHEETS 17

SEE SHEETS 17

**Curve 18**

SEE SHEETS 18

SEE SHEETS 18

**Curve 19**

SEE SHEETS 19

SEE SHEETS 19

**Curve 20**

SEE SHEETS 20

SEE SHEETS 20

**Curve 21**

SEE SHEETS 21

SEE SHEETS 21

**Curve 22**

SEE SHEETS 22

SEE SHEETS 22

**Curve 23**

SEE SHEETS 23

SEE SHEETS 23

**Curve 24**

SEE SHEETS 24

SEE SHEETS 24

**Curve 25**

SEE SHEETS 25

SEE SHEETS 25

**Curve 26**

SEE SHEETS 26

SEE SHEETS 26

**Curve 27**

SEE SHEETS 27

SEE SHEETS 27

**Curve 28**

SEE SHEETS 28

SEE SHEETS 28

**Curve 29**

SEE SHEETS 29

SEE SHEETS 29

**Curve 30**

SEE SHEETS 30

SEE SHEETS 30

**Curve 31**

SEE SHEETS 31

SEE SHEETS 31

**Curve 32**

SEE SHEETS 32

SEE SHEETS 32

**Curve 33**

SEE SHEETS 33

SEE SHEETS 33

**Curve 34**

SEE SHEETS 34

SEE SHEETS 34

**Curve 35**

SEE SHEETS 35

SEE SHEETS 35

**Curve 36**

SEE SHEETS 36

SEE SHEETS 36

**Curve 37**

SEE SHEETS 37

SEE SHEETS 37

**Curve 38**

SEE SHEETS 38

SEE SHEETS 38

**Curve 39**

SEE SHEETS 39

SEE SHEETS 39

**Curve 40**

SEE SHEETS 40

SEE SHEETS 40

**Curve 41**

SEE SHEETS 41

SEE SHEETS 41

**Curve 42**

SEE SHEETS 42

SEE SHEETS 42

**Curve 43**

SEE SHEETS 43

SEE SHEETS 43

**Curve 44**

SEE SHEETS 44

SEE SHEETS 44

**Curve 45**

SEE SHEETS 45

SEE SHEETS 45

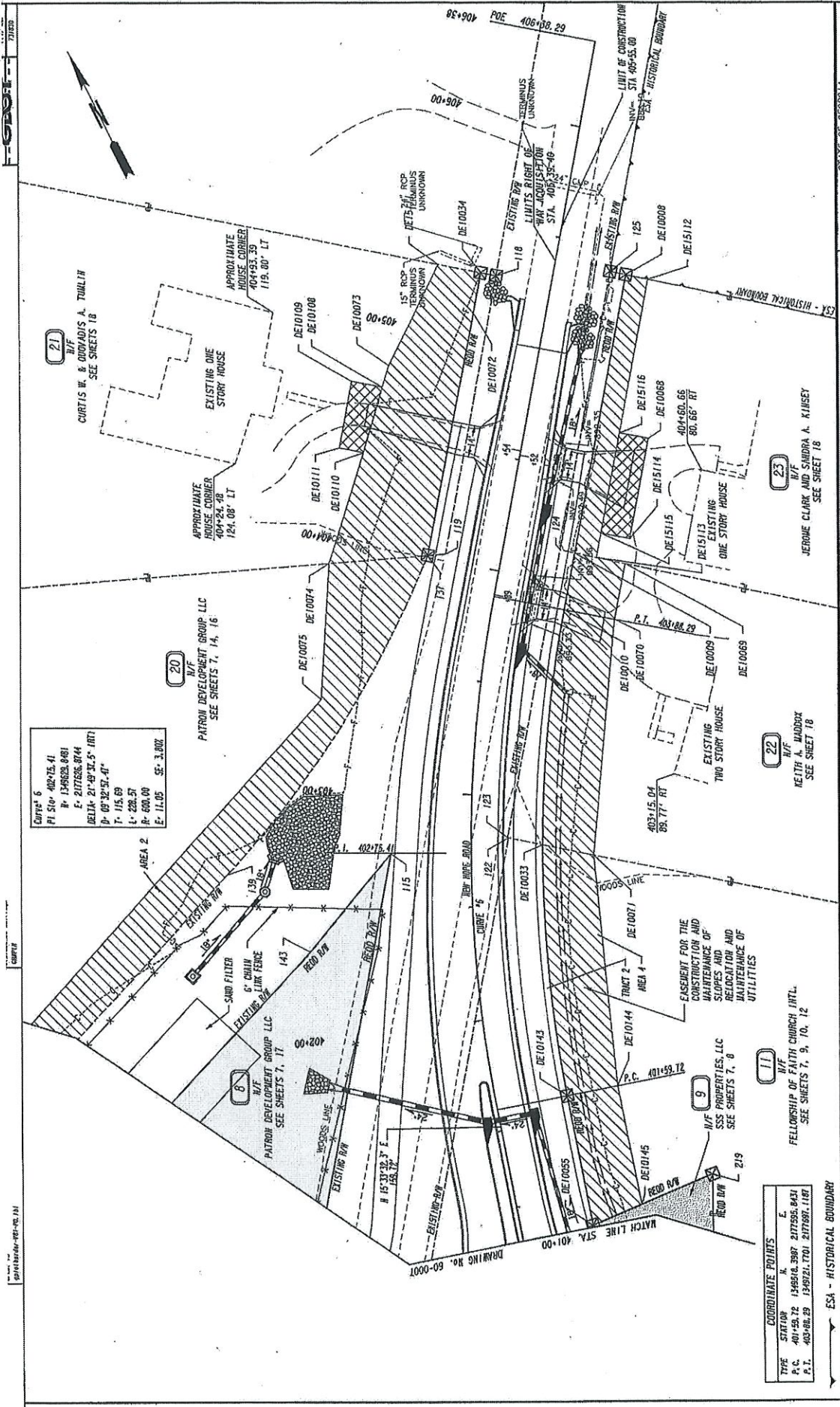
**Curve 46**

SEE SHEETS 46

SEE SHEETS 46

219-001





Curve 6  
 P.I. STA. 402+75.41  
 P. 1346282.840  
 E. 21712626.014  
 DELTA- 21°49'31.5" (RT)  
 P. 69'32" ST. 4"  
 L. 115.69  
 R. 228.57  
 E. 600.00  
 E. 11.05 SE. 3.002

Curve 5  
 P.I. STA. 402+75.41  
 P. 1346282.840  
 E. 21712626.014  
 DELTA- 21°49'31.5" (RT)  
 P. 69'32" ST. 4"  
 L. 115.69  
 R. 228.57  
 E. 600.00  
 E. 11.05 SE. 3.002

Curve 4  
 P.I. STA. 402+75.41  
 P. 1346282.840  
 E. 21712626.014  
 DELTA- 21°49'31.5" (RT)  
 P. 69'32" ST. 4"  
 L. 115.69  
 R. 228.57  
 E. 600.00  
 E. 11.05 SE. 3.002

Curve 3  
 P.I. STA. 402+75.41  
 P. 1346282.840  
 E. 21712626.014  
 DELTA- 21°49'31.5" (RT)  
 P. 69'32" ST. 4"  
 L. 115.69  
 R. 228.57  
 E. 600.00  
 E. 11.05 SE. 3.002

COORDINATE POINTS  
 TYPE STATION W. E.  
 P.C. 401+58.72 1348210.300 2172555.840  
 P.T. 403+88.29 1348211.001 2172581.182

DATE REVISIONS  
 08/28/17 PARCEL 21 - ADDED HOUSE CORNER LABEL  
 11/07/17 PARCEL 21 - REVISED EASEMENT  
 02/16/18 PARCEL 23 - REVISED EASPT., ADDED DRIVEWAY EASPT  
 03/12/18 PARCEL 20 - REVISED PESMT AND REV'D R/W  
 ADDED DRIVEWAY STA. AND WIDTH, PIPE DIA. AND FLOW

DATE REVISIONS  
 04/30/18 PARCELS 11 & 20 - REVISED ESMT  
 06/09/18 PARCELS 9 & 10 - REVISED OWNER NAME

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 PROJECT NO. 731830  
 COUNTY 1ST DISTRICT  
 LAND DISTRICT 14  
 GRID 731  
 DATE 03/17/17 SH. 17 OF 18  
 SOURCE No. 60-0017

ES1 - HISTORICAL BOUNDARY  
 ES2 - HISTORICAL BOUNDARY  
 ES3 - HISTORICAL BOUNDARY

ES4 - HISTORICAL BOUNDARY

PROPERTY AND EXISTING R/W LINE  
 ACQUIRED R/W LINE  
 CONSTRUCTION LIMITS  
 EASEMENT FOR DRIVEWAY  
 EASEMENT FOR CONSTRUCTION OF DRIVEWAYS

BEGIN LIMIT OF ACCESS  
 END LIMIT OF ACCESS  
 LIMIT OF ACCESS  
 REV'D R/W & LIMIT OF ACCESS

EASEMENT FOR THE CONSTRUCTION AND MAINTENANCE OF SLOPES AND RELOCATION AND MAINTENANCE OF UTILITIES

EASEMENT FOR CONSTRUCTION OF DRIVEWAYS

FELLOWSHIP OF FAITH CHURCH INTL.  
 SEE SHEETS 7, 9, 10, 12

SSS PROPERTIES, LLC  
 SEE SHEETS 7, 8

KEITH A. MADDOX  
 SEE SHEET 16

JEROME CLARK AND SHADRA A. KUSEY  
 SEE SHEET 18

CURTIS W. & DORIVADIS A. THULIH  
 SEE SHEETS 18

PATRON DEVELOPMENT GROUP, LLC  
 SEE SHEETS 7, 14, 16

APPROXIMATE HOUSE CORNER  
 APPROXIMATE HOUSE CORNER

EXISTING ONE STORY HOUSE  
 ONE STORY HOUSE  
 TWO STORY HOUSE

EXISTING R/W  
 R/W R/W  
 R/W R/W  
 R/W R/W

EXISTING 20' R/W  
 20' R/W  
 20' R/W  
 20' R/W

EXISTING 15' R/W  
 15' R/W  
 15' R/W  
 15' R/W

EXISTING 15' R/W  
 15' R/W  
 15' R/W  
 15' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W  
 10' R/W  
 10' R/W

EXISTING 10' R/W  
 10' R/W



Please return recorded instrument to  
A Panovka, Esq.  
P O Box 421515  
Atlanta, GA 30342


Tax ID # 14F0092 LL0567

Please cross-reference:  
DEED BOOK 58752, PAGE 596, FULTON COUNTY, GEORGIA, RECORDS

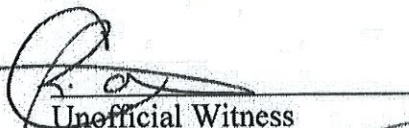
CANCELLATION OF SECURITY DEED

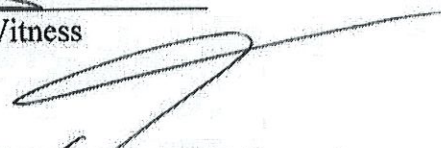
The indebtedness referred to in that certain Deed to Secure Debt from NEENA RANI to CITY & STATE FACTORS INC PENSION TRUST (the "Lender"), dated April 24, 2018, recorded at Deed Book 58752, Page 596, Fulton County, Georgia, records, having been paid in full and the Lender being the present owner of such secured interest by virtue of being the original grantee or the heir, assign, transferee, or devisee of the original grantee, the clerk of the superior court of the aforesaid county is authorized and directed to cancel the aforesaid deed to secure debt of record as provided in Code Section 44-14-4 of Official Code of Georgia Annotated for other mortgage cancellations.

In witness whereof, the undersigned Lender has set Lender's hand and seal, this 12<sup>th</sup> day of February 2019.

  
\_\_\_\_\_  
CITY & STATE FACTORS INC PENSION TRUST (Seal)  
By Trustee

signed sealed and delivered  
in the presence of:

  
\_\_\_\_\_  
Unofficial Witness

  
\_\_\_\_\_  
Notary Public  
My commission expires: 5/22/21  
(Notarial Seal)

**LEGAL DESCRIPTION EXHIBIT**  
**EXHIBIT " B "**

All that tract or parcel of land lying and being in Land Lot 92 of the 14th District, Fulton County, Georgia, being a part of Lot 7 of the J.P. Campbell Subdivision, as shown on plat recorded in Plat Book 70, page 15, Fulton County, Georgia Records, containing 3.027 acres and being more particularly described as follows: Beginning at an iron pin located at the point formed by the intersection of the northwesterly right-of-way of New Hope Road (having a right-of-way 50 feet in width) and the northeasterly right-of-way of Boat Rock Road (having a right-of-way 50 feet in width); thence northwesterly along the said right-of-way of Boat Rock Road, and following the curvature thereof, an arc distance of 453.59 feet to an iron pin, said arc being subtended by a chord having a bearing of North 12 degrees 20 minutes 20 seconds West and length of 450.57 feet; thence North 83 degrees 00 minutes 12 seconds East a distance of 236.09 feet to an iron pin; thence South 85 degrees 45 minutes 02 seconds East a distance of 257.08 feet to an iron pin located on the northwestern right-of-way of New Hope Road; thence southwesterly along said right-of-way, a distance of 358.71 feet to a point; thence continuing along said right-of-way, and following the curvature thereof, an arc distance of 179.74 feet to an iron pin and the point of beginning, said arc being subtended by a chord having a bearing of South 55 degrees 08 minutes 09 seconds West and length of 178.05 feet; all as being more particularly shown on plat of survey for CBA Investments, Inc. by McClung Surveying Services, Inc., dated December 11, 2006, which plat is hereby referred to and made a part of this description.

Less and Except that portion of property conveyed by that certain Right of Way Deed dated February 23, 2000, from Linda Jameson to Fulton County, Georgia, recorded in Deed Book 28585, Page 37, Fulton County, Georgia records.

1995 New Hope Road  
Atlanta, GA 30313  
Tax Parcel No. 14F-92-LL-56-7

RECEIVED

MAR 25 2019

PLANNING AND ZONING

Book 58752 Pg 596  
Filed and Recorded May-07-2018 09:28am  
2018-0124050  
Georgia Intangible Tax Paid \$456.00  
CATHELENE RUBINSON  
Clerk of Superior Court  
Fulton County, Georgia

Please return when recorded to:  
Girardot & Assoc., P.C.  
4A Lenox Pointe  
Atlanta, Georgia 30324

**DEED TO SECURE DEBT  
AND SECURITY AGREEMENT**

STATE OF GEORGIA

COUNTY OF FULTON

THIS INDENTURE, made this 24th day of April, 2018 by and between

NEENA RANI

(hereinafter called the "Grantor") and

City & State Factors Inc Pension Trust, including its successors and assigns

whose address is P. O. Box 421515 Atlanta, GA 30342 (hereinafter called the "Grantee"),

**WITNESSETH:**

That for and in consideration of the sum of ONE HUNDRED AND NO/100 (\$100.00) DOLLARS in hand paid and the other considerations hereinafter mentioned, receipt whereof is hereby acknowledged, the Grantor does hereby bargain, sell, grant and convey to the Grantee, its successors and assigns, all of the following described land, buildings, improvements (including improvements to be made hereafter), fixtures, furniture and appliances and other personal property (hereinafter sometimes collectively called the "premises" or the "property"), to wit:

**Subject Property Known as 1995 NEW HOPE RD., ATLANTA (FULTON CO.,) GA 30331, as more particularly described in EXHIBIT "A" attached hereto and made a part hereof.**

**TOGETHER WITH** all rights, title and interest of Grantor in and to the minerals, crops, timber and emblements now or hereafter located on the premises;

**TOGETHER WITH** all gas and electric fixtures, radiators, heaters, space heaters, engines and machinery, boilers, ranges, ovens, elevators, motors, bathtubs, sinks, water closets, basins, pipes, faucets and other air conditioning, plumbing and heating fixtures, drapes, mirrors, mantles, refrigerating plants, refrigerators, iceboxes, dishwashers, carpeting, furniture, furnishings, appliances, fixtures, laundry equipment, cooking apparatus and appurtenances, and all building material and equipment now or hereafter delivered to the premises and intended to be installed therein; goods, equipment, chattels and personal property of every kind and nature whatsoever; together with all renewals or replacements thereof or articles in substitution therefore and all of the estate, right, title and interest of the Grantor in and to all property of any nature whatsoever, now or hereafter situated on the premises or intended to be used in connection with the operation thereof, all of which shall be deemed to be fixtures and an accession to the freehold and a part of the realty as between the parties hereto and all persons claiming by, through or under them and shall be deemed to be a portion of the security for the indebtedness herein mentioned and secured by this deed.

**TOGETHER WITH** all and singular the rights, members and appurtenances whatsoever, in any way belonging, relating or appertaining to any of the premises hereinabove mentioned or which hereafter shall in any way belong, relate or be appurtenant thereto, whether now owned or hereafter acquired by the Grantor, including but not limited to all rents, profits, issues and

219-001

only the right to the Grantor to collect the same so long as the Grantor is not in default hereunder and so long as the same are not subjected to garnishment, levy, attachment or lien. In addition, Grantor hereby assigns, transfers and conveys to Grantee all Grantor's rights, title and interest in, to and under all leases now or hereafter leasing or affecting the premises or any part thereof.

TO HAVE AND TO HOLD the premises and all parts, rights, members and appurtenances thereof, to the use, benefit and behoof of the Grantee, its successors and assigns, in fee simple forever; and the Grantor covenants that Grantor is lawfully seized and possessed of the premises in fee simple and has good right to convey the same, that the same are unencumbered and that the Grantor will warrant and defend the title thereto against the claims of all persons whomsoever, except as hereinafter expressly provided.

This conveyance is intended (i) to constitute a security agreement as required under the Uniform Commercial Code of Georgia and (ii) to operate and is to be construed as a deed passing the title to the premises to the Grantee and is made under those provisions of the existing laws of the State of Georgia relating to Deeds to Secure Debt, and not as a mortgage, and is given to secure (a) a debt (sometimes hereinafter referred to as the "Note") payable to the order of Grantee in the principal sum of **\$151,913.17 U.S. Dollars** with interest payable on the amounts from time to time disbursed at the rate and in the manner therein specified with a final payment of principal and accrued unpaid interest being **due on MAY 1, 2023**; (b) any and all renewals and extensions thereof either in whole or in part, whether at the same, a higher or a lower rate of interest; (c) any and all other indebtedness now owing or which may hereafter be owing by Grantor to Grantee, however incurred, and all renewals and extensions thereof including, without limiting the generality of the foregoing, any and all future advances made by Grantee to or on behalf of or for the account of Grantor; and (d) any consolidation of such other indebtedness.

*Grantee takes title subject to that Prior Deed to Secure Debt from Patron Development Group, LLC dated 11/11/2014, recorded in Deed Book 54408, page 397, Fulton County, Georgia Records. This Deed to Secure Debt is given to further secure the repayment of the indebtedness secured by the Prior Deed to Secure Debt in accordance with that certain Loan Assumption and Closing Agreement between the parties of even date herewith. Any reference to Note herein is a reference to that prior note from Patron Development Group, LLC to Grantee, which indebtedness has been assumed by Grantor.*

The Grantor covenants with the Grantee as follows:

ARTICLE I

1.01 Payment of Indebtedness. The Grantor will pay the Note according to the tenor thereof and all other sums secured hereby promptly as the same shall become due.

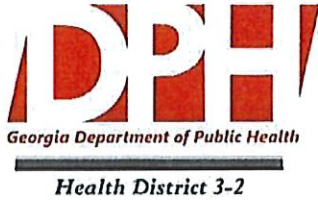
1.02 Monthly Deposits. To secure further the payment of the taxes and assessments hereinafter referred to and the premiums on the insurance hereinafter referred to, and upon the request of Grantee, Grantor will deposit with Grantee on the first day of each and every month a sum which, in the estimation of Grantee, shall be equal to one-twelfth of the annual taxes, assessments and insurance premiums; said deposits to be held by Grantee, free of interest, and free of any liens or claims on the part of creditors of Grantor and as part of the security of Grantee, and to be used by Grantee to pay current taxes and assessments and insurance premiums on the premises as the same accrue and are payable. Said deposits shall not be, nor be deemed to be, trust funds but may be commingled with the general funds of Grantee. If said deposits are insufficient to pay the taxes and assessments and insurance premiums in full as the same become payable, Grantor will deposit with Grantee such additional sum or sums as may be required in order for Grantee to pay such taxes and assessments and insurance premiums in full. Upon any default hereunder or under the Note, Grantee may, at its option, apply any money in the fund resulting from said deposits to the payment of the indebtedness secured hereby in such manner as it may elect.

1.03 Taxes, Liens and Other Charges.

(a) In the event of the passage of any state, federal, municipal or other governmental law, order, rule or regulation, subsequent to the date hereof, in any manner changing or modifying the laws now in force governing the taxation of debts secured by deeds to secure debt or in the manner of collecting taxes so as to affect adversely the Grantee, the Grantor will promptly pay any such tax; if the Grantor fails to make such prompt payment or if any such state, federal, municipal or other governmental law, order, rule or regulation prohibits Grantor from making such payment or would penalize Grantee if Grantor makes such payment, then the entire balance of the principal sum secured by this indenture and all interest accrued thereon shall, without notice, immediately become due and payable at the option of the Grantee.

(b) The Grantor will pay, before the same become delinquent, all taxes, liens, assessments and charges of every character already levied or assessed or that may hereafter be levied or assessed upon or against said premises and all utility charges, whether public or private; and upon demand will furnish the Grantee receipted bills evidencing such payment.

(c) The Grantor will not suffer any mechanic's, materialmen's, laborer's, statutory or other lien to be created or to remain



May 9, 2019

Keedra T. Jackson, MPA  
 Senior Planner  
 Community Development and Regulatory Affairs (CDRA)  
 City of South Fulton  
 5440 Fulton Industrial Boulevard S.W., Suite A  
 Atlanta, GA 30336-0308

**RE: Zoning Comments for May 2019 (1995 New Hope Road)**

Dear Ms. Jackson:

The following are comments by the Environmental Health Services (EHS) Division and the Environmental Justice (EJ) Program of the Fulton County Board of Health. These comments are in reference to the zoning case which was previously received from your office.

| CASE NO.           | ZONING COMMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1995 New Hope Road | <p><b><u>EHS Comments</u></b></p> <ul style="list-style-type: none"> <li>• The Fulton County Board of Health will require that the owner/developer connect the proposed development to public water and public sanitary sewer which are available to the site.</li> <li>• Since this proposed development constitutes a premise where people work or congregate, onsite sanitary facilities will be mandatory prior to use or occupancy.</li> <li>• This development must comply with the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 – Health and Sanitation, Article III – Smokefree Air. If the proposed facility will serve persons under the age 18, smoking will not be allowed on the premises at any time.</li> <li>• If this proposed retail includes a food service establishment, as defined in Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 – Health and Sanitation, Article V – Food Service, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior to opening.</li> </ul> |



219-001

| CASE NO. | ZONING COMMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <ul style="list-style-type: none"> <li>• This agency is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.</li> </ul> <p><b>Public Health and EJ Comments</b></p> <ul style="list-style-type: none"> <li>• The air at gasoline dispensing facilities (GDF) and in their immediate surroundings is affected particularly by evaporated vehicle fuel emissions. Although some researchers have found increased airborne chemicals gas stations within 150 feet of gas stations (up to 300 feet with an increased number of pumps), there are not any known published guidelines by an authoritative source for separation distances between residences and GDFs.</li> <li>• Since this site is adjacent to residential property, this department recommends that the owner/developer be required to install a barrier and use best practices in the design of this development, if approved, and consider sensitive populations (children and seniors).</li> <li>• The U.S. Environmental Protection Division's (EPA's) School Siting Guideline recommends evaluating GDFs when they are within 1000-foot radius of a school site. No school sites are known to be within 1000 feet of the proposed development.</li> </ul> |

If you have any questions related to the EHS comments, you may contact Ellis "Eli" Jones at 404-613-1337 or by e-mail at [Ellis.Jones@fultoncountyga.gov](mailto:Ellis.Jones@fultoncountyga.gov). All questions related to the broader public health and/or environmental justice comments should be directed to me, Monica Robinson, by telephone at 404-613-1491 or e-mail at [Monica.Robinson@fultoncountyga.gov](mailto:Monica.Robinson@fultoncountyga.gov).

Sincerely,



Monica M. Robinson, M.B.A., B.S.  
 Director, Office of Performance Management and Strategy  
 Environmental Justice Program

CC: Ellis "Eli" Jones, Deputy Director EHS



Sandra Elizabeth, M.D., M.B.A., F.A.A.P.  
 Interim District Health Director, District 3-2

2 of 2

219-001



**Keedra Jackson**

**From:** Udell, Thomas/JCG <Thomas.Udell@jacobs.com>  
**Sent:** Tuesday, April 9, 2019 11:14 AM  
**To:** Shayla Reed; Bennett White; Keedra Jackson  
**Subject:** RE: [EXTERNAL] RE: Review of a Rezoning Case

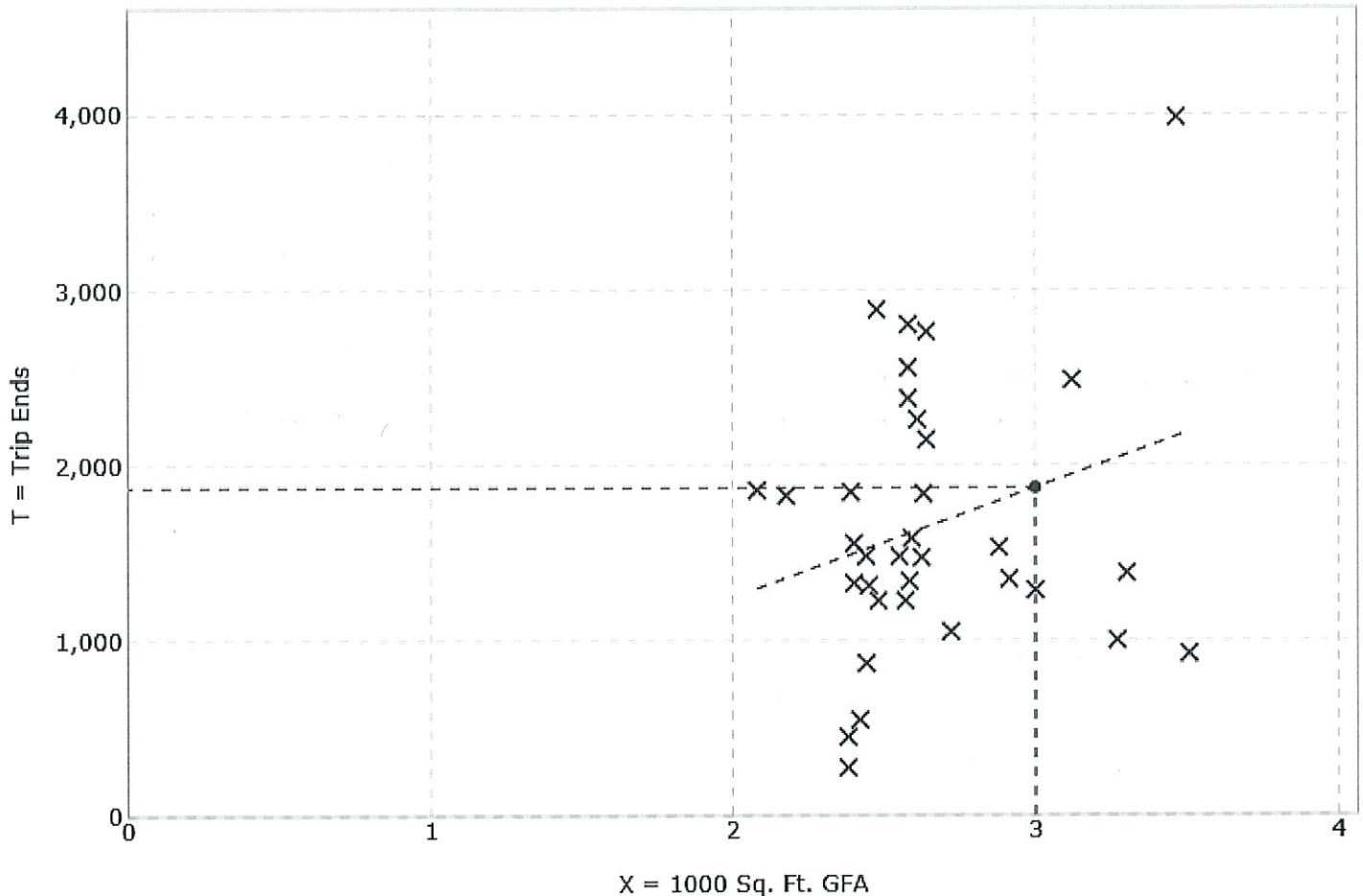
All,  
I am concerned that the trip generation of the development

## Land Use: 853 Convenience Market with Gasoline Pumps

### Description

This land use includes convenience markets with gasoline pumps where the primary business is the selling of convenience items, not the fueling of motor vehicles. The sites included in this land use category have the following two specific characteristics:

- The gross floor area of the convenience market is at least 2,000 gross square feet
- The number of vehicle fueling positions is less than 10



The trip gen for just the convenience store is in excess of 100 trips an hour for both am and pm peaks. I am also concerned that they are using service station as their land use and not convenience store. The definition in Fulton

219-001

County was for a traditional gas station with garage facilities for working on cars. This development better fits the description above.

Second, none of the figures show the proposed roundabout. We don't want this development to cause issues with the intersection operation.

I recommend they provide the following:

- a traffic impact study (including operation at the drives and the roundabout)
- A site plan that show the roundabout in relation to the site drives
- Use the correct land use definition in the application. (ensure the actual planned development is appropriate for the area)

Thomas Udell PE (GA), PTOE | Jacobs | Traffic and Transportation | Municipal Services | 404.952.3863  
| [thomas.udell@jacobs.com](mailto:thomas.udell@jacobs.com) | [www.jacobs.com](http://www.jacobs.com)

---

**From:** Shayla Reed <[Shayla.Reed@cityofsouthfultonga.gov](mailto:Shayla.Reed@cityofsouthfultonga.gov)>  
**Sent:** Monday, April 08, 2019 10:20 AM  
**To:** Bennett White <[Bennett.White@cityofsouthfultonga.gov](mailto:Bennett.White@cityofsouthfultonga.gov)>; Udell, Thomas/JCG <[Thomas.Udell@jacobs.com](mailto:Thomas.Udell@jacobs.com)>; Keedra Jackson <[Keedra.Jackson@cityofsouthfultonga.gov](mailto:Keedra.Jackson@cityofsouthfultonga.gov)>  
**Subject:** RE: [EXTERNAL] RE: Review of a Rezoning Case

Thanks Bennett and Tom,

We adopted a lot of Fulton County's policies, procedures, and Codes. Some of which, we have not be able to gain full clarity on the intent or needed language. We can examine where this information is location and from there we can amend to state any needed amendments to the Code or process.

### **Shayla Reed, MURP**

Director, Community Development and Regulatory Affairs (CDRA)

City of South Fulton     
5440 Fulton Industrial Blvd, S.W., Suite A  
Atlanta, GA 30336  
[www.CityofSouthFultonGA.gov](http://www.CityofSouthFultonGA.gov)  
470.809.7236 (direct)



---

**From:** Bennett White <[Bennett.White@cityofsouthfultonga.gov](mailto:Bennett.White@cityofsouthfultonga.gov)>  
**Sent:** Monday, April 8, 2019 10:01 AM  
**To:** Udell, Thomas/JCG <[Thomas.Udell@jacobs.com](mailto:Thomas.Udell@jacobs.com)>; Keedra Jackson <[Keedra.Jackson@cityofsouthfultonga.gov](mailto:Keedra.Jackson@cityofsouthfultonga.gov)>  
**Cc:** Shayla Reed <[Shayla.Reed@cityofsouthfultonga.gov](mailto:Shayla.Reed@cityofsouthfultonga.gov)>  
**Subject:** RE: [EXTERNAL] RE: Review of a Rezoning Case

Tom:

I'm not aware of a standard threshold. I suggest that, if you have a concern, it is appropriate to either 1) require that one be provided for review during the rezoning process, the results of which shall be reviewed by City Traffic Engineer to determine what, if any, rezoning conditions the Traffic Engineer will recommend or 2) recommend a condition that developer provide one with a Land Disturbance Permit application, subject to Traffic Engineer review, the results of which may provide basis for requiring r/w improvements to address the impact of the proposed development.

Sincerely,



J. Bennett White, PE  
City Engineer

City of South Fulton, Georgia  
Department of Development Services  
5440 Fulton Industrial Blvd, S.W. | Atlanta, GA 30336  
Direct 470.809.7238 | Mobile 404-326-5236 | [Bennett.White@Cityofsouthfultonga.gov](mailto:Bennett.White@Cityofsouthfultonga.gov)

---

**From:** Udell, Thomas/JCG <[Thomas.Udell@jacobs.com](mailto:Thomas.Udell@jacobs.com)>  
**Sent:** Saturday, April 6, 2019 8:29 AM  
**To:** Keedra Jackson <[Keedra.Jackson@cityofsouthfultonga.gov](mailto:Keedra.Jackson@cityofsouthfultonga.gov)>; Bennett White <[Bennett.White@cityofsouthfultonga.gov](mailto:Bennett.White@cityofsouthfultonga.gov)>  
**Cc:** Shayla Reed <[Shayla.Reed@cityofsouthfultonga.gov](mailto:Shayla.Reed@cityofsouthfultonga.gov)>  
**Subject:** Re: [EXTERNAL] RE: Review of a Rezoning Case

What is the city's threshold for a development to provide a traffic impact study? Gas stations generally produce a significant amount of traffic compared to other uses of comparable size. It is also located on the corner of a new roundabout and I am concerned that the driveways will have a negative impact on its operations.

Thomas Udell PE (GA), PTOE | Jacobs | Traffic and Transportation | Municipal Services | 404.952.3863 | [thomas.udell@jacobs.com](mailto:thomas.udell@jacobs.com) | [www.jacobs.com](http://www.jacobs.com)

---

**From:** Keedra Jackson <[keedra.jackson@cityofsouthfultonga.gov](mailto:keedra.jackson@cityofsouthfultonga.gov)>  
**Sent:** Friday, April 5, 2019 2:26 PM  
**To:** Bennett White; [monica.robinson@fultoncountyga.gov](mailto:monica.robinson@fultoncountyga.gov); Stanley Domengeaux; Martin Salamanca; [wvvern.budram@fultoncountyga.gov](mailto:wvvern.budram@fultoncountyga.gov); [gfloyd@itsmarta.com](mailto:gfloyd@itsmarta.com); Leonid Felgin; [abdul.akbar@fultoncountyga.gov](mailto:abdul.akbar@fultoncountyga.gov); Udell, Thomas/JCG  
**Cc:** Shayla Reed  
**Subject:** [EXTERNAL] RE: Review of a Rezoning Case

Bennett,

Thanks for that information.

Hello Tom. Please review the attached file regarding an upcoming rezoning case. Also, see below regarding review specifics.

Thank you.

**Keedra T. Jackson, MPA**

Senior Planner  
Community Development and Regulatory Affairs (CDRA)  
470-809-7751  
City of South Fulton



---

**From:** Bennett White

**Sent:** Friday, April 5, 2019 2:23 PM

**To:** Keedra Jackson <[Keedra.Jackson@cityofsouthfultonga.gov](mailto:Keedra.Jackson@cityofsouthfultonga.gov)>; [monica.robinson@fultoncountyga.gov](mailto:monica.robinson@fultoncountyga.gov); Stanley Domengeaux <[Stanley.Domengeaux@cityofsouthfultonga.gov](mailto:Stanley.Domengeaux@cityofsouthfultonga.gov)>; Martin Salamanca <[martin.salamanca@cityofsouthfultonga.gov](mailto:martin.salamanca@cityofsouthfultonga.gov)>; [wavern.budram@fultoncountyga.gov](mailto:wavern.budram@fultoncountyga.gov); [gflloyd@itsmarta.com](mailto:gflloyd@itsmarta.com); Leonid Felgin <[lfelgin@fincherdenmark.com](mailto:lfelgin@fincherdenmark.com)>; [abdul.akbar@fultoncountyga.gov](mailto:abdul.akbar@fultoncountyga.gov)

**Cc:** Shayla Reed <[Shayla.Reed@cityofsouthfultonga.gov](mailto:Shayla.Reed@cityofsouthfultonga.gov)>

**Subject:** RE: Review of a Rezoning Case

Keedra:

Please include Tom Udell ( Udell, Thomas/JCG [Thomas.Udell@jacobs.com](mailto:Thomas.Udell@jacobs.com) ) in your emails. He will provide Traffic input for South Fulton.

Wyvern Budram with Fulton County will provide Fulton County traffic input if such input would be relevant due to location.

Sincerely,



J. Bennett White, PE  
City Engineer

City of South Fulton, Georgia  
Department of Development Services  
5440 Fulton Industrial Blvd, S.W. | Atlanta, GA 30336  
Direct 470.809.7238 | Mobile 404-326-5236 | [Bennett.White@Cityofsouthfultonga.gov](mailto:Bennett.White@Cityofsouthfultonga.gov)

---

**From:** Keedra Jackson

**Sent:** Friday, April 5, 2019 1:52 PM

**To:** [monica.robinson@fultoncountyga.gov](mailto:monica.robinson@fultoncountyga.gov); Bennett White <[Bennett.White@cityofsouthfultonga.gov](mailto:Bennett.White@cityofsouthfultonga.gov)>; Stanley Domengeaux <[Stanley.Domengeaux@cityofsouthfultonga.gov](mailto:Stanley.Domengeaux@cityofsouthfultonga.gov)>; Martin Salamanca <[martin.salamanca@cityofsouthfultonga.gov](mailto:martin.salamanca@cityofsouthfultonga.gov)>; [wavern.budram@fultoncountyga.gov](mailto:wavern.budram@fultoncountyga.gov); [gflloyd@itsmarta.com](mailto:gflloyd@itsmarta.com); Leonid Felgin <[lfelgin@fincherdenmark.com](mailto:lfelgin@fincherdenmark.com)>; [abdul.akbar@fultoncountyga.gov](mailto:abdul.akbar@fultoncountyga.gov)

**Cc:** Shayla Reed <[Shayla.Reed@cityofsouthfultonga.gov](mailto:Shayla.Reed@cityofsouthfultonga.gov)>

**Subject:** Review of a Rezoning Case

**Importance:** High

Greetings All,

Allow me to introduce myself to those of you I have not had a pleasure in meeting. I am Keedra Jackson, Senior Planner with COSF. I've been in this position over a month and what I am presenting to you is my first rezoning case with the City of South Fulton.

You will find an attached file that consist of a petition to rezone a parcel from R-3 to C-1 for the construction of a new gas station at 1995 New Hope Road. This case will go before our Planning Commission Board on May 21<sup>st</sup> and before Mayor & Council on June 25<sup>th</sup>. Please review this file and provide your comments to me on or before May 6<sup>th</sup>.

Thank you.

**Keedra T. Jackson, MPA**

Senior Planner  
Community Development and Regulatory Affairs (CDRA)  
470-809-7751  
City of South Fulton  
<http://www.cityofsouthfultonga.gov/>



---

NOTICE - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.

---

NOTICE - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

**FILE** P.I. #731830 **OFFICE** Design Policy & Support  
STP00-0186-01(038)  
GDOT District 7 - Metro Atlanta  
Fulton County **DATE** 7/27/2011  
Campbellton Road @ Boat Rock Road/New Hope  
Road

**FROM** *[Signature]*  
for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

**DISTRIBUTION:**

Genetha Rice-Singleton, Program Control Administrator  
Bobby Hilliard, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Angela Robinson, Financial Management Administrator  
Glenn Bowman, State Environmental Administrator  
Kathy Zahul, State Traffic Engineer  
Georgene Geary, State Materials & Research Engineer  
Ron Wishon, State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Michael Henry, Systems & Classification Branch Chief  
Bryant Poole, District Engineer  
Scott Lee, District Preconstruction Engineer  
Jonathan Walker, District Utilities Engineer  
Ernay Robinson, Project Manager  
BOARD MEMBER - 5th Congressional District

RECEIVED  
APR 17 2019  
PLANNING AND ZONING

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: STP00-0186-01(038)  
County: Fulton  
P. I. Number: 731830  
Federal Route Number: N/A  
State Route Number: 154/166

Campbellton Road @ Boat Rock Road / New Hope Road  
Intersection Improvement

Submitted for approval:

DATE 4/14/10

Jeffrey W. Dyer, P.E.  
GK4

DATE 4.11.11

Richard Coates, P.E.  
Fulton County

DATE 8/4/2010

BOBBY HILLARD\*  
Office Head

DATE 8/10/2010

ERNAY ROBINSON\*  
Project Manager

Recommended for approval:

DATE 5/17/2011

CYNETHA RICE-SINGLETON\*  
Project Control Administrator

DATE 5/12/2011

GLENN BOWMAN\*  
State Environmental Administrator

DATE 5/26/2011

KATHY ZARUL\*  
State Traffic Engineer

DATE 5/5/2011

RON WILSON\*  
Project Review Engineer

DATE 5/5/2011

JEFF BAKER\*  
State Utilities Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer/District Utilities Engineer

DATE \_\_\_\_\_

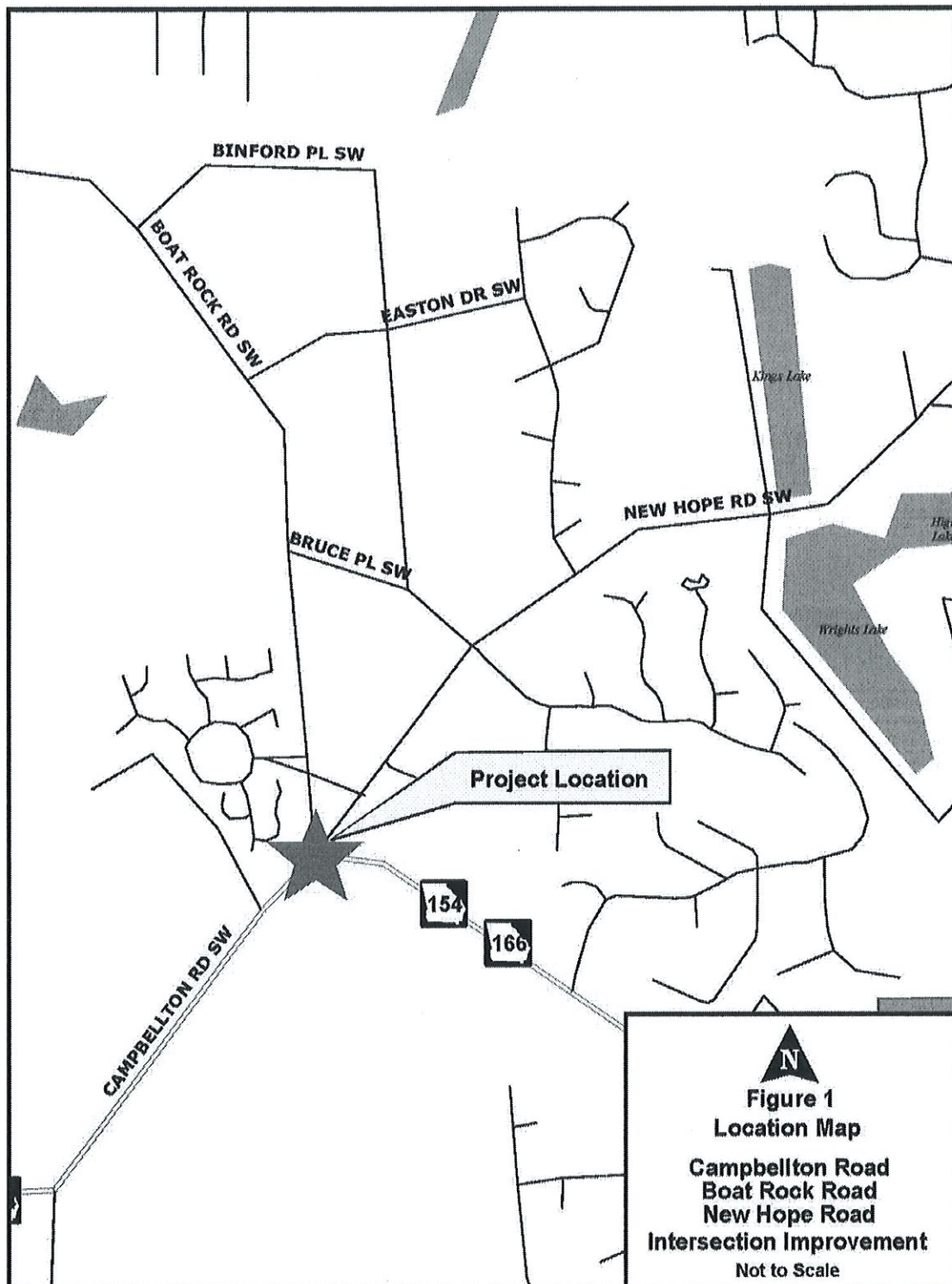
\_\_\_\_\_  
State Transportation financial Management Administrator

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

DATE 5-10-11

Christopher L. Vandeke  
State Transportation Planning Administrator

\* RECOMMENDATION ON FILE



219-001



**Project Description and Location:**

Project STP00-0186-01(038) will combine the separate intersections of Campbellton Road @ Boat Rock Road and Boat Rock Road @ New Hope Road into a single intersection. This project will construct a roundabout at this combined intersection.

This project is located in southwestern Fulton County, approximately 4 miles west of the Campbellton Road (SR 154/166) interchange with I-285. The project is also less than two miles from the intersection of Campbellton Road @ Camp Creek Parkway. This project lies within land lot 92 of the 14<sup>th</sup> District of Fulton County, Georgia.

**Need and Purpose:**

The proposed project is an intersection improvement of the intersection of SR 154/166 (Campbellton Road) and Boat Rock Road and the nearby intersection of Boat Rock Road and New Hope Road. These intersections are located in southwest Fulton County (see Location Map – Previous Page). Campbellton Road extends from the Douglas/Fulton County line to downtown Atlanta. Boat Rock Road and New Hope Road are classified as urban collector streets. Boat Rock Road intersects Campbellton Road, which is classified as a minor urban arterial street. New Hope Road intersects Boat Rock Road within 100 feet of the Campbellton Road/Boat Rock Road intersection. The two separate 3-legged intersections, in effect, form a closely spaced, four-legged intersection.

This project is included as part of the Regional Transportation Plan (RTP) developed by the Atlanta Regional Commission (Project FS-217). This project proposes to improve operational efficiency by combining the two separate intersections that are located within 100 feet into a single roundabout intersection.

Existing Conditions

In the northwest corner of the Campbellton Road/Boat Rock intersection is a Citgo Gas station, along with a small attached commercial building that has driveways on both Campbellton Road and Boat Rock Road. The building is set back from the existing roadways and will not affect the potential scope of this project.

The remaining properties in the immediate vicinity are either undeveloped or single-family residential. Properties along Campbellton Road on the south side of the roadway are residential with deep front yards. The land in northeast quadrant of both intersections is currently undeveloped. North and west of the project are established residential subdivisions.

According to the 2025 future land use map from the Fulton County Comprehensive Plan, the land in the immediate vicinity of both intersections, but on the north side of Campbellton Road, is classified as “Living Working-Community”. The land on the south side of Campbellton Road, and along both Boat Rock and New Hope Roads north of the intersection is classified as “Residential – 2 to 3 units per acre.

Campbellton Road is an important thoroughfare in Fulton County that has an interchange with I-285. It connects established residential areas west of Atlanta with both I-285 and I-75/85 via Langford Parkway. Campbellton Road is the southern terminus for Boat Rock Road. Boat Rock Road continues north and west towards Camp Creek Parkway and Fulton Industrial Boulevard, serving as a connector between Campbellton Road and the warehouse/industrial land uses along the Fulton Industrial Boulevard corridor. New Hope Road begins at Boat Rock Road and continues east and north towards its terminus at Cascade Road. It primarily serves residential areas.

The existing Campbellton Road/Boat Rock Road intersection is three-legged and currently unsignalized, with Campbellton Road having the right-of-way through the intersection. The existing intersection (skew) angle is 78 degrees, which is allowable under both GDOT and AASHTO guidelines. There are no left-turn lanes provided on any approach, and right-turn lanes provided on the westbound and southbound approaches. The only channelization provided is a raised corner island for the southbound to westbound right-turn movement in the northwest quadrant of the intersection.

The existing Boat Rock Road/New Hope Road intersection is unsignalized, with Boat Rock Road having the right-of-way. The intersection (skew) angle is 85 degrees. There are no turn lanes provided on any approach. The only existing sidewalks in the project area are along the west side of Boat Rock Road and along a short section of Campbellton in front of the Citgo gas station.

Existing Deficiencies

The existing Boat Rock Road/New Hope Road intersection is located within 100 feet of the center of the Campbellton Road intersection. The proximity of these two intersections creates operational issues along both Boat Rock Road and New Hope Road and is the primary problem that this project would rectify.

During the morning and afternoon peak hours, southbound Boat Rock Road traffic experiences delay as it waits for gaps in the Campbellton Road traffic flow to turn onto Campbellton Road. Vehicles wanting to turn left onto Boat Rock to reach Campbellton Road can find no storage on Campbellton Road, causing considerable vehicle queuing along New Hope Road.

Accident data collected from the Georgia DOT accident reporting system between 2006 and 2008 indicate a history of rear-end and angle accidents, with the overall number increasing with each succeeding year. Of the three years studied, the accident rate in the project area has increased each year and exceeds the statewide average rate for both non-NHS urban minor arterials and urban collectors in 2008. The accident rate information is summarized in Table 1. Table 2 summarizes the injury rates for the same roadway classifications. The results of that table mirror Table 1. Table 3 summarizes the fatal accident rates which are zero for each year, since no fatal accidents occurred in this vicinity. Table 4 summarizes the crash types obtained from the vicinity of the intersections.

**Table 1: Accident Summary – Campbellton Road / Boat Rock Road / New Hope Road  
 (MP range – 18-13-19.65)**

| Year | Number of Accidents | Computed Accident Rate | Statewide Average Rate (Minor Arterial, non NHS Urban) | Statewide Average Rate (Collector, Urban) |
|------|---------------------|------------------------|--------------------------------------------------------|-------------------------------------------|
| 2006 | 9                   | 312                    | 548                                                    | 510                                       |
| 2007 | 15                  | 486                    | 513                                                    | 475                                       |
| 2008 | 18                  | 625                    | 469                                                    | 443                                       |

**Table 2: Non-Fatal Accident Summary – Campbellton Road / Boat Rock Road / New Hope Road  
 (MP range – 18-13-19.65)**

| Year | Number of Injury Accidents | Computed Injury Accident Rate | Statewide Average Rate (Minor Arterial, non NHS Urban) | Statewide Average Rate (Collector, Urban) |
|------|----------------------------|-------------------------------|--------------------------------------------------------|-------------------------------------------|
| 2006 | 3                          | 104                           | 137                                                    | 123                                       |
| 2007 | 3                          | 104                           | 126                                                    | 114                                       |
| 2008 | 7                          | 243                           | 117                                                    | 105                                       |

**Table 3: Fatal Accident Summary – Campbellton Road / Boat Rock Road / New Hope Road  
 (MP range – 18-13-19.65)**

| Year | Number of Fatal Accidents | Computed Injury Accident Rate | Statewide Average Rate (Minor Arterial, non NHS Urban) | Statewide Average Rate (Collector, Urban) |
|------|---------------------------|-------------------------------|--------------------------------------------------------|-------------------------------------------|
| 2006 | 0                         | 0                             | 1.43                                                   | 1.6                                       |
| 2007 | 0                         | 0                             | 1.36                                                   | 1.25                                      |
| 2008 | 0                         | 0                             | 1.33                                                   | 1.08                                      |

**Table 4: Summary of Crashes  
 Intersection of Campbellton Road at Boat Rock Road and New Hope Road**

| 2006                    |               |            |           |          |               |                                  |          |
|-------------------------|---------------|------------|-----------|----------|---------------|----------------------------------|----------|
| Intersection            | Total Crashes | Crash Type |           |          |               | Injury Crashes/<br>Tot. Injuries | Fatality |
|                         |               | Sideswipe  | Rear End  | Angle    | Other         |                                  |          |
| Campbellton @ Boat Rock | 8             | 2          | 3         | 2        | 1             | 3/5                              | 0        |
| Boat Rock @ New Hope    | 1             | 0          | 1         | 0        | 0             | 0/0                              | 0        |
| <b>Total</b>            | <b>9</b>      | <b>2</b>   | <b>4</b>  | <b>2</b> | <b>1</b>      | <b>3/5</b>                       | <b>0</b> |
| 2007                    |               |            |           |          |               |                                  |          |
| Intersection            | Total Crashes | Crash Type |           |          |               | Injury Crashes/<br>Tot. Injuries | Fatality |
|                         |               | Sideswipe  | Rear End  | Angle    | Tot. Injuries |                                  |          |
| Campbellton @ Boat Rock | 14            | 0          | 6         | 7        | 1             | 3/3                              | 0        |
| Boat Rock @ New Hope    | 1             | 0          | 0         | 1        | 0             | 0/0                              | 0        |
| <b>Total</b>            | <b>15</b>     | <b>0</b>   | <b>6</b>  | <b>8</b> | <b>1</b>      | <b>3/3</b>                       | <b>0</b> |
| 2008                    |               |            |           |          |               |                                  |          |
| Intersection            | Total Crashes | Crash Type |           |          |               | Injury Crashes/<br>Tot. Injuries | Fatality |
|                         |               | Sideswipe  | Rear End  | Angle    | Tot. Injuries |                                  |          |
| Campbellton @ Boat Rock | 18            | 0          | 10        | 7        | 1             | 7/17                             | 0        |
| Boat Rock @ New Hope    | 0             | 0          | 0         | 0        | 0             | 0/0                              | 0        |
| <b>Total</b>            | <b>18</b>     | <b>0</b>   | <b>10</b> | <b>7</b> | <b>1</b>      | <b>7/17</b>                      | <b>0</b> |

As can be seen in Table 4, the largest numbers of crashes are rear-end and angle. Rear end crashes are usually caused by vehicles stopping suddenly, with close-following vehicles behind them hitting them. At an unsignalized intersection, this type of accident is often caused by vehicles stopping in the through lane to turn left. Providing an exclusive left-turn lane can reduce this type of accident by getting the left-turn vehicles waiting for a gap in oncoming traffic out of the through lane.

Angle crashes are often caused when vehicles traveling through the intersection on one approach are hit by a vehicle going through the same intersection in a different direction. Signalization is the best solution for this type of crash. A signal restricts the use of intersection right-of-way to one set of approaches at a time, thus minimizing the potential conflicts between the conflicting traffic streams.

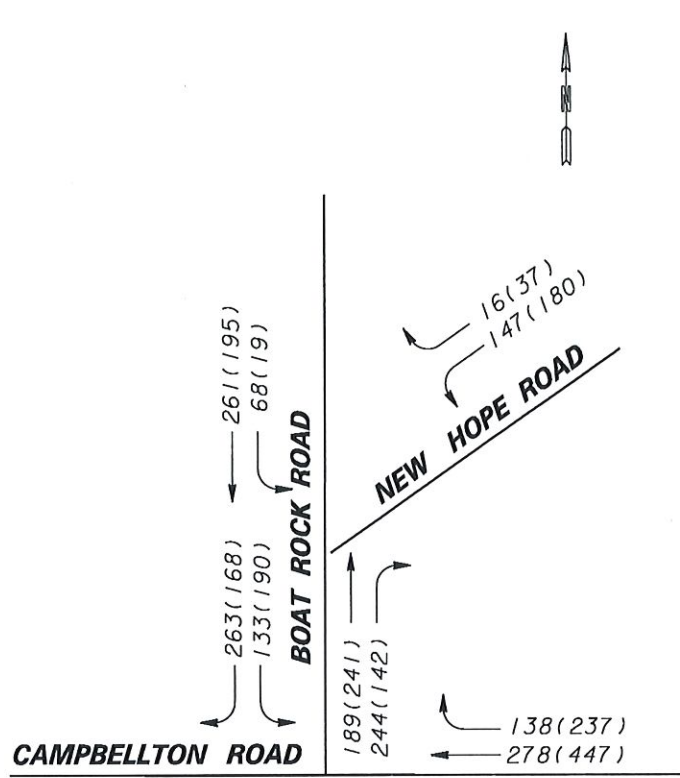
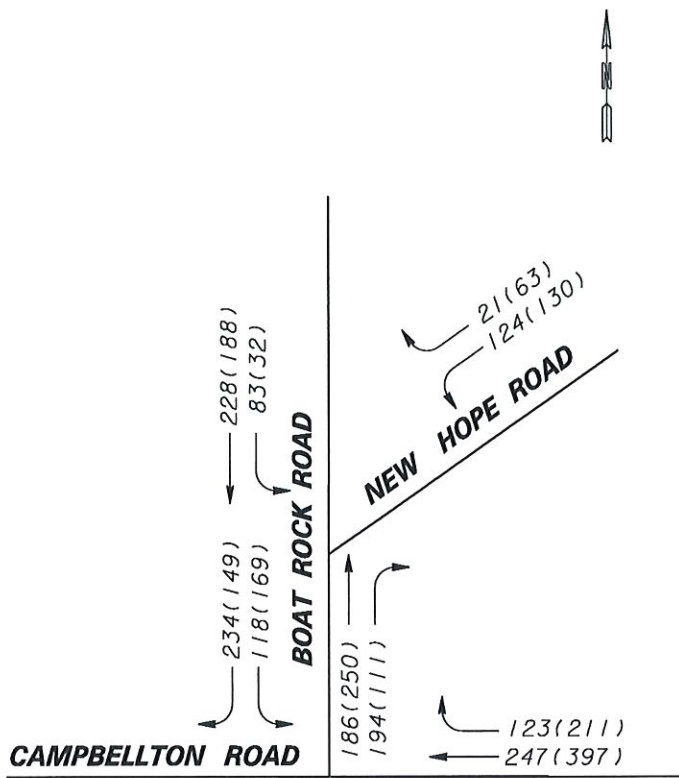
#### “No-Build” Level of Service Analysis

Existing, build year and design year a.m. and p.m. peak hour traffic volumes for both intersections are shown on (Figure 2 – Traffic Flow Diagrams). The volume projections were reviewed and approved by the GDOT Office of Planning. Intersection level of service analysis was conducted for both Campbellton Road @ Boat Rock Road and Boat Rock Road @ New Hope Road, assuming the existing (No-Build) intersection and roadway configurations. This was done for the existing (2010), build year (2014) and design year (2034).

Intersection operational efficiency is expressed in terms of level of service (LOS), which is a measure of the amount of delay and congested expressed by motorists as they pass through an intersection. LOS is designated by the letters “A” through “F”. LOS A represents free-flowing conditions with very little delay and LOS F indicates forced flow, extreme congestion and long delays. The LOS methodologies are from the current edition of the *Highway Capacity Manual*.

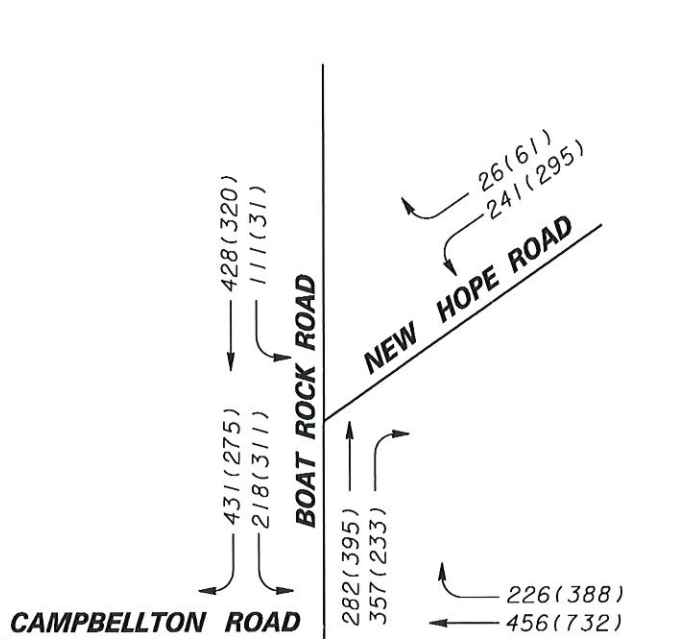
Table 5 summarizes the level of service results for the “No-Build” condition for the existing (2010), opening (2014) and design years (2034). Both intersections are currently unsignalized. The LOS methodology for unsignalized intersections provides individual levels of service for each movement that does not have the right-of-way at the intersection.

Table 5 lists the LOS for the worst approach, along with the approach delay (in seconds) that is associated with each level of service. The unsignalized intersection methodology does not provide an overall level of service or condition of the intersection as a whole. The problems at these intersections are caused by the movements that have the excessive delay associated with them. The remaining movements at these intersections that do not have the right-of-way (SB RT at Campbellton @ Boat Rock and SB LT at Boat Rock @ New Hope) have levels of service no worse than LOS D in 2034, with most being A or B.



**EXISTING (2010)  
PEAK HOUR TRAFFIC**

**BUILD YEAR (2014)  
PEAK HOUR TRAFFIC**



AM = 000  
PM = (000)

Engineering  
Planning  
Construction Mgmt

3619 Holcomb Bridge Rd, Suite 455  
Norcross, Georgia 30071  
(404) 329-5900

**FIGURE 2**  
**CAMPBELLTON RD @**  
**BOAT ROCK RD /NEW HOPE RD**  
**INTERSECTION IMPROVEMENTS**  
**TRAFFIC FLOW DIAGRAMS**

219-001

**Table 5: Existing and “No-Build” - Level of Service Summary**

| Intersection Name             | Year | Time Period | Worst Approach (2-way unsig) | Level of Service (worst approach) | Approach Delay (sec) |
|-------------------------------|------|-------------|------------------------------|-----------------------------------|----------------------|
| Campbellton Rd @ Boat Rock Rd | 2010 | a.m. peak   | SB LT                        | F                                 | 82.3                 |
| Boat Rock Rd @ New Hope Rd    | 2010 | a.m. peak   | WB                           | C                                 | 18.2                 |
| Campbellton Rd @ Boat Rock Rd | 2014 | a.m. peak   | SB LT                        | F                                 | 195.7                |
| Boat Rock Rd @ New Hope Rd    | 2014 | a.m. peak   | WB                           | C                                 | 22.4                 |
| Campbellton Rd @ Boat Rock Rd | 2034 | a.m. peak   | SB LT                        | F                                 | 4580.0               |
| Boat Rock Rd @ New Hope Rd    | 2034 | a.m. peak   | WB                           | F                                 | 317.9                |
| Campbellton Rd @ Boat Rock Rd | 2010 | p.m. peak   | SB LT                        | E                                 | 48.3                 |
| Boat Rock Rd @ New Hope Rd    | 2010 | p.m. peak   | WB                           | C                                 | 15.4                 |
| Campbellton Rd @ Boat Rock Rd | 2014 | p.m. peak   | SB LT                        | F                                 | 104.7                |
| Boat Rock Rd @ New Hope Rd    | 2014 | p.m. peak   | WB                           | C                                 | 17.9                 |
| Campbellton Rd @ Boat Rock Rd | 2034 | p.m. peak   | SB LT                        | F                                 | 2451.0               |
| Boat Rock Rd @ New Hope Rd    | 2034 | p.m. peak   | WB                           | F                                 | 160.8                |

On approaches where more than one lane exists, the worst approach is identified by the approach and movement (SB LT in table). On approaches where there is only a single lane, only the approach direction is given (WB in table). For those approaches, all movements made from that approach are included. For Boat Rock @ New Hope Road the single-lane westbound approach lane includes both the left-turn and right-turn movements.

Table 5 shows LOS F in the a.m. peak and LOS E in the p.m. peak for the southbound left-turn movement from Boat Rock Road onto Campbellton Road in 2010. The delay increases substantially as the traffic volumes increase for 2014 and 2034. The LOS in the p.m. peak hour deteriorates to LOS F by 2014.

Even though the LOS doesn’t fall below LOS C for the westbound left-turn movement from New Hope Road onto southbound Boat Rock Road, the more important issue is that the queuing of the southbound left-turn movement from Boat Rock to Campbellton blocks the New Hope Road intersection, and correspondingly creates a back-up of the New Hope Road approach traffic.

As this area grows in population and traffic, this intersection will experience increasing congestion and potential for accidents.

There are two possible approaches to improving the operation of both of these intersections. One is to separate each existing intersection far enough apart so that they don’t interfere with each other. The other is to combine Campbellton Road, Boat Rock Road, and New Hope Road into a single 4-legged intersection.

Signal Warrant Analysis

A Traffic Signal Warrant Evaluation was conducted for the existing intersections of Campbellton Road @ Boat Rock Road and Boat Rock Road @ New Hope Road to determine if the installation of traffic signals is warranted under the criteria presented in the *Manual of Uniform Traffic Control Devices (MUTCD)*, published by the Federal Highway Administration.

Two or more warrants are satisfied for the existing, opening and design years for Campbellton Road @ Boat Rock Road. No signal warrant is satisfied for Boat Rock Road @ New Hope Road. Table 6 (next page) summarizes the signal warrant analysis for Campbellton Road @ Boat Rock Road.

**Table 6 - Signal Warrant Analysis Summary  
 Intersection of Campbellton Road at Boat Rock Road**

| Warrant | Description                        | 2010 Analysis Results | 2014 Analysis Results | 2034 Analysis Results |
|---------|------------------------------------|-----------------------|-----------------------|-----------------------|
| 1       | Eight-Hour Vehicular Volume        | Not Satisfied         | Not Satisfied         | Satisfied             |
| 2       | Four-Hour Vehicular Volume         | Satisfied             | Satisfied             | Satisfied             |
| 3       | Peak Hour                          | Satisfied             | Satisfied             | Satisfied             |
| 4       | Pedestrian Volume                  | Not Applicable        | Not Applicable        | Not Applicable        |
| 5       | School Crossing                    | Not Applicable        | Not Applicable        | Not Applicable        |
| 6       | Coordinated Signal System          | Not Applicable        | Not Applicable        | Not Applicable        |
| 7       | Crash Experience                   | See Note              | See Note              | See Note              |
| 8       | Roadway Network                    | Not Applicable        | Not Applicable        | Not Applicable        |
| 9       | Intersection Near A Grade Crossing | Not Applicable        | Not Applicable        | Not Applicable        |

Note: Right-angle accidents are often susceptible to correction by a traffic signal. Table 1 indicates that warrant #7 may be satisfied in 2007 and 2008. However, police reports are needed to verify the details of the individual accidents before it can be determined if this warrant is satisfied.

Table 6 shows a minimum of two traffic signal warrants being satisfied for the existing year (2010) and proposed opening year (2014) for Campbellton Road @ Boat Rock Road. A minimum of three signal warrants are satisfied for the design year (2034). Only one warrant needs to be satisfied before the installation of a traffic signal can be considered.

The other potential solution for this project is to create a single four-legged intersection immediately east of existing Campbellton Road @ Boat Rock Road. This intersection would be oriented approximately 45 degrees from the existing configuration. Campbellton Road would serve as the southeast and southwest quadrants, Boat Rock Road would serve as the northwest quadrant, and New Hope Road would serve as the northeast quadrant. Although this combined intersection would meet at least the same number of signal warrants as Campbellton Road @ Boat Rock Road (discussed above), the favored traffic control/configuration for this single intersection would be a partial multi-lane roundabout. Based on factors discussed later in this report, a single roundabout is the preferred alternative for this project.

Community Characteristics

The project area is located within census tracts 78.02 and 103.03. Boat Rock Road serves as the boundary between the two tracts, with 78.02 being east of Boat Rock Road and 103.03 west of Boat Rock Road. Table 7 summarizes population, % minority (defined as non-white) population, and population percent below the poverty line, compared with similar data for Fulton County and the State of Georgia.

219-000

**Table 7: Community Summary (2000 Census)**

| Area                | Total Population | Percent Minority Population | Percent of Population living below Poverty Line |
|---------------------|------------------|-----------------------------|-------------------------------------------------|
| Census Tract 78.02  | 6325             | 97.3                        | 6.5                                             |
| Census Tract 103.03 | 5486             | 97.5                        | 9.6                                             |
| Fulton County       | 816,006          | 51.9                        | 15.7                                            |
| State of Georgia    | 8,186,453        | 34.9                        | 12.6                                            |

As can be seen in Table 7, the two census tracts that include this project are predominantly minority in population but with poverty levels below the County and State averages.

Logical Termini and Capacity Issues

This project proposes to improve two adjacent existing intersections. Logical termini for the intersection approaches are determined by approach lane length and taper requirements and/or the length of necessary roadway relocations.

The logical terminus for the southwest Campbellton Road approach is approximately 1000 feet west of the proposed roundabout. This provides length for an eastbound left turn bay into the Citgo Station and provides adequate distance for a multi-lane approach into a proposed roundabout. This also allows the extension of the two-lanes leaving the roundabout to connect into two existing lanes that are located east of the Sandtown School.

The logical terminus for the southeast Campbellton Road approach is approximately 1100 feet east of the proposed roundabout. This provides length for two lanes to exit the roundabout and continue for a minimum of 500 feet, plus a transition taper to a single eastbound through lane.

The logical terminus for the New Hope Road approach is approximately 500' northeast of the proposed roundabout. This provides length for the New Hope Road approach to tie into the existing roadway.

The logical terminus for the Boat Rock approach is approximately 500' north of the proposed roundabout. This provides length for the Boat Rock Road approach to tie into the existing roadway.

This project falls within the Atlanta region nonattainment area for air quality. This project was designed to improve traffic operational efficiency and safety and does not provide additional capacity to any of the intersecting roadways. This project is exempt from air quality analysis according to the Atlanta regions RTP/TIP.

**Build Alternative Level of Service Summary:**

The "Build" alternative proposes the construction of a single roundabout to accommodate the approaches from both existing intersections. It relocates all four approaches to a single intersection located approximately 200 feet northeast of the existing intersection of Campbellton Road @ New Hope Road.

219-001



Level of service/capacity analysis was performed by Kittelson & Associates as part of an overall operational evaluation of a single roundabout intersection for this project. Analysis was performed using both NCHRP-572 methodology and SIDRA analysis software.

The complete analyses using both methodologies and all lane configuration alternatives are included in the Kittleson Report which is included as one of the attachments. Table 8 summarizes the overall SIDRA intersection level of service results for the preferred alternative.

**Table 8: SIDRA “Build” Level of Service Summary–Campbellton Rd @ Boat Rock Rd/New Hope Rd**

| Traffic Control | Year | Time Period | Level of Service | Average Delay (sec) |
|-----------------|------|-------------|------------------|---------------------|
| Roundabout      | 2014 | a.m. peak   | B                | 13.7                |
| Roundabout      | 2034 | a.m. peak   | C*               | 12.3*               |
| Roundabout      | 2014 | p.m. peak   | B                | 10.7                |
| Roundabout      | 2034 | p.m. peak   | B                | 13.2                |

\* Level of service is better for 2034 due to addition of second approach lane for Boat Rock Rd that was not included in 2014 approach.

Is the project located in a PM 2.5 Non-attainment area?  X  Yes   No

Is the project located in an Ozone Non-attainment area?  X  Yes   No

This project is air quality exempt because it does not increase capacity.

PDP Classification: Major   Minor  X

Federal Oversight: Full Oversight ( ), Exempt(X), State Funded( ), or Other ( )

Federal Functional Classification:  Campbellton Road – Urban Minor Arterial  
Boat Rock Rd. / New Hope Rd. – Urban Collector Street

U. S. Route Number(s):  N/A  State Route Number(s):  SR 154 / SR 166

**Traffic (AADT):**

Campbellton Road  
Opening Year: (2014)  11,150  Design Year: (2034)  18,300

Boat Rock Road  
Opening Year: (2014)  7,700  Design Year: (2034)  12,700

New Hope Road  
Opening Year: (2014)  3,800  Design Year: (2034)  6,200

**Existing design features:**

**Campbellton Road**

- Typical Section: Rural facility with two 12' lanes and variable shoulder widths
- Posted speed: 45 MPH Minimum curve radius: 891 feet
- Maximum super-elevation rate for curve: 7%
- Maximum grade: 4.7 %
- Width of right of way: 80 feet
- Major structures: none
- Major interchanges or intersections along the project: Boat Rock Road
- Existing length of roadway: 1000 feet within project limits

**Boat Rock Road**

- Typical Section: Rural facility with two 12' lanes and variable shoulder widths
- Posted speed: 40 MPH Minimum curve radius: 1000 feet
- Maximum super-elevation rate for curve: 8%
- Maximum grade: 1.6 %
- Width of right of way: Variable (65 feet minimum)
- Major structures: none
- Major interchanges or intersections along the project: New Hope Road, Campbellton Road
- Existing length of roadway: 750 feet within project limits

**New Hope Road**

- Typical Section: Rural facility with two 10' lanes and variable shoulder widths
- Posted speed: 35 MPH Minimum curve radius: 300 feet
- Maximum super-elevation rate for curve: No Curve/No Superelevation
- Maximum grade: 1.6%
- Width of right of way: 50 feet
- Major structures: none
- Major interchanges or intersections along the project: Boat Rock Rd.
- Existing length of roadway: approx. 720 feet within project limits

**Proposed Design Features:**

**Campbellton Road**

- Proposed typical section(s): One to two 12' through lanes and eastbound and westbound with and exclusive left-turn lane for the Citgo station, 15.5' urban shoulders w/ 10 sidewalk
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 4.7% Maximum grade allowable 6 %.
- Proposed Maximum grade Side Street N/A% Maximum grade allowable N/A %.
- Proposed Maximum grade driveway 25% Residential, 11% Commercial
- Proposed Minimum radius of curve 230 feet approaching roundabout from southwest, 830 feet elsewhere
- Minimum radius allowable: 711 feet on normal section
- Maximum allowable superelevation rate: 8%
- Proposed maximum superelevation rate: 7%
- Right of way

- Width: variable 80' – 100'.
- Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
- Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
- Number of parcels: 12 Number of displacements: None
- Structures:
  - Bridges: None
  - Retaining walls: None expected
- Major interchanges or intersections along the project: Boat Rock Road/New Hope Road
- Traffic control during construction: Traffic will be maintained during construction.

### **Boat Rock Road**

- Proposed typical section(s): One to Two 12' through lanes southbound, one 12' lane northbound with 13.5' urban shoulders w/ 8' sidewalk
- Proposed Design Speed Mainline 40 mph
- Proposed Maximum grade Mainline 1.4% Maximum grade allowable 8%.
- Proposed Maximum grade Side Street N/A% Maximum grade allowable N/A%.
- Proposed Maximum grade driveway 25% Residential, 11% Commercial
- Proposed Minimum radius of curve 250 feet approaching roundabout.
- Minimum radius allowable: 533' on normal section
- Maximum allowable superelevation rate: 4%
- Proposed maximum superelevation rate: 2%
- Right of way
  - Width: Variable 65' to 100'.
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 3 Number of displacements: None
- Structures:
  - Bridges: None
  - Retaining walls: None expected
- Major interchanges or intersections along the project: New Hope Road / Campbellton Road
- Traffic control during construction: Traffic will be maintained during construction.

### **New Hope Road**

- Proposed typical section(s): Two 12' through lanes with 12' urban shoulders with 6' sidewalks
- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline 4.0% Maximum grade allowable 8%.
- Proposed Maximum grade Side Street N/A% Maximum grade allowable N/A%.
- Proposed Maximum grade driveway 25% Residential, 11% Commercial
- Proposed Minimum radius of curve 5000 feet .
- Minimum radius allowable: 371 feet
- Maximum allowable superelevation rate: 4%
- Proposed maximum superelevation rate: 2%
- Right of way
  - Width: Variable, 50' minimum .
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 4 Number of displacements: None

- Structures:
  - Bridges: None
  - Retaining walls: None expected
- Major interchanges or intersections along the project:  
Campbellton Rd / Boat Rock Road
- No ITS devices anticipated on this project:
- Transportation Management Plan Anticipated:                      Yes( )                      No(X):
- Traffic control during construction: Traffic will be maintained during construction.

**Campbellton Road @ Boat Rock Road / New Hope Road**

- Design Exceptions to controlling criteria anticipated:

|                               | <u>UNDETERMINED</u> | <u>YES</u> | <u>NO</u> |
|-------------------------------|---------------------|------------|-----------|
| HORIZONTAL ALIGNMENT:         | (X)                 | ( )        | (.)       |
| VERTICAL ALIGNMENT:           | ( )                 | ( )        | (X)       |
| LANE WIDTH:                   | ( )                 | ( )        | (X)       |
| SHOULDER WIDTH:               | ( )                 | ( )        | (X)       |
| VERTICAL GRADES:              | ( )                 | ( )        | (X)       |
| CROSS SLOPES:                 | ( )                 | ( )        | (X)       |
| STOPPING SIGHT DISTANCE:      | ( )                 | ( )        | (X)       |
| SUPERELEVATION RATES:         | ( )                 | ( )        | (X)       |
| SPEED DESIGN*:                | ( )                 | ( )        | (X)       |
| VERTICAL CLEARANCE:           | ( )                 | ( )        | (X)       |
| BRIDGE WIDTH:                 | ( )                 | ( )        | (X)       |
| BRIDGE STRUCTURAL CAPACITY:   | ( )                 | ( )        | (X)       |
| LATERAL OFFSET TO OBSTRUCTION | ( )                 | (.)        | (X)       |

- Design Variances: None anticipated.
- Environmental concerns: - None anticipated
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X), No ( ) ,
  - Categorical exclusion anticipated (X),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ) .
- Utility involvements:
  - Atlanta Gas Light Company
  - AT&T Telecommunications
  - Comcast
  - City of Atlanta Water
  - Georgia Power
  - Greystone Power
- VE Study Anticipated:                      Yes( )                      No(X)
- Benefit/Cost Ratio: 10.02
- Other Projects in area: STP-0006-00(275) – Sandown Community Sidewalks

**Project Cost Estimate and Funding Responsibilities:**

|           | PE        | ROW         | UTILITY   | CST         | MITIGATION |
|-----------|-----------|-------------|-----------|-------------|------------|
| By Whom   | GDOT      | GDOT        | GDOT      | GDOT        | GDOT       |
| \$ Amount | \$230,000 | \$1,902,149 | \$375,000 | \$1,454,090 | \$0,000    |

*\*CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment:*

**Project responsibilities:**

- o Design, Fulton County
- o Right of Way Acquisition, Fulton County
- o Right-of-Way funding (real property): Georgia DOT
- o Relocation of Utilities, GDOT & Local Utilities
- o Letting to contract, GDOT
- o Supervision of construction, GDOT
- o Providing material pits, Contractor
- o Providing detours, Contractor
- o Environmental Studies/Documents/Permits: GDOT
- o Environmental Mitigation: GDOT
- o Railroads N/A

**Coordination**

- Initial Public Information Open House – 2/11/2010
- Initial Concept Team Meeting – 6/15/2010
- PAR meetings, dates and results – (N/A)
- Second Public Information Open House – 6/21/2010
- Field Meeting – 11/15/2010
- Coordination Meeting – 2/7/2011
- Roundabout Peer Review – 3/3/2011

**Scheduling – Responsible Parties’ Estimate\*:**

- Time to complete the environmental process\*: July 2011 to July 2012.
- Time to complete preliminary construction plans\*: July 2011 to September 2012.
- Time to complete right of way plans: November 2012 to June 2013.
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans\* : November 2012 to April 2014.
- Time to complete to purchase right of way\* : June 2013 to May 2014.

\* Note: These activities are to be done concurrently where possible.

**Build Alternatives Considered:**

Five alternatives have been considered for implementing this project: Alternatives 1 through 3 incorporated the signalization of the intersection of Campbellton Road @ Boat Rock Road, and the addition of an eastbound left-turn lane and the lengthening of the existing westbound right-turn lane. Each of these alternatives differed in how they treat the Boat Rock Road/New Hope Road intersection.

The first three alternatives were presented at the initial PIOH on 2/11/10. Based on the feedback gained from the PIOH and subsequent analysis, Alternative 1 was modified and Alternative 3 was eliminated from further consideration.

A second PIOH was held on 6/21/10. Alternatives 1 and 2 were presented. Based upon input from that meeting, Alternative 1 was eliminated from further consideration.

Further analysis of Alternative 2, including VISSIM simulation, revealed potential operational problems at the roundabout that could be caused by long southbound queues at the Campbellton Road intersection.

In order to eliminate the issues associated with Alternative 2, Alternatives 4 and 5 were subsequently developed. Both Alternatives 4 and 5 proposed a single primary intersection to handle all three roadways.

Alternative 4 was a single "K-shaped" signalized intersection that would handle the various traffic movements through multiple signal phases. Despite the single intersection, a separate connector roadway would still be required for Boat Rock-New Hope traffic movements. Poor level of service for Campbellton Road through movements coupled with complexity of this alternative eliminated this alternative from further consideration.

Alternative 5 is a single partial multi-lane roundabout. All four existing approaches would be routed into this intersection. It accommodates the projected traffic demands without the operational issues of Alternative 2. It also does not require signalization.

Each alternative is briefly described below.

Alternative 1 (No Further Consideration):

This alternative would relocate New Hope Road approximately 225 feet north from its existing intersection, centered in a 50'-wide right-of-way corridor already owned by Fulton County. This intersection would be unsignalized with stop sign control on the New Hope Road approach. Left-turn and right-turn lanes would be provided on all approaches, plus corner islands.

The traffic control for Alternative 1 would be a multi-way stop. A separate turning roadway, separated from the intersection by a large island is provided for the heavy northbound movement from northbound Boat Rock Road to eastbound New Hope Road. This movement would be controlled by a yield sign, giving the right-of-way to the light southbound to eastbound movement.

This alternative was originally presented at the PIOH on 2/11/10 with side-street stop control, but feedback from that meeting requested that a multi-way stop be looked at. The relatively balanced approach volumes plus level of service analysis led to the change of this alternative to a multi-way stop intersection. This alternative was subsequently shown at the 6/21/10 Public Information Open House. Alternative 1 was less favored compared to Alternative 2 due to the preference of the meeting attendees for a roundabout at Boat Rock Road @ New Hope Road.

Alternative 2 (No Further Consideration)

Alternative 2 would also relocate New Hope Road to the same 50' wide right-of-way corridor as Alternative 1. It differs in that Alternative 2 would provide an urban single-lane roundabout for the Boat Rock Road/New Hope Road intersection. The footprint of the roundabout had been shifted approximately 60 feet to the east in order to minimize impacts to the adjacent residential neighborhood, whose backyards adjoin the Boat Rock Road right-of-way.

Level of service analysis based on NCHRP-572 methodology showed a roundabout would operate satisfactorily at this location. However there was some skepticism of roundabouts among attendees at the initial PIOH, due to poor experience with a neighborhood roundabout in the general vicinity as well as misunderstanding of roundabouts in general. There had also been concern among some at GDOT that

excessive southbound queuing from the nearby signalized intersection at Campbellton Road @ Boat Rock Road, especially vehicles originating from New Hope Road could block the roundabout to northbound through traffic leaving Campbellton Road, causing a “locking” of the roundabout during the design year. This situation would cause the northbound queue to spill into Campbellton Road @ Boat Rock Road intersection, impairing its operation.

In order to further evaluate this potential condition, VISSIM simulation was run for both the roundabout and the nearby signalized intersection at Campbellton Road, assuming Alternative 2. The results implied that the “locking” of the roundabout could happen under some conditions. For this reason, it was decided to pursue other potential preferred alternatives.

Alternative 3 (No Further Consideration):

Alternative 3 would relocate New Hope Road to intersect directly with Boat Rock Road, and relocate Boat Rock Road to intersect New Hope Road at a new three-legged intersection. This alternative would require much new right-of-way and roadway reconstruction. For these reasons, it would be the most costly of the three alternatives initially considered. This alternative was popular among some of the attendees at the first PIOH, since most of the attendees lived along New Hope Road, and they would now have the right-of-way and direct access to Campbellton Road. However, northbound Boat Rock Road traffic would have to use a 125-foot left-turn lane in order to continue north. Due to the limited distance from Campbellton Road (300 feet), the potential of queuing interference between the adjacent intersections is greater than other alternatives. This alternative was not preferred due to the combination of the higher construction and right-of-way costs and the operational issues.

Alternative 4 (No Further Consideration)

Following rejection of Alternative 2, an alternative was developed that created a single signalized intersection at the existing location of Campbellton Road @ Boat Rock Road. This alternative would create an intersection shaped like a “K” that would leave the Campbellton Road and Boat Rock approaches in their current locations while relocating the New Hope Road approach to intersect Campbellton Road adjacent to the existing Boat Rock Road approach.

The Pros for this alternative are listed below:

- Makes good utilization of existing New Hope Road right-of-way
- Allows a dual left-turn configuration for the heavy EB left-turn movement , since each lane would turn into a separate roadway.

The Cons for this alternative are listed below:

- The provision for dual EB left-turn lanes requires longer transition tapers along Campbellton Road, increasing the project length and cost.
- Even though the primary movements would be handled by the single “K- intersection”, vehicles traveling between Boat Rock and New Hope Roads would still need a connector roadway, since the “K- intersection” is not set up to easily accommodate these movements. This tends to mitigate or eliminate a potential cost advantage.
- Signing and marking for this intersection would have to be carefully done. There is potential for driver confusion for unfamiliar or inattentive drivers using this unconventional intersection configuration.
- Bringing all four approaches to a single intersection would require an extra phase compared to other signalization alternatives. This would tend to increase the cycle length and increase queue



storage requirements. The extra phase would also take more of the signal cycle away from the heavy through movements along Campbellton Road.

A Synchro level of service analysis was performed for this Alternative that resulted in level of service "F" for the Campbellton Road through movements in both directions during the peak hour design year as well as some of the left-turn movements. The major issue responsible for the poor level of service is the fact that Campbellton Road is a two-lane facility, coupled with the requirement of signalization that would require at least four phases.

If Campbellton Road were a four-lane facility, the level of service results would likely improve, compared to a two-lane facility. The peak hour through volumes along Campbellton Road are high enough that the introduction of the extra signal phase for the "K-intersection" becomes a critical factor in breaking down this intersection. The extra through capacity would alleviate that situation.

Beyond the level of service issue, this alternative has an unusual configuration and may have issues with driver expectation. Also, it is not physically possible for vehicles traveling between Boat Rock Road and New Hope Road to use the signalized intersection. For that reason, a separate two-lane connector road would need to be constructed, utilizing the right-of-way that Fulton County had acquired for the relocation of New Hope Road. For these reasons, this concept was not selected as the preferred alternative.

#### Alternative 5 (Preferred Alternative)

An alternative was developed that consolidates all four approaches to the existing two intersections into a single four-legged intersection, located immediately east of the existing Campbellton Road @ Boat Rock Road intersection. The orientation of this intersection would be NE-NW-SE-SW, being that this orientation best fits the horizontal alignment of the approach roadways.

The southwest approach would connect to the existing Campbellton Road west approach, the southeast approach to the existing Campbellton east approach, the northeast approach to the existing New Hope east approach, and the northwest approach to the existing Boat Rock north approach.

Since the heaviest traffic movements through this intersection would be the SE-SW movement (left-turn through intersection) and its inverse, a roundabout would be the optimum form of traffic control for this intersection. If this intersection were signalized, the left-turn storage requirement for westbound Campbellton Road traffic would be excessive, since this is the primary movement through the intersection.

The majority of the land in the vicinity of this intersection is currently undeveloped. The presence of the Citgo Station in the northwest quadrant is the primary constraint in locating the single intersection. It influences the proposed location of this intersection as well as the alignment of the Campbellton Road SW approach.

One advantage of the proposed roundabout location is the ability to construct the majority of the roundabout on new location while maintaining traffic at the existing Campbellton Road @ Boat Rock Road intersection. New Hope Road could be detoured via the Fulton County right-of-way corridor, allowing the roundabout to be constructed while existing traffic operates in a temporary configuration similar to Alternative 1.

Various lane configurations were studied for this alternative. It was found that a single-lane roundabout was inadequate to accommodate the Campbellton Road through volumes. It was also found that a dual-lane roundabout is not necessary to accommodate the Boat Rock Road and New Hope Road approaches.

In order to determine the optimum lane configuration and overall footprint for this roundabout concept, Kittelson & Associates was hired to prepare an Operational Evaluation.

The Kittelson evaluation performed level of service analysis for various lane configuration alternatives, and recommends a partial multi-lane roundabout. It recommends dual lanes for Campbellton Road traffic through the roundabout, and single lanes for other movements. For the design year, it also recommends a second southbound approach lane for Boat Rock Road. It also includes discussion of an optional bypass lane for eastbound Campbellton Road traffic that could be studied during the preliminary design phase of this project.

The Pros for this alternative are listed below:

- Both existing intersections would be consolidated into a single roundabout intersection.
- Simplicity of a single intersection makes it easier for motorists to understand and navigate.
- No need for signalization, reducing vehicular delay, especially during non-peak hours.
- All possible turning movements and U-turns could be accommodated at the single roundabout. A separate connector roadway between Boat Rock Road and New Hope Road would not be necessary.
- Construction Staging would be relatively straightforward, despite the significant change from existing conditions.
- Compatible with potential future widening of Campbellton Road to a four-lane facility without reconstructing the roundabout, since dual lanes will be carried through the roundabout to accommodate Campbellton Road traffic.

The Cons for this alternative are listed below:

- A single roundabout at this location does not efficiently utilize existing right-of-way.
- The Campbellton Road SW approach has to be "bent" in order to minimize impacts to the Citgo station.
- The existing full-movement entrance to Boat Rock Road will probably have to be converted to right-in-right-out operation due to its proximity to the roundabout, and the existing right-in-right-out entrance to Campbellton Road will probably need to be converted to full movement operation.
- High traffic volumes along Campbellton Road will require dual lanes through the roundabout for relevant movements. The logical termini for Campbellton Road will be longer for this alternative than for others.

After long and careful analysis of five alternatives, and after weighing the pros and cons of each, the single roundabout concept alternative was selected as the preferred alternative.

Project Concept Report page 21  
Project Number: STP00-0186-01(038)  
P. I. Number: 731830  
County: Fulton

**Attachments:**

1. Cost Estimate for Preferred Alternative
2. Typical sections
3. Concept Plan for each Alternative
4. Design Traffic Approval Letter
5. Traffic Diagrams
6. Traffic Analysis Memorandum with Attachments (Includes Capacity Analysis Summaries and Signal Warrant Studies)
7. Minutes of Concept Meetings
8. Summary of Comments received during PIOH's
9. Street Lighting commitment Letter
10. Roundabout Operational Evaluation prepared by Kittelson & Assoc, dated 3/3/2011
11. Project Schedule
12. Benefit/Cost Analysis
13. Completed Fuel/Asphalt price adjustment form

Concur: Bill R Mc Murray  
Director of Engineering

Approve: David M. [Signature]  
Chief Engineer

Date: 7/21/2011

219-001

**Campbellton Road @ Boat Rock Road / New Hope Road**  
Project Number STP-186-1(38), P.I. # 731830

**Conceptual Cost Estimate - Preferred Alternative**  
April 27, 2011

| Section Grading and Drainage |          |       |              |                                  |                     |
|------------------------------|----------|-------|--------------|----------------------------------|---------------------|
| Item Number                  | Quantity | Units | Unit Price   | Item Description                 | Cost                |
| 210-0100                     | 1        | LS    | \$120,000.00 | Grading Complete                 | \$120,000.00        |
|                              | 1        | LS    | \$100,000.00 | Typical Drainage - Urban Section | \$100,000.00        |
| <b>Section Sub Total</b>     |          |       |              |                                  | <b>\$220,000.00</b> |

| Section Base and Paving |          |       |            |                                    |                     |
|-------------------------|----------|-------|------------|------------------------------------|---------------------|
| Item Number             | Quantity | Units | Unit Price | Item Description                   | Cost                |
| 310-1101                | 5496     | TN    | \$14.89    | GR Aggr Base Course, Incl Matl     | \$81,835.44         |
| 402-1811                | 70       | TN    | \$60.74    | Asphalt Concrete Leveling          | \$4,251.80          |
| 402-3141                | 1235     | TN    | \$56.36    | Asph Conc 12.5 mm Superpave        | \$69,604.60         |
| 402-3190                | 1100     | TN    | \$58.42    | Recycled Asph Conc 19 mm Superpave | \$64,262.00         |
| 402-3121                | 2198     | TN    | \$54.72    | Recycled Asph Conc 25 mm Superpave | \$120,274.56        |
| 413-1000                | 400      | GL    | \$1.74     | Bitum Tack Coat                    | \$696.00            |
|                         |          |       |            |                                    | <b>\$340,924.40</b> |

| Section Lump Sums |          |       |              |                  |                     |
|-------------------|----------|-------|--------------|------------------|---------------------|
| Item Number       | Quantity | Units | Unit Price   | Item Description | Cost                |
| 150-1000          | 1        | LS    | \$150,000.00 | Traffic Control  | \$150,000.00        |
|                   |          |       |              |                  | <b>\$150,000.00</b> |

| Section Miscellaneous |          |       |             |                             |                    |
|-----------------------|----------|-------|-------------|-----------------------------|--------------------|
| Item Number           | Quantity | Units | Unit Price  | Item Description            | Cost               |
| 153-1300              | 1        | LS    | \$63,997.00 | Field Engineers Office TP 3 | \$63,997.00        |
| N/A                   | 1        | LS    | \$10,000.00 | Pedestrian Lighting         | \$10,000.00        |
| N/A                   | 1        | LS    | \$20,000.00 | Roundabout Lighting         | \$20,000.00        |
|                       |          |       |             |                             | <b>\$93,997.00</b> |

| Section Pavement Marking |          |       |            |                                        |                   |
|--------------------------|----------|-------|------------|----------------------------------------|-------------------|
| Item Number              | Quantity | Units | Unit Price | Item Description                       | Cost              |
| 653-1501                 | 1200     | LF    | \$0.31     | Thermo Solid Traffic Stripe, 5" White  | \$372.00          |
| 653-1502                 | 6100     | LF    | \$0.32     | Thermo Solid Traffic Stripe, 5" Yellow | \$1,952.00        |
| 653-1804                 | 1960     | LF    | \$1.69     | Thermo Solid Traffic Stripe, 8" White  | \$3,312.40        |
| 653-6004                 | 150      | SY    | \$2.51     | Thermo Traffic Striping, White         | \$376.50          |
| 653-6006                 | 260      | SY    | \$2.57     | Thermo Traffic Striping, Yellow        | \$668.20          |
| 654-1001                 | 150      | EA    | \$2.93     | RPM, TP 1                              | \$439.50          |
| 654-1003                 | 250      | EA    | \$3.29     | RPM, TP 3                              | \$822.50          |
|                          |          |       |            |                                        | <b>\$7,943.10</b> |

| Section Roadway Items |          |       |            |                                             |                     |
|-----------------------|----------|-------|------------|---------------------------------------------|---------------------|
| Item Number           | Quantity | Units | Unit Price | Item Description                            | Cost                |
| 441-0018              | 200      | SY    | \$34.54    | Driveway Concrete, 8"                       | \$6,908.00          |
| 441-0104              | 5288     | SY    | \$23.60    | Conc. Sidewalk, 4"                          | \$124,796.80        |
| 441-0754              | 1611     | SY    | \$41.07    | Conc. Median, 7.5"                          | \$66,163.77         |
| 441-6222              | 7724     | LF    | \$12.00    | Concrete Curb and Gutter, 8"x30", TP 2 or 7 | \$92,688.00         |
| 702-6000              | 6032     | SF    | \$5.00     | Brick Pavers - Std. - Red                   | \$30,160.00         |
|                       |          |       |            |                                             | <b>\$320,716.57</b> |

|                                          |                       |
|------------------------------------------|-----------------------|
| Estimated Construction Cost              | \$1,133,581.07        |
| <b>Total Estimated Construction Cost</b> | <b>\$1,133,581.07</b> |
| E & I Rate 15%                           | \$170,037.16          |
| Total Fuel Price Adjustment              | \$150,471.34          |
| <b>Total Construction Cost</b>           | <b>\$1,454,089.57</b> |

| Section R/W and Easements |          |       |            |                  |                |
|---------------------------|----------|-------|------------|------------------|----------------|
| Item Number               | Quantity | Units | Unit Price | Item Description | Cost           |
|                           | 77565    | SF    | \$17.00    | Right-of-Way*    | \$1,318,605.00 |
|                           | 44888    | SF    | \$13.00    | Easements*       | \$583,544.00   |

\* Includes Admin/ Court Costs/Inflation

|                                     |                       |
|-------------------------------------|-----------------------|
| <b>Right-of-Way Cost</b>            | <b>\$1,902,149.00</b> |
| Environmental Mitigation Cost       | \$0.00                |
| Reimbursable Utility Cost           | \$375,000.00          |
| Preliminary Engineering             | \$230,000.00          |
| <b>Grand Project Total Estimate</b> | <b>\$3,961,238.57</b> |

Z19-001

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP00-0186-01(038) Fulton County  
SR 166 – Campbellton Road @ Boat Rock/ New Roads  
P.I. No. 731830

**OFFICE** District 7  
Chamblee

**DATE** September 9, 2010

**FROM** Bryant R. Poole  
District Engineer

**TO** Bobby Hilliard P.E., State Program Delivery Engineer  
**ATTN** Ernay Robinson

**SUBJECT** PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

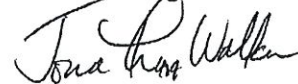
| FACILITY OWNER             | NON-<br>REIMBURSABLE | REIMBURSABLE        |
|----------------------------|----------------------|---------------------|
| Atlanta Gas Light Company  | \$ 30,000.00         |                     |
| AT&T Formerly BellSouth    | \$200,000.00         | \$240,000.00        |
| Georgia Power Distribution |                      | \$135,000.00        |
| <b>Totals</b>              | <b>\$230,000.00</b>  | <b>\$375,000.00</b> |

Total reimbursable cost for the above project is \$375,000.00.

If you have any questions, please contact Yulonda Pride-Foster at 770-986-1117.

Sincerely,

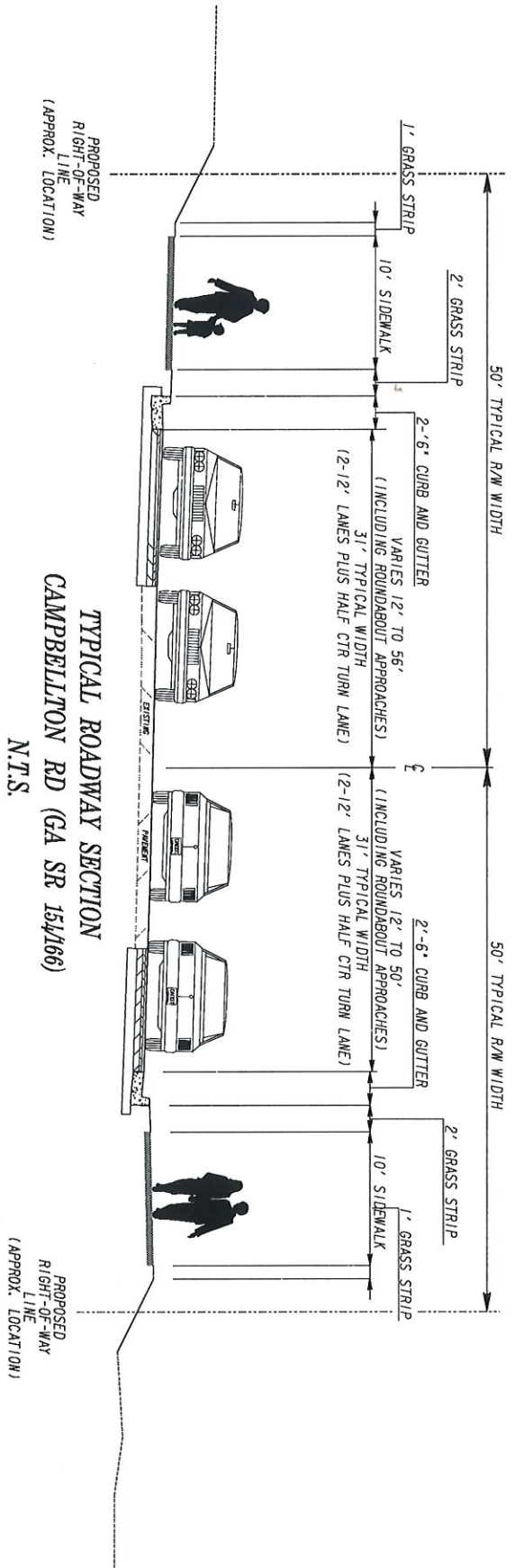
Bryant R. Poole  
District Engineer



By: Jonathan Walker  
District Utilities Engineer

BRP/JW/YPF

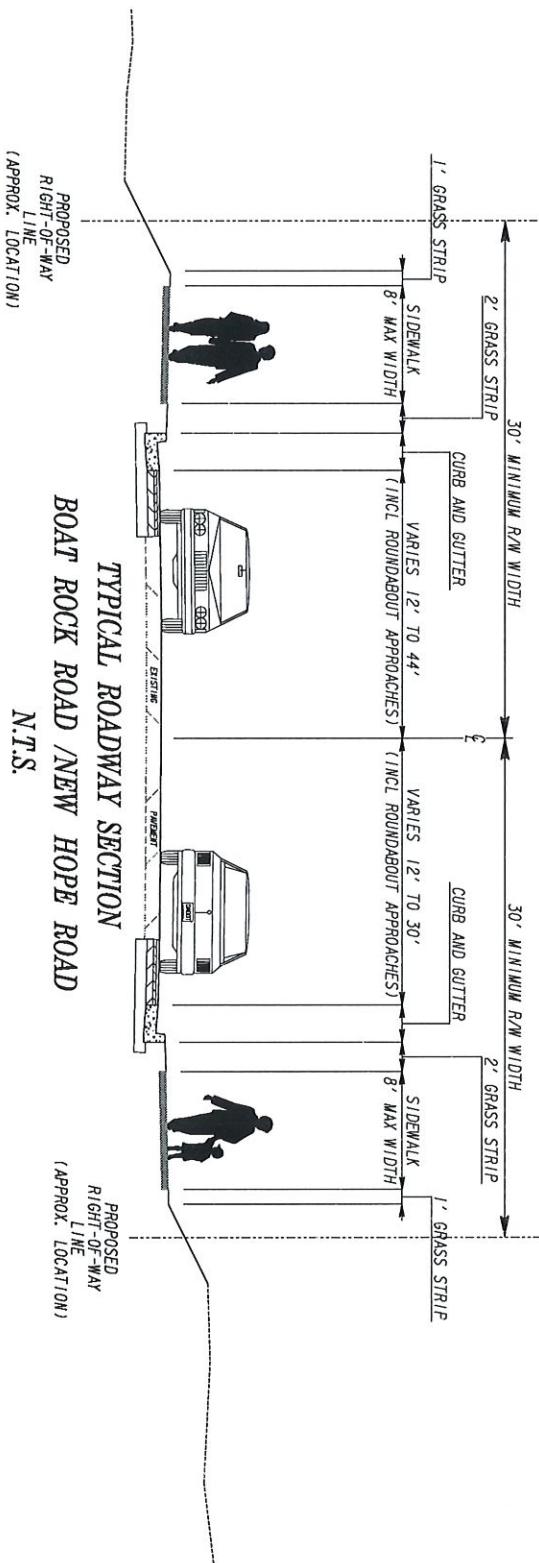
C: Jeff Baker, P.E., State Utilities Engineer  
Angela Robinson, Office of Financial Management  
Mike Hill, Area Engineer



PROPOSED  
RIGHT-OF-WAY  
LINE (APPROX. LOCATION)

PROPOSED  
RIGHT-OF-WAY  
LINE (APPROX. LOCATION)

**TYPICAL ROADWAY SECTION**  
**CAMPBELLTON RD (GA SR 154/166)**  
N.T.S.



PROPOSED  
RIGHT-OF-WAY  
LINE (APPROX. LOCATION)

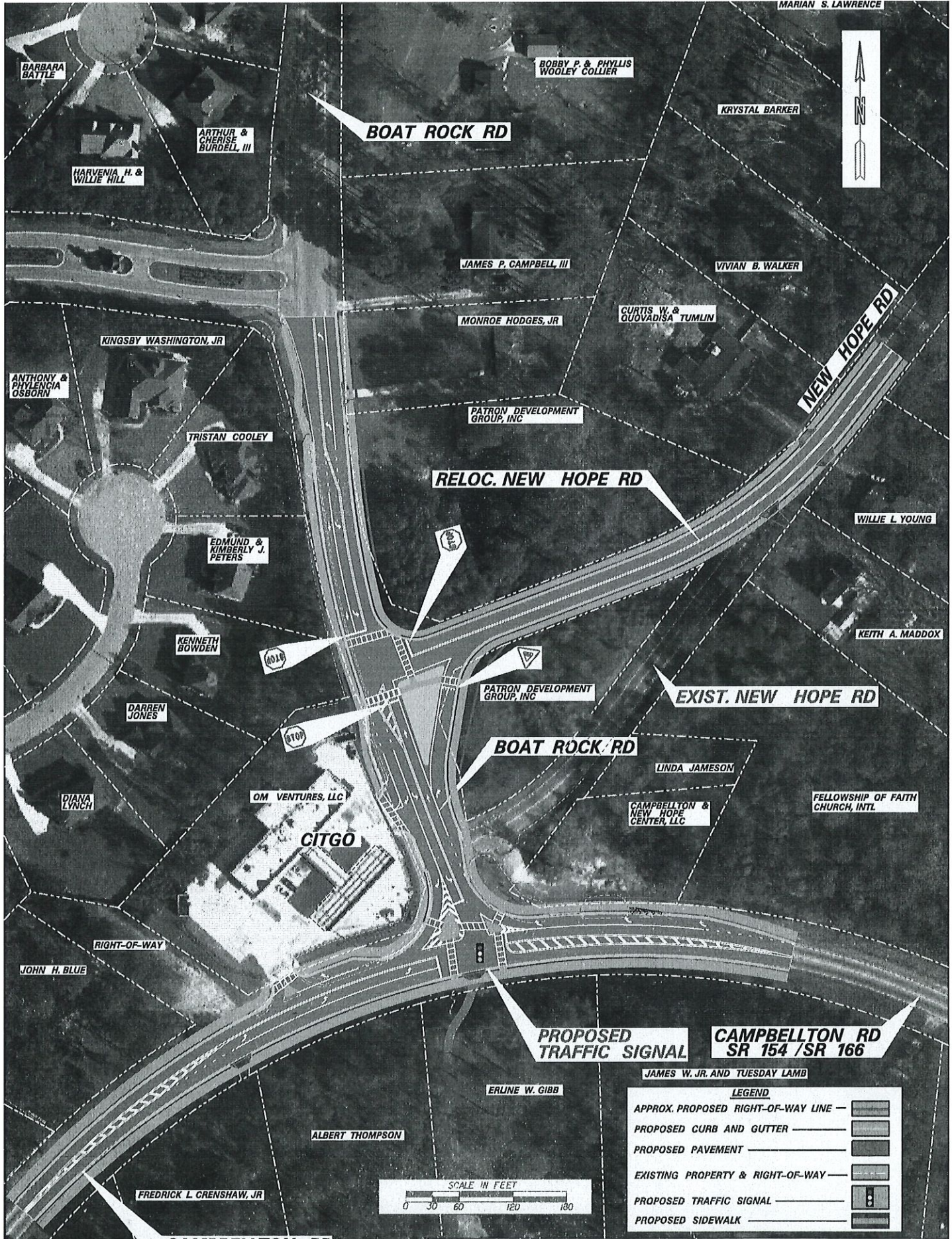
PROPOSED  
RIGHT-OF-WAY  
LINE (APPROX. LOCATION)

**TYPICAL ROADWAY SECTION**  
**BOAT ROCK RD / NEW HOPE ROAD**  
N.T.S.


 Q1 Engineering, Inc.  
 2100 Highway 200, Suite 100  
 Marietta, Georgia 30066  
 770.428.2800

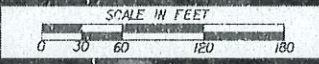
FULTON COUNTY, GEORGIA PI#751280  
**TYPICAL SECTIONS**  
**PROPOSED CAMPBELLTON RD @ BOAT ROCK RD /**  
**NEW HOPE RD INTERSECTION IMPROVEMENT**  
 MARCH 28, 2011

100-612



**LEGEND**

- APPROX. PROPOSED RIGHT-OF-WAY LINE — [Symbol]
- PROPOSED CURB AND GUTTER — [Symbol]
- PROPOSED PAVEMENT — [Symbol]
- EXISTING PROPERTY & RIGHT-OF-WAY — [Symbol]
- PROPOSED TRAFFIC SIGNAL — [Symbol]
- PROPOSED SIDEWALK — [Symbol]

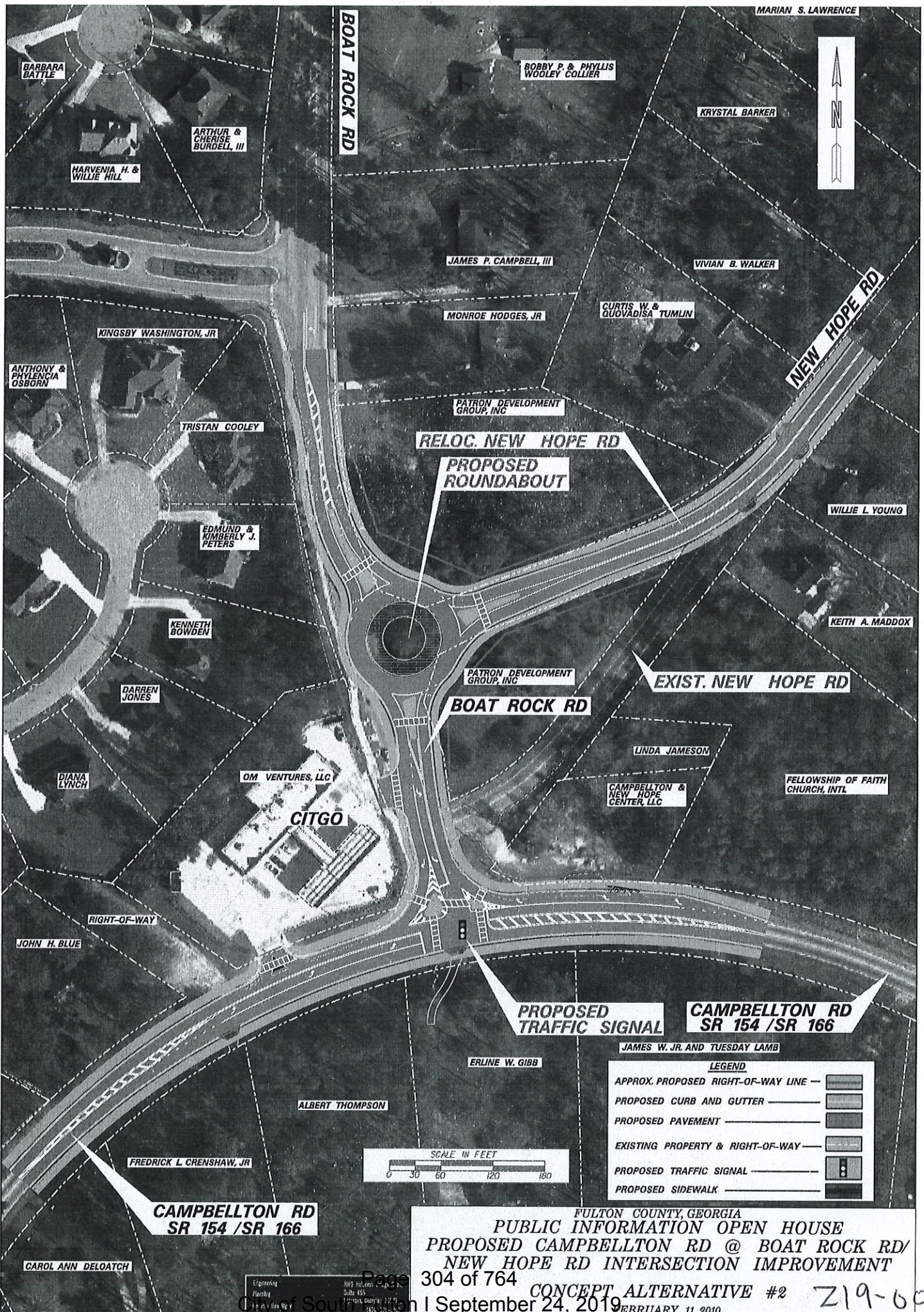


FULTON COUNTY, GEORGIA

**PROPOSED CAMPBELLTON RD @ BOAT ROCK RD /  
NEW HOPE RD INTERSECTION IMPROVEMENT**

303 of 764  
CONCEPT ALTERNATIVE #1 219-001  
I September 24, 2019 FEBRUARY 22, 2010

Engineering  
Planning  
City of South...



MARIAN S. LAWRENCE



BARBARA BATTLE

BOBBY P. & PHYLLIS WOOLEY COLLIER

KRYSTAL BARKER

ARTHUR & CHERISE BURDELL, III

HARVENIA H. & WILLIE HILL

JAMES P. CAMPBELL, III

VIVIAN B. WALKER

KINGSBY WASHINGTON, JR

MONROE HODGES, JR

CURTIS W. & QUOVADISA TUMLIN

ANTHONY & PHYLENCIA OSBORN

TRISTAN COOLEY

PATRON DEVELOPMENT GROUP, INC

RELOC. NEW HOPE RD

PROPOSED ROUNDABOUT

NEW HOPE RD

WILLIE L. YOUNG

EDMUND & KIMBERLY J. PETERS

KEITH A. MADDOX

KENNETH BOWDEN

PATRON DEVELOPMENT GROUP, INC

EXIST. NEW HOPE RD

DARREN JONES

BOAT ROCK RD

LINDA JAMESON

DIANA LYNCH

OM VENTURES, LLC

CAMPBELLTON & NEW HOPE CENTER, LLC

FELLOWSHIP OF FAITH CHURCH, INTL

CITGO

RIGHT-OF-WAY

JOHN H. BLUE

PROPOSED TRAFFIC SIGNAL

CAMPBELLTON RD SR 154 /SR 166

JAMES W. JR. AND TUESDAY LAMB

ERLINE W. GIBB

ALBERT THOMPSON

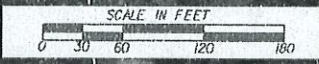
FREDRICK L. CRENSHAW, JR

CAMPBELLTON RD SR 154 /SR 166

CAROL ANN DELOATCH

**LEGEND**

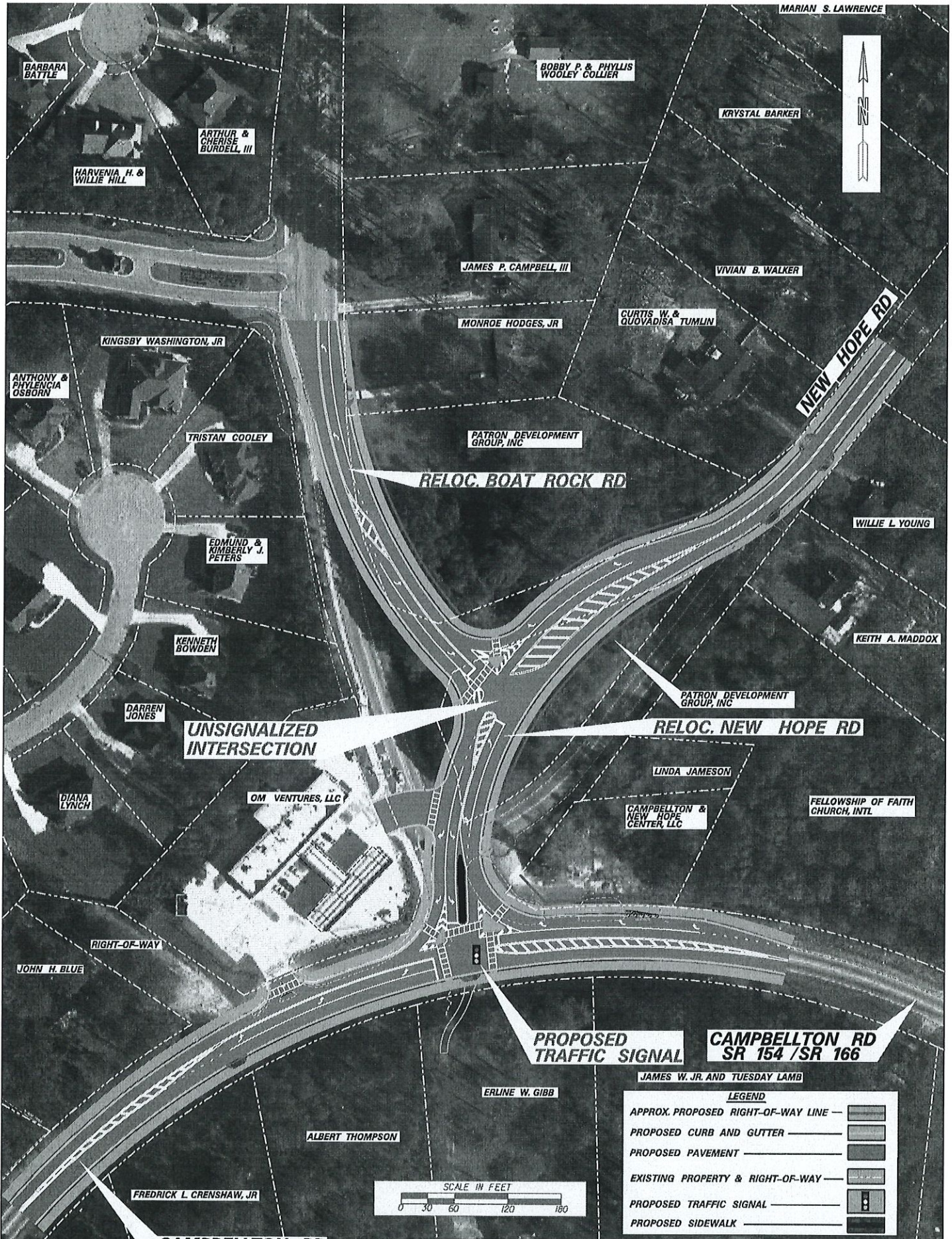
|                                    |   |
|------------------------------------|---|
| APPROX. PROPOSED RIGHT-OF-WAY LINE | — |
| PROPOSED CURB AND GUTTER           | — |
| PROPOSED PAVEMENT                  | — |
| EXISTING PROPERTY & RIGHT-OF-WAY   | — |
| PROPOSED TRAFFIC SIGNAL            | — |
| PROPOSED SIDEWALK                  | — |



FULTON COUNTY, GEORGIA  
 PUBLIC INFORMATION OPEN HOUSE  
 PROPOSED CAMPBELLTON RD @ BOAT ROCK RD/  
 NEW HOPE RD INTERSECTION IMPROVEMENT  
 304 of 764  
 CONCEPT ALTERNATIVE #2  
 FEBRUARY 11, 2010

219-001





**UNSIGNALIZED INTERSECTION**

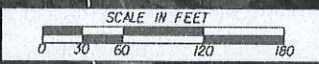
**RELOC. NEW HOPE RD**

**PROPOSED TRAFFIC SIGNAL**

**CAMPBELLTON RD SR 154 / SR 166**

**LEGEND**

|                                    |  |
|------------------------------------|--|
| APPROX. PROPOSED RIGHT-OF-WAY LINE |  |
| PROPOSED CURB AND GUTTER           |  |
| PROPOSED PAVEMENT                  |  |
| EXISTING PROPERTY & RIGHT-OF-WAY   |  |
| PROPOSED TRAFFIC SIGNAL            |  |
| PROPOSED SIDEWALK                  |  |



**CAMPBELLTON RD SR 154 / SR 166**

FULTON COUNTY, GEORGIA  
**PUBLIC INFORMATION OPEN HOUSE**  
**PROPOSED CAMPBELLTON RD @ BOAT ROCK RD /**  
**NEW HOPE RD INTERSECTION IMPROVEMENT**  
305 of 764

**CONCEPT ALTERNATIVE #3**

FEBRUARY 11, 2010

Z19-001

Engineering 3188 Apoc. St. Bldg. 400  
Planning Suite 455  
30135 E. Hwy. 99  
Ft. Worth, TX 76149-3835



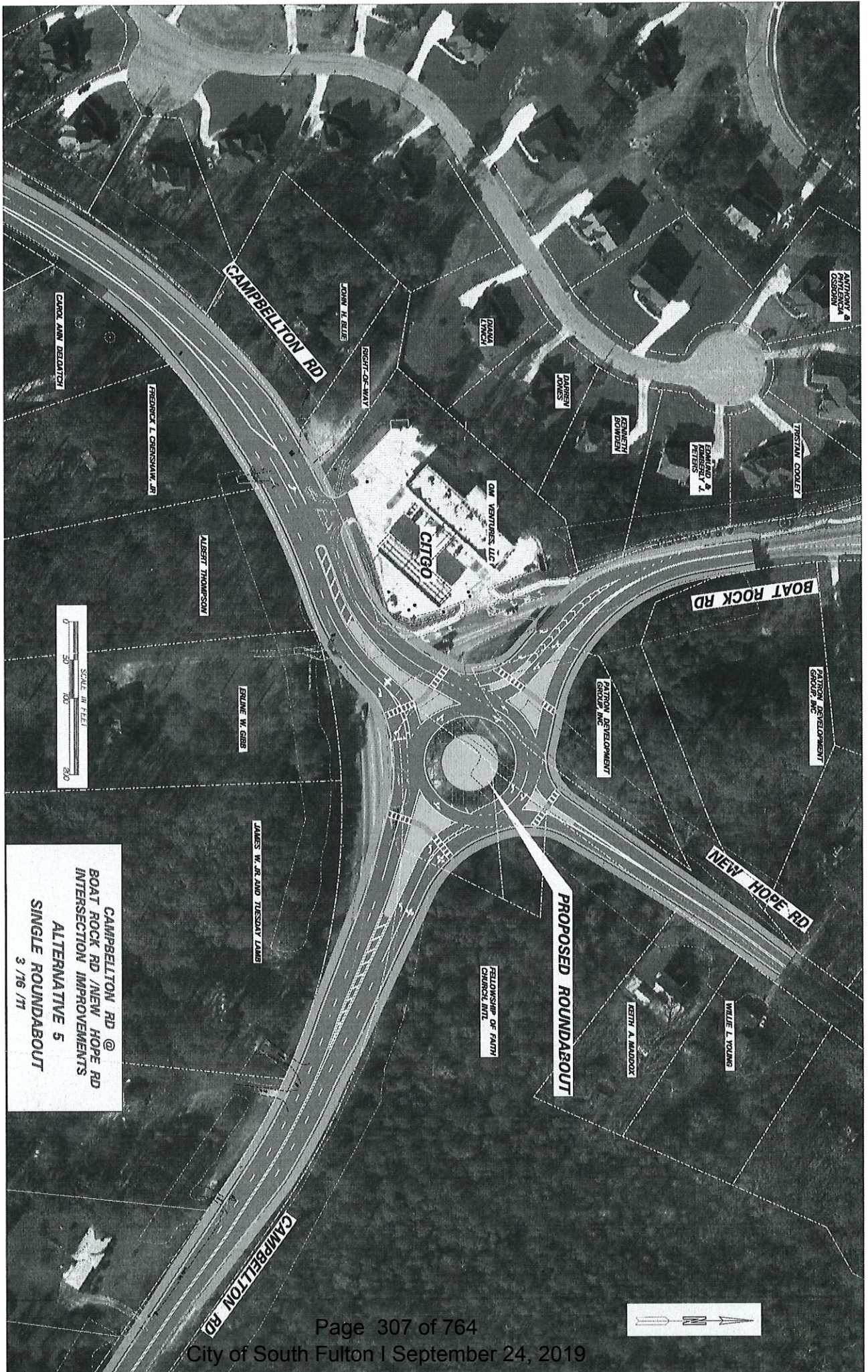
**POTENTIAL SIGNAL PHASING**

| PHASE 1                                | PHASE 2                                           | PHASE 3                                           | PHASE 4                               |
|----------------------------------------|---------------------------------------------------|---------------------------------------------------|---------------------------------------|
| EB CAMPBELLTON<br>LT TURN TO BOAT ROCK | EB CAMPBELLTON<br>THRU                            | SB BOAT ROCK<br>LT TURN TO CAMPBELLTON            | SB NEW HOPE<br>LT TURN TO CAMPBELLTON |
| EB CAMPBELLTON<br>LT TURN TO NEW HOPE  | WB CAMPBELLTON<br>THRU                            | SB BOAT ROCK<br>RT TURN TO CAMPBELLTON            | SB NEW HOPE<br>RT TURN TO CAMPBELLTON |
| EB CAMPBELLTON<br>THRU                 | WB CAMPBELLTON<br>RT TURN TO BOAT ROCK / NEW HOPE | WB CAMPBELLTON<br>RT TURN TO BOAT ROCK / NEW HOPE |                                       |
| SB BOAT ROCK<br>RT TURN TO CAMPBELLTON |                                                   |                                                   |                                       |

**CAMPBELLTON RD @  
BOAT ROCK RD /NEW HOPE RD  
INTERSECTION IMPROVEMENTS  
ALTERNATIVE 4  
"K" INTERSECTION**

NOTE: SIDEWALKS NOT SHOWN

219-001



CAMPBELLTON RD @  
 BOAT ROCK RD / NEW HOPE RD  
 INTERSECTION IMPROVEMENTS  
 ALTERNATIVE 5  
 SINGLE ROUNDABOUT  
 3 / 16 / 11

PROPOSED ROUNDABOUT

Z19-001

# Department of Transportation State of Georgia

---

---

## INTERDEPARTMENT CORRESPONDENCE

**FILE** STP00-0186-01(038), Fulton County **OFFICE** Planning  
P.I. # 731830 **DATE** April 13, 2010

**FROM** Angela T. Alexander, State Transportation Planning Administrator

**TO** Bryant Poole, District Engineer  
**Attention:** Ernay Robinson

**SUBJECT** **Reviewed** Design Traffic S.R. 166/Campbellton Road at Boat Rock/New Hope Roads.

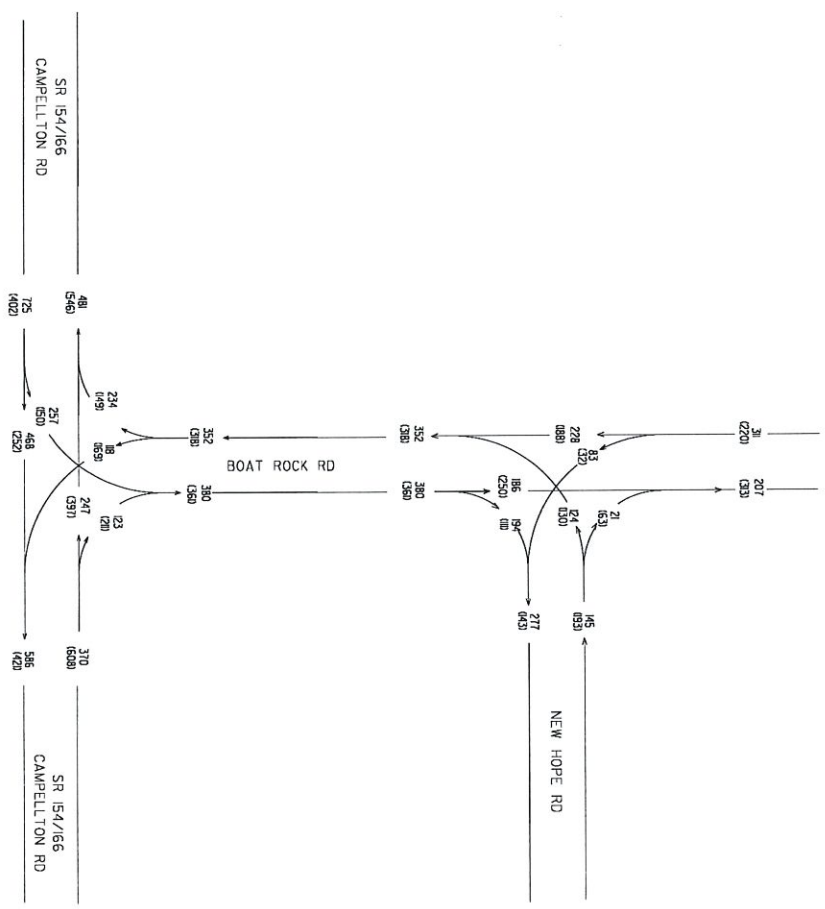
Reviewed Design Traffic for the above project and the projections are approved based on the information furnished.

If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

ATA/afe



219-001



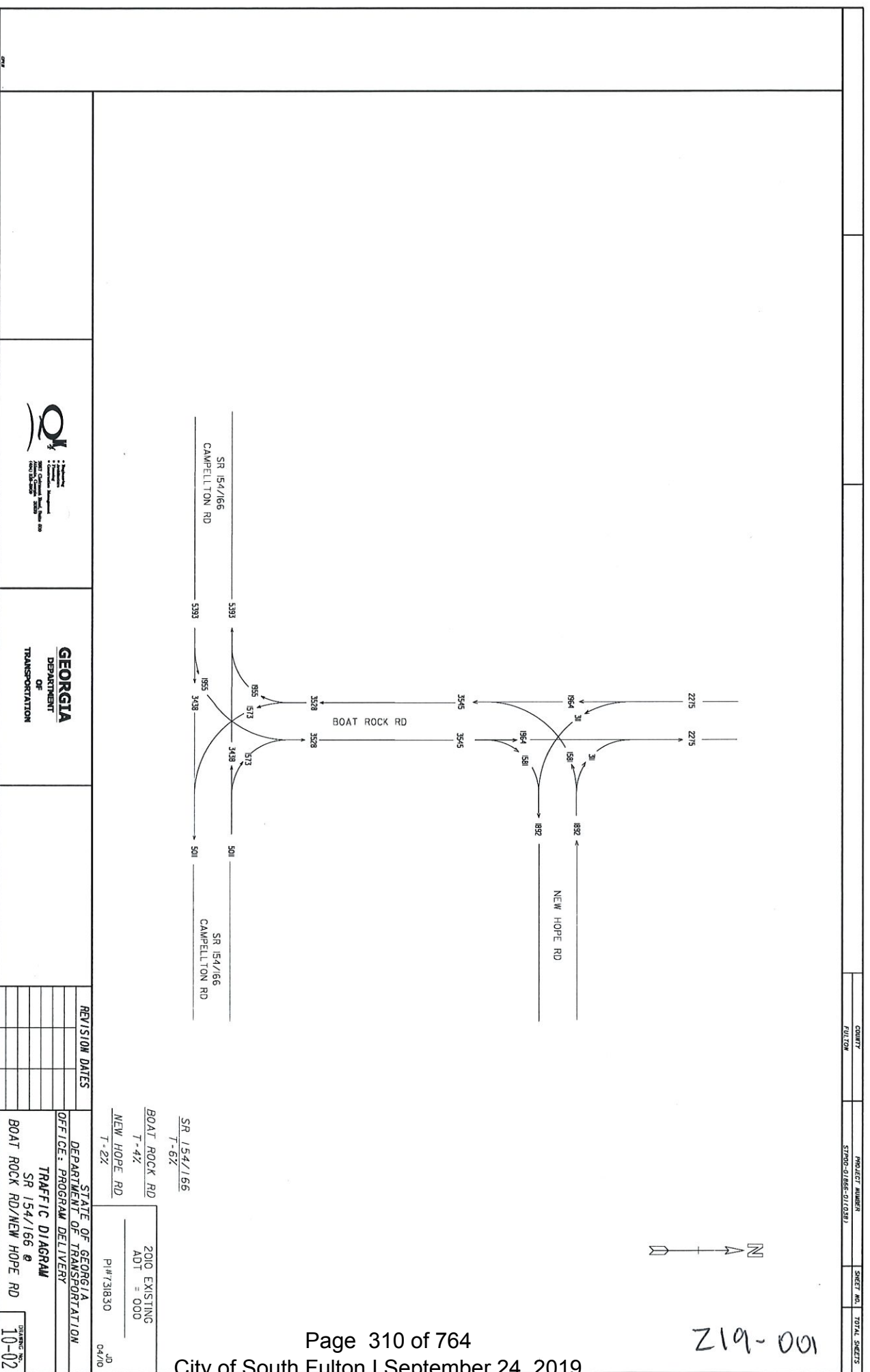
SR 154/166  
T-6X  
BOAT ROCK RD  
T-4X  
NEW HOPE RD  
T-2X

2010 EXISTING  
PEAK HOUR  
PM = (000) AM = 000  
PI# T318330  
JD 04/10

| REVISION DATES | STATE OF GEORGIA<br>DEPARTMENT OF TRANSPORTATION<br>OFFICE: PROGRAM DELIVERY | TRAFFIC DIAGRAM<br>SR 154/166 @<br>BOAT ROCK RD/NEW HOPE RD | DRAWING NO.<br>10-01 |
|----------------|------------------------------------------------------------------------------|-------------------------------------------------------------|----------------------|
|                |                                                                              |                                                             |                      |
|                |                                                                              |                                                             |                      |
|                |                                                                              |                                                             |                      |
|                |                                                                              |                                                             |                      |
|                |                                                                              |                                                             |                      |
|                |                                                                              |                                                             |                      |
|                |                                                                              |                                                             |                      |
|                |                                                                              |                                                             |                      |
|                |                                                                              |                                                             |                      |



GEORGIA  
DEPARTMENT  
OF  
TRANSPORTATION



**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

| REVISION DATES |  |
|----------------|--|
|                |  |
|                |  |
|                |  |
|                |  |
|                |  |
|                |  |
|                |  |
|                |  |
|                |  |

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PROGRAM DELIVERY  
**TRAFFIC DIAGRAM**  
SR 154/166 @  
BOAT ROCK RD/NEW HOPE RD

SR 154/166  
T-6X  
BOAT ROCK RD  
T-4X  
NEW HOPE RD  
T-2X

2010 EXISTING  
ADT = 000

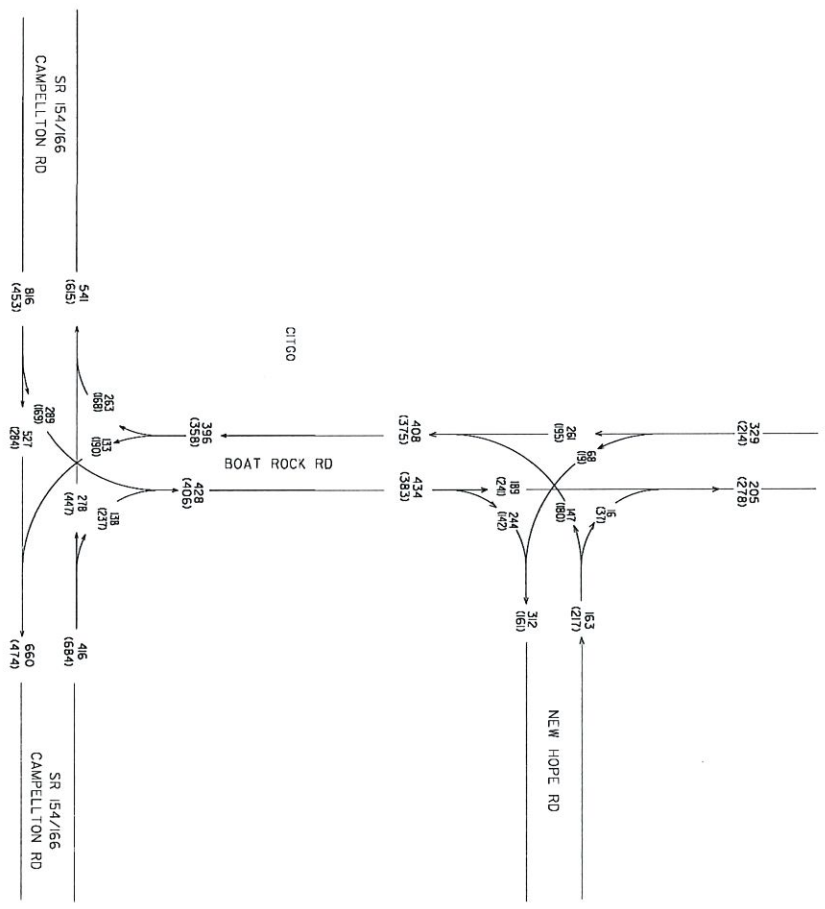
PI# 731830  
JD  
04/10

219-001

|        |                     |           |              |
|--------|---------------------|-----------|--------------|
| COUNT  | PROJECT NUMBER      | SHEET NO. | TOTAL SHEETS |
| FULTON | STRPC-0-166-01(028) |           |              |



219-001



**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

REVISION DATES

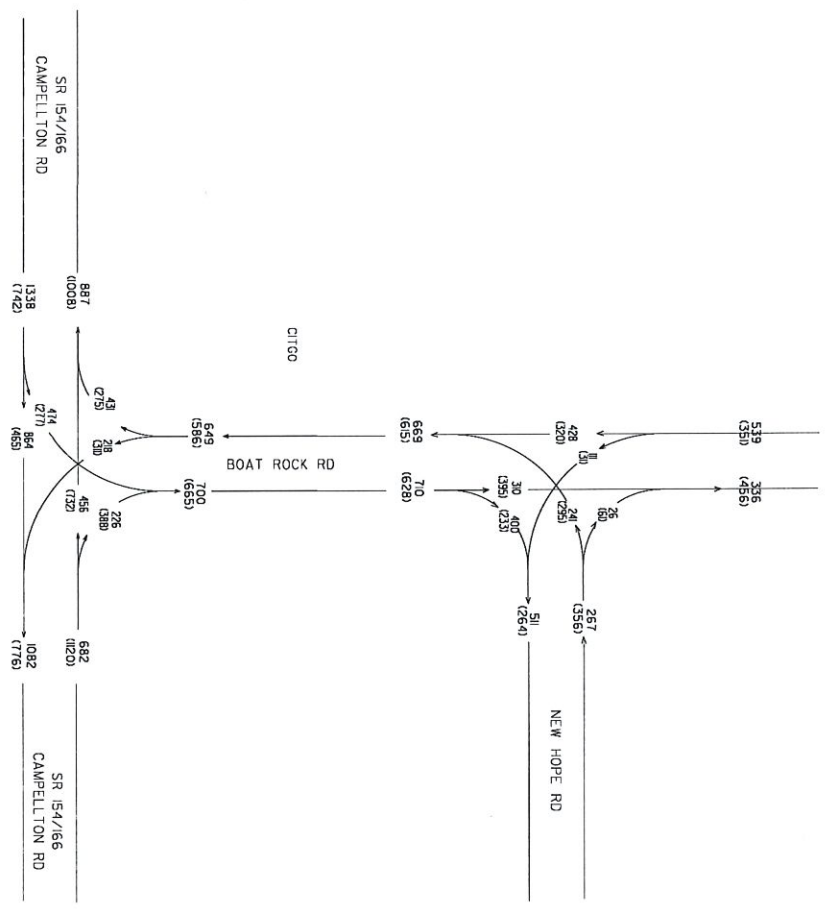
| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| 1   |      |             |
| 2   |      |             |
| 3   |      |             |
| 4   |      |             |
| 5   |      |             |
| 6   |      |             |
| 7   |      |             |
| 8   |      |             |
| 9   |      |             |
| 10  |      |             |

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PROGRAM DELIVERY  
TRAFFIC DIAGRAM  
SR 154/166 @  
BOAT ROCK RD/NEW HOPE RD

DATE: 10-03



219-001



**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

REVISION DATES

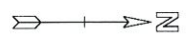
| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |

SR 154/166  
T-6X  
BOAT ROCK RD  
T-4X  
NEW HOPE RD  
T-2X

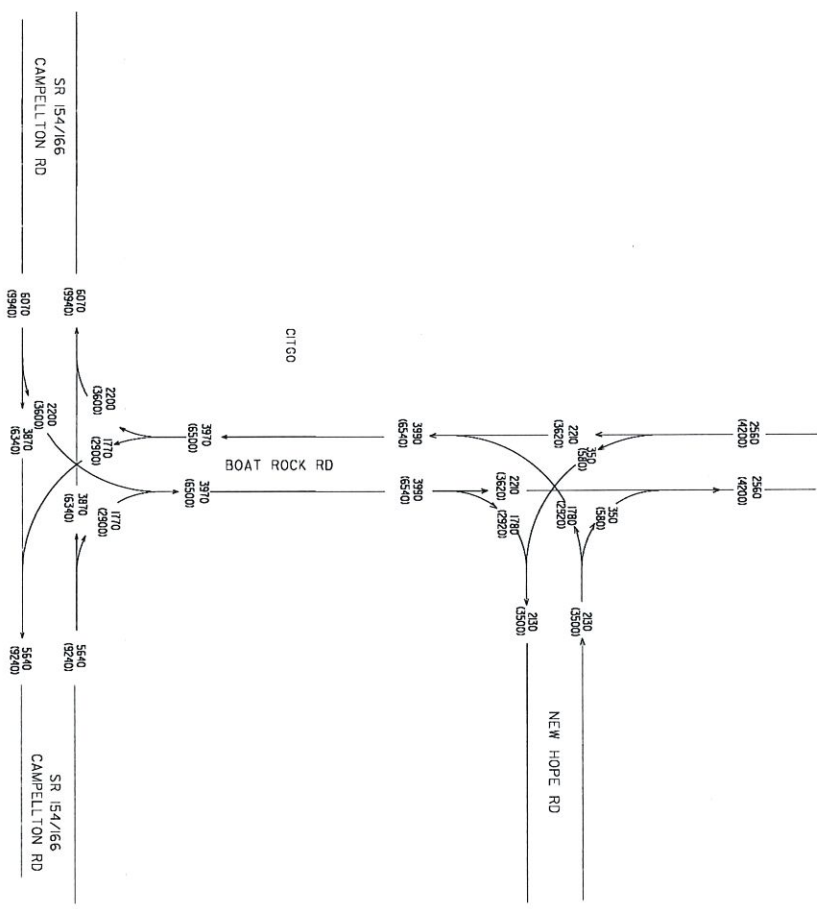
STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PROGRAM DELIVERY  
TRAFFIC DIAGRAM  
SR 154/166 @  
BOAT ROCK RD/NEW HOPE RD

DATE: 10-04





219-001



**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

REVISION DATES

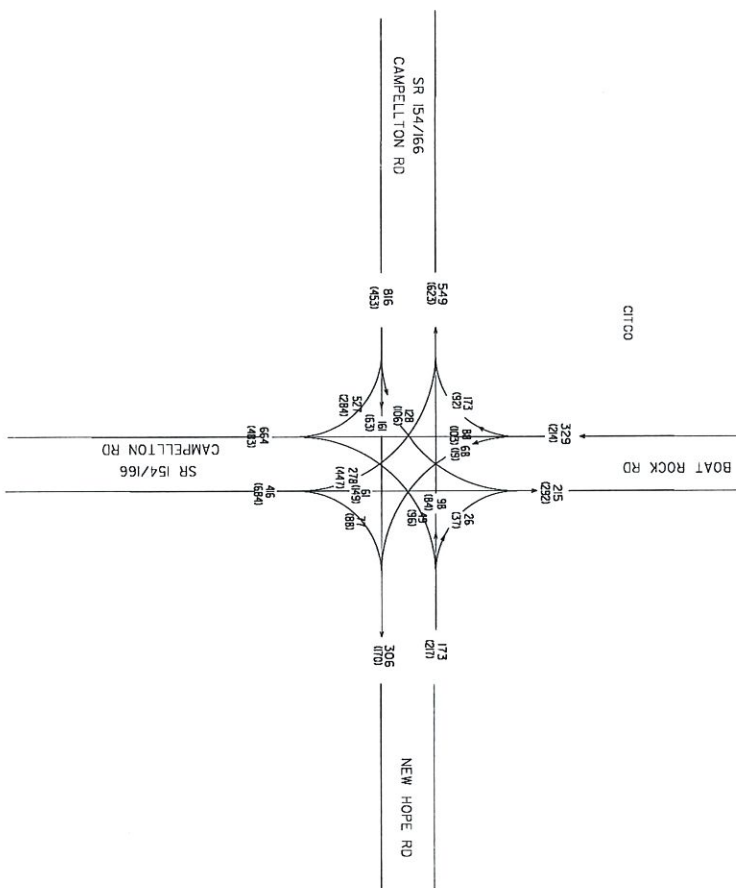
| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |

SR 154/166  
24-hr T = 6%  
SU = 4%  
COMB = 2%  
NO-BUILD

2034 AADT = (000)  
2004 AADT = 000  
PI#73830  
NO-BUILD  
JD 04/10

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PROGRAM DELIVERY  
TRAFFIC DIAGRAM  
SR 154/166 @  
BOAT ROCK RD/NEW HOPE RD

10-05



**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

REVISION DATES

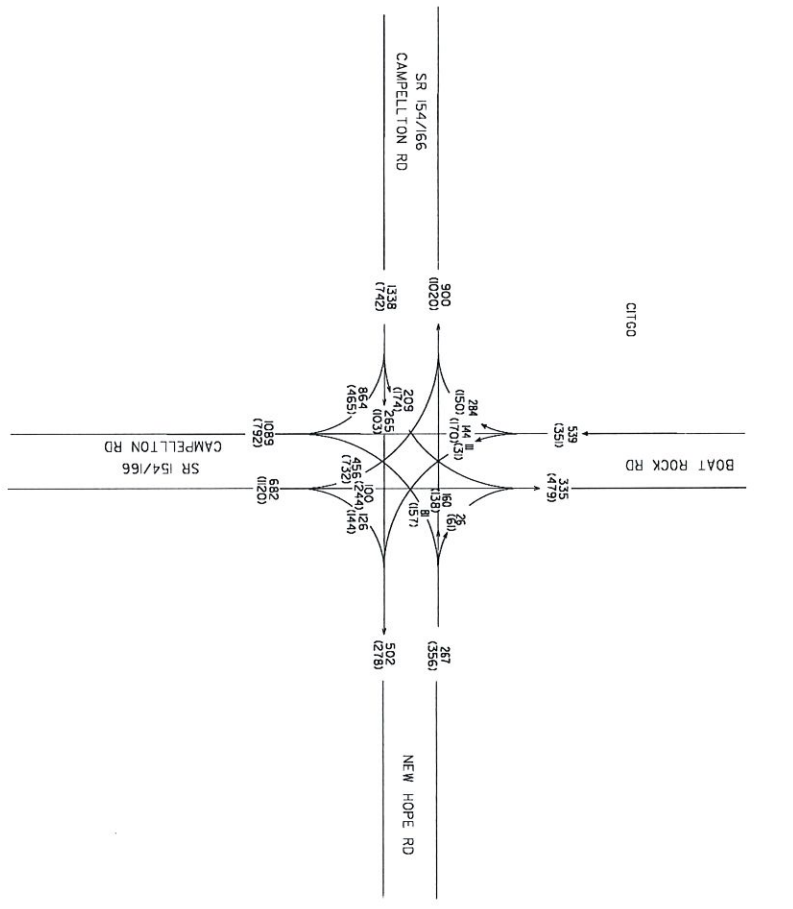
| NO. | DATE | DESCRIPTION  |
|-----|------|--------------|
| 1   | T-6X | SR 154/166   |
| 2   | T-4X | BOAT ROCK RD |
| 3   | T-2X | NEW HOPE RD  |

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PROGRAM DELIVERY  
TRAFFIC DIAGRAM  
SR 154/166 @  
BOAT ROCK RD/NEW HOPE RD

2014 DHV  
PM = (000)  
AM = 000  
PI#731830  
BLUID  
JP  
03/11

DATE PLOTTED  
10-06

219-001



**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

REVISION DATES

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
| 1   |      |             |
| 2   |      |             |
| 3   |      |             |
| 4   |      |             |
| 5   |      |             |
| 6   |      |             |
| 7   |      |             |
| 8   |      |             |
| 9   |      |             |
| 10  |      |             |

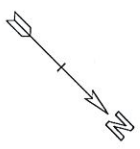
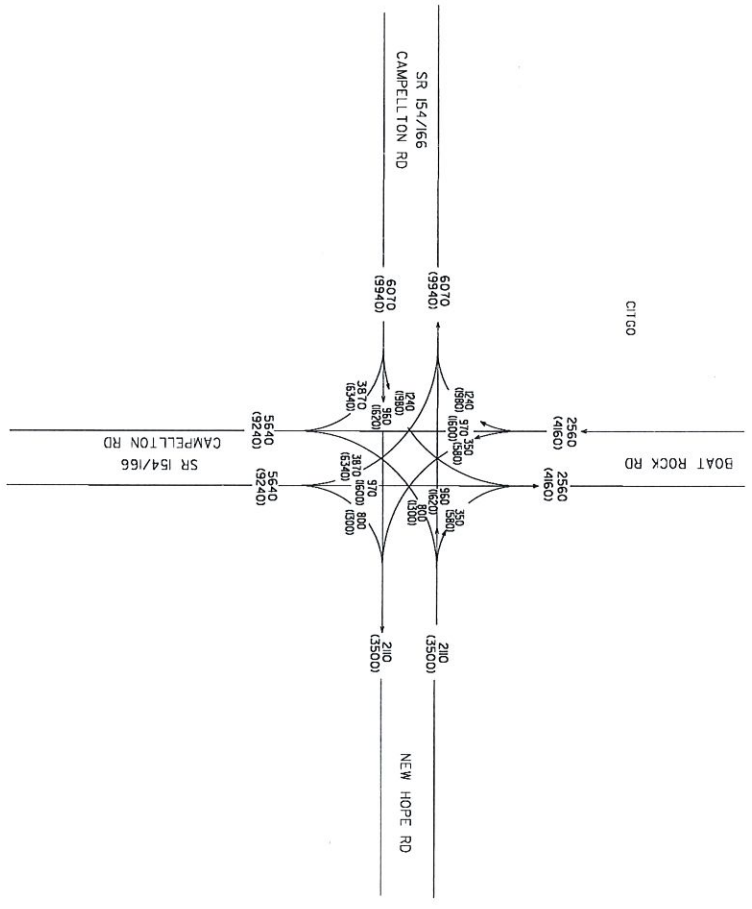
SR 154/166  
T-6X  
BOAT ROCK RD  
T-4X  
NEW HOPE RD  
T-2X

2034 DHV  
PM = (000)  
AM = 000  
PI#73830  
BUILD  
JD 03/11

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION  
OFFICE: PROGRAM DELIVERY  
TRAFFIC DIAGRAM  
SR 154/166 @  
BOAT ROCK RD/NEW HOPE RD

DRAWING NO.  
10-07

219-001



219-001

SR 154/166  
 24-hr T = 6%  
 SU = 4%  
 COMB = 2%  
 2034 AADT = (000)  
 2004 AADT = 000  
 PI#73830  
 BULD  
 03/11

| REVISION DATES | STATE OF GEORGIA<br>DEPARTMENT OF TRANSPORTATION<br>OFFICE: PROGRAM DELIVERY |
|----------------|------------------------------------------------------------------------------|
|                | SR 154/166 @<br>BOAT ROCK RD/NEW HOPE RD                                     |



GEORGIA  
 DEPARTMENT  
 OF  
 TRANSPORTATION



Architecture

Engineering

Construction

## MEMORANDUM

TO: Antonio Valenzuela  
FROM: Jeff Dyer  
SUBJECT: Build and Design Year Level of Service Summary – “No-Build” and “Build Alternatives”  
DATE: 9/21/10, Revised 3/31/11  
PROJECT: PI#731830 - Campbellton Road @ Boat Rock Road / New Hope Road

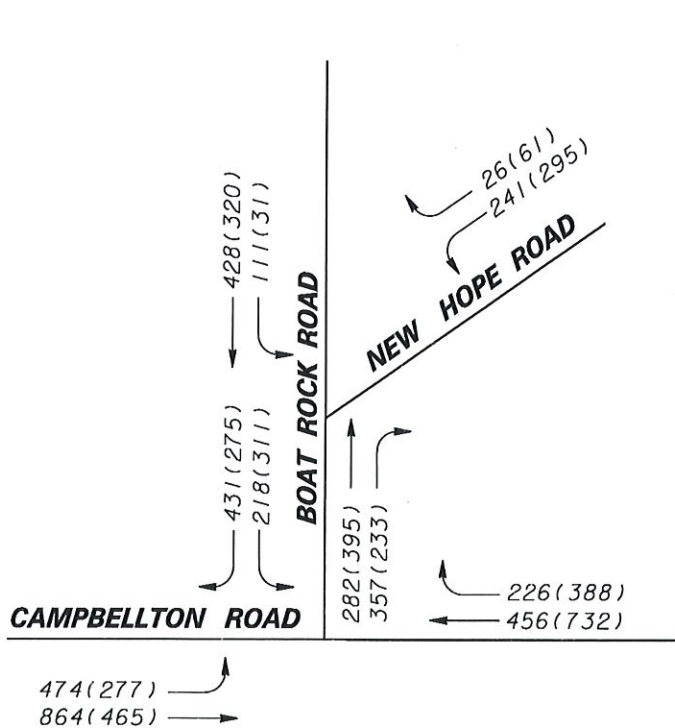
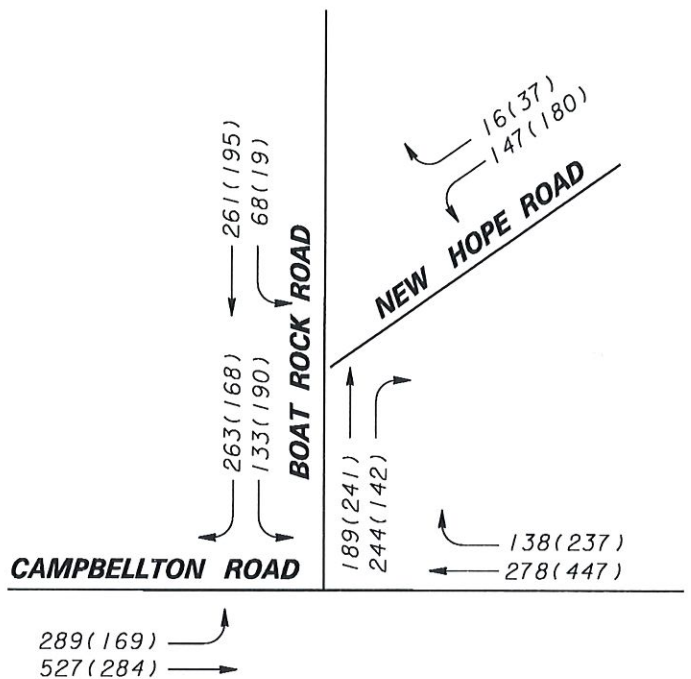
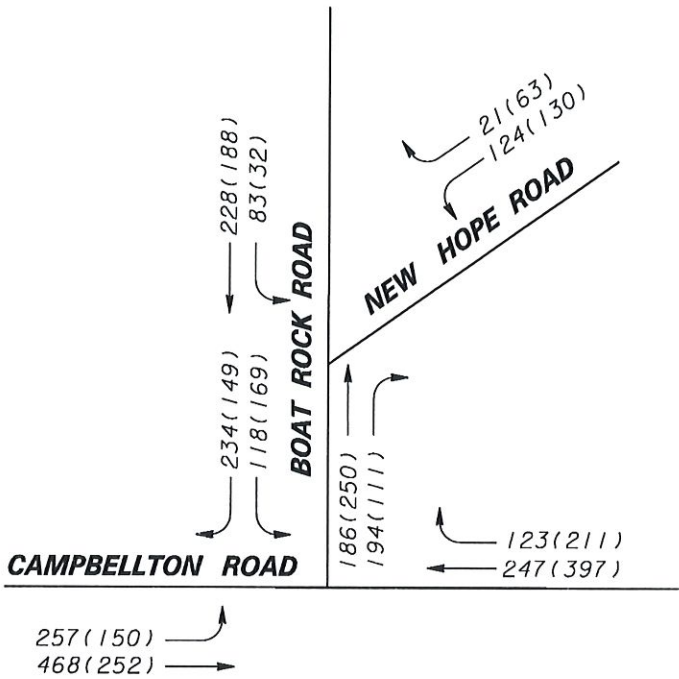
### “No-Build” Level of Service Analysis

Existing, build year and design year a.m. and p.m. peak hour traffic volumes for both intersections are shown on (Figure 1 – Traffic Flow Diagrams) on the following page. Intersection level of service analysis was conducted for both Campbellton Road @ Boat Rock Road and Boat Rock Road @ New Hope Road, assuming the existing (No-Build) intersection and roadway configurations. This was done for the existing (2010), build year (2014) and design year (2034).

Intersection operational efficiency is expressed in terms of level of service (LOS), which is a measure of the amount of delay and congested expressed by motorists as they pass through an intersection. LOS is designated by the letters “A” through “F”. LOS “A” represents free-flowing conditions with very little delay and LOS “F” indicates forced flow, extreme congestion and long delays. The LOS methodologies are from the current edition of the *Highway Capacity Manual*.

Table 1 summarizes the level of service results for the “No-Build” condition for the existing (2010), opening (2014) and design years (2034). Both intersections are currently unsignalized. The LOS methodology for unsignalized intersections provides individual levels of service for each movement that does not have the right-of-way at the intersection. Table 1 lists the LOS for the worst approach, along with the approach delay (in seconds) that is associated with each level of service.

Appendix A contains the level of service printouts that Table 1 is based on.



219-001

AM = 000  
PM = (000)

|                   |  |                                   |
|-------------------|--|-----------------------------------|
| Engineering       |  | 3619 Holcomb Bridge Rd, Suite 455 |
| Planning          |  | Norcross, Georgia 300071          |
| Construction Mgmt |  | (404) 329-5900                    |

**FIGURE 1**  
**CAMPBELLTON RD @**  
**BOAT ROCK RD /NEW HOPE RD**  
**INTERSECTION IMPROVEMENTS**  
**TRAFFIC FLOW DIAGRAMS**



Architecture  
Engineering  
Construction

# MEMORANDUM

**Table 1: Existing and “No-Build” - Level of Service Summary**

| Intersection Name             | Year | Time Period | Worst Approach (2-way unsig) | Level of Service (worst approach) | Approach Delay (sec) |
|-------------------------------|------|-------------|------------------------------|-----------------------------------|----------------------|
| Campbellton Rd @ Boat Rock Rd | 2010 | a.m. peak   | SB LT                        | F                                 | 82.3                 |
| Boat Rock Rd @ New Hope Rd    | 2010 | a.m. peak   | WB                           | C                                 | 18.2                 |
| Campbellton Rd @ Boat Rock Rd | 2014 | a.m. peak   | SB LT                        | F                                 | 195.7                |
| Boat Rock Rd @ New Hope Rd    | 2014 | a.m. peak   | WB                           | C                                 | 22.4                 |
| Campbellton Rd @ Boat Rock Rd | 2034 | a.m. peak   | SB LT                        | F                                 | 4580.0               |
| Boat Rock Rd @ New Hope Rd    | 2034 | a.m. peak   | WB                           | F                                 | 317.9                |
| Campbellton Rd @ Boat Rock Rd | 2010 | p.m. peak   | SB LT                        | E                                 | 48.3                 |
| Boat Rock Rd @ New Hope Rd    | 2010 | p.m. peak   | WB                           | C                                 | 15.4                 |
| Campbellton Rd @ Boat Rock Rd | 2014 | p.m. peak   | SB LT                        | F                                 | 104.7                |
| Boat Rock Rd @ New Hope Rd    | 2014 | p.m. peak   | WB                           | C                                 | 17.9                 |
| Campbellton Rd @ Boat Rock Rd | 2034 | p.m. peak   | SB LT                        | F                                 | 2451.0               |
| Boat Rock Rd @ New Hope Rd    | 2034 | p.m. peak   | WB                           | F                                 | 160.8                |

Table 1 shows LOS “F” in the a.m. peak and LOS “E” in the p.m. peak for the southbound left-turn movement from Boat Rock Road onto Campbellton Road in 2010. The delay increases substantially as the traffic volumes increase for 2014 and 2034. The LOS in the p.m. peak hour deteriorates to LOS “F” by 2014.

Even though the LOS doesn’t fall below LOS “C” for the westbound left-turn movement from New Hope Road onto southbound Boat Rock Road, the more important issue is that the queuing of the southbound left-turn movement from Boat Rock to Campbellton blocks the New Hope Road intersection, and correspondingly creates a substantial back-up of the New Hope Road approach traffic during peak hours.

As this area grows in population and traffic, this intersection will experience increasing congestion and potential for accidents. There are two keys to improving the operation of both of these intersections. One is to signalize Campbellton Road @ Boat Rock Road so that the southbound queue can clear Boat Rock Road at regular intervals. The other is to move the New Hope Road approach to Boat Rock Road farther away from Campbellton Road so the two intersections have less interference with each other.



Architecture

Engineering

Construction

# MEMORANDUM

## Signal Warrant Analysis

A Traffic Signal Warrant Evaluation was conducted for the intersections of Campbellton Road @ Boat Rock Road and Boat Rock Road @ New Hope Road to determine if the installation of a traffic signal is warranted under the criteria presented in the *Manual of Uniform Traffic Control Devices (MUTCD)*, published by the Federal Highway Administration. Two or more warrants are satisfied for the existing (2010), opening (2014) and design years (2034) for Campbellton Road @ Boat Rock Road. No signal warrant is satisfied for Boat Rock Road @ New Hope Road in any year. The 70% tables are allowed to be used, since the major street speed exceeds 40 MPH. The posted speed limit for Campbellton Road is 45 MPH. Table 2 summarizes the signal warrant analysis for Campbellton Road @ Boat Rock Road.

**Table 2 - Signal Warrant Analysis Summary (based on 70% tables)  
Intersection of Campbellton Road at Boat Rock Road**

| Warrant | Description                        | 2010 Analysis Results | 2014 Analysis Results | 2034 Analysis Results |
|---------|------------------------------------|-----------------------|-----------------------|-----------------------|
| 1       | Eight-Hour Vehicular Volume        | Not Satisfied         | Not Satisfied         | Satisfied             |
| 2       | Four-Hour Vehicular Volume         | Satisfied             | Satisfied             | Satisfied             |
| 3       | Peak Hour                          | Satisfied             | Satisfied             | Satisfied             |
| 4       | Pedestrian Volume                  | Not Applicable        | Not Applicable        | Not Applicable        |
| 5       | School Crossing                    | Not Applicable        | Not Applicable        | Not Applicable        |
| 6       | Coordinated Signal System          | Not Applicable        | Not Applicable        | Not Applicable        |
| 7       | Crash Experience                   | See Note              | See Note              | See Note              |
| 8       | Roadway Network                    | Not Applicable        | Not Applicable        | Not Applicable        |
| 9       | Intersection Near A Grade Crossing | Not Applicable        | Not Applicable        | Not Applicable        |

Note: Right-angle accidents are often susceptible to correction by a traffic signal. Table 1 indicates That warrant #7 may be satisfied in 2007 and 2008. However, police reports are needed to verify the details of the individual accidents before it can be determined if this warrant is satisfied.

Table 2 shows a minimum of two traffic signal warrants being satisfied for the existing year (2010) and proposed opening year (2014) for Campbellton Road @ Boat Rock Road. A minimum of three signal warrants are satisfied for the design year (2034). Only one warrant needs to be satisfied before the installation of a traffic signal can be considered. Signal Warrant analysis spreadsheets for Campbellton Road @ Boat Rock Road are included in Appendix B. The spreadsheets contain detailed information about each warrant, including approach volumes per hour.





Architecture  
Engineering  
Construction

# MEMORANDUM

## Level of Service Analysis - Alternatives 1 and 2

The original "Build" alternatives proposed the signalization of Campbellton Road @ Boat Rock Road, along with an eastbound left-turn lane along Campbellton Road. They relocated the New Hope Road approach to Boat Rock Road approximately 220 feet farther north, in order to separate the two intersections. Alternatives 1 and 2 differed at Boat Rock Road @ New Hope Road. Alternative 1 would have constructed Boat Rock Road @ Campbellton Road as a conventional intersection, either with side street stop control or as a multi-way stop. Alternative 2 would construct the intersection as a three-legged roundabout. Table 3 summarizes the LOS for both Alternatives 1 and 2 at Campbellton Road @ Boat Rock Road. Table 4 summarizes the LOS for Alternatives 1 and 2 at Boat Rock Road @ New Hope Road.

**Table 3: - Level of Service Summary – Campbellton Rd @ Boat Rock Rd – Alternatives 1 and 2**

| Traffic Control | Year | Time Period | Level of Service | Intersection Delay (sec) |
|-----------------|------|-------------|------------------|--------------------------|
| Signalized      | 2014 | a.m. peak   | B                | 14.4                     |
| Signalized      | 2034 | a.m. peak   | C                | 24.5                     |
| Signalized      | 2014 | p.m. peak   | B                | 16.7                     |
| Signalized      | 2034 | p.m. peak   | D                | 35.3                     |

**Table 4: - Level of Service Summary – Boat Rock Rd @ New Hope Rd – Alternatives 1 and 2**

| Traffic Control          | Year | Time Period | Worst Approach (roundabout/ Side st. stop) | Level of Service | Approach Delay (roundabout/ s.s. stop) Intersection Delay (multi-way stop) |
|--------------------------|------|-------------|--------------------------------------------|------------------|----------------------------------------------------------------------------|
| Alt 1 – Side Street Stop | 2014 | a.m. peak   | WB                                         | C                | 20.5                                                                       |
| Alt 1 – 3-way Stop       | 2014 | a.m. peak   | -                                          | B                | 10.18                                                                      |
| Alt 2 - Roundabout       | 2014 | a.m. peak   | NB                                         | A                | 6                                                                          |
| Alt 1 – Side Street Stop | 2034 | a.m. peak   | WB                                         | F                | 226.8                                                                      |
| Alt 1 – 3-way Stop       | 2034 | a.m. peak   | -                                          | C                | 16.47                                                                      |
| Alt 2 - Roundabout       | 2034 | a.m. peak   | NB                                         | B                | 13                                                                         |
| Alt 1 – Side Street Stop | 2014 | p.m. peak   | WB                                         | C                | 16.9                                                                       |
| Alt 1 – 3-way Stop       | 2014 | p.m. peak   | -                                          | B                | 10.38                                                                      |
| Alt 2 - Roundabout       | 2014 | p.m. peak   | NB                                         | A                | 5                                                                          |
| Alt 1 – Side Street Stop | 2014 | p.m. peak   | WB                                         | F                | 114.5                                                                      |
| Alt 1 – 3-way Stop       | 2014 | p.m. peak   | -                                          | C                | 17.96                                                                      |
| Alt 2 - Roundabout       | 2034 | p.m. peak   | WB                                         | B                | 11                                                                         |



Architecture

Engineering

Construction

## MEMORANDUM

As can be seen from Tables 3 and 4, the LOS and resulting delay at both intersections would improve substantially compared to the "No-Build" Alternative. The only scenario where level of service/delay issues would remain is for the p.m. peak for Alternative 1 on the New Hope Road approach assuming a side street stop.

Both Alternatives 1 and 2 would further separate the two intersections compared to existing conditions, and both intersections would operate better, compared to "No-Build". However, conventional HCM level of service tools are not able to take into account the proximity of the two intersections and how each intersection affects the operation of the other. Even though 310 feet would be better separation than the current 90 feet, both intersections would remain close enough together where they could still interfere with each other.

### **VISSIM Queue Analysis – Alternatives 1 and 2**

VISSIM simulation was used as a tool to help evaluate the operations of the adjacent intersections of Campbellton Road @ Boat Rock Road and Boat Rock Road @ Relocated New Hope Road as a system. Simulation was used for evaluation, since these two intersections are proposed to be located within 400 feet from each other. HCS will only evaluate queuing of a signalized intersection in isolation.

VISSIM Simulation had been run for the existing conditions (existing roadways and 2010 traffic). VISSIM was also run for the two alternatives at Boat Rock Road @ New Hope Road that were originally under active consideration. These included Alternative 1 (side street stop and 3-Way Stop) and Alternative 2 (roundabout) using design year traffic (2034). In the case of Alternative 1, the VISSIM simulation assumed a three-way stop for Boat Rock Road @ New Hope Road.

Animation files were derived from each simulation run and displayed at the initial Concept Team Meeting and at the second Public Information Open House. Qualitatively, the simulations for both "Build" Scenarios showed significant improvements in congestion and reduction in queuing compared to existing conditions. The animations also showed smoother operation for Alternative 2 versus Alternative 1, since the roundabout in Alternative 2 reduces delay by not forcing all traffic to stop.

The animation files display approximately 2 minutes of typical operation of each scenario run. That actual simulation that VISSIM evaluates lasts a full hour. Queuing analysis done by VISSIM considers the full hour of simulation time. For the purposes of this analysis, queue analysis was run at three critical locations for both alternatives in both the a.m. and p.m. peak hours. The four locations are listed below:



Architecture

Engineering

Construction

## MEMORANDUM

- Southbound approach to Boat Rock Road @ Relocated New Hope Road
- Northbound approach to Boat Rock Road @ Relocated New Hope Road
- Southbound approach to Boat Rock Road @ Campbellton Road
- Westbound New Hope approach to Boat Rock Road

Table 5 (next page) summarizes both the average queue and maximum queue lengths for each scenario run. The underlined text signifies queues that could overlap into the adjacent intersection causing operational problems that would not be identified by the Level of Service analysis. There are several rows where the queue lengths are underlined, all being maximum (95<sup>th</sup> percentile) queue lengths. None of the average (50<sup>th</sup> percentile) queues would be long enough to reach the adjacent intersection.

One factor that was taken into account for each simulation run that affects queue lengths is the presence of the entrance to the CITGO station. This entrance is located approximately half way between Campbellton Road and Relocated New Hope Road and is currently full movement. The turning movement volumes using this driveway had been counted and factored into this analysis. As is the existing condition, this driveway was assumed to be full-movement in the VISSIM simulation.

The presence of occasional left-turning vehicles wanting to enter the CITGO station tends to affect some of the queue lengths, especially the maximum queue lengths in the northbound direction. This driveway could be closed to left-turn traffic if a raised median were constructed on this section of roadway. Northbound vehicles would have to access the CITGO station via the entrance along Campbellton Road, or use the roundabout at New Hope Road to change direction and access the CITGO station as a right-turn in the southbound direction.

Table 5 reveals that Alternative 2 (Roundabout) tends to have a substantially shorter queue length than Alternative 1 (3-way stop) for the southbound approach to the New Hope Road intersection during the a.m. peak hour. This makes sense since many vehicles don't have to stop when entering the roundabout, while all vehicles would have to stop when approaching the 3-way stop. This difference would result in a longer queue length for the 3-way stop. During the p.m. peak hour, the queues are predicted to be longer (especially for the average queue) for Alternative 2. This doesn't make intuitive sense, unless the queues from Campbellton @ Boat Rock are a contributing factor.



Architecture

Engineering

Construction

# MEMORANDUM

Southbound traffic queuing through the roundabout results in operational issues with the roundabout itself within the peak hours when this condition would occur. A long southbound queue from Campbellton Road can extend beyond New Hope Road, not allowing westbound left-turns from New Hope Road anywhere to turn. It is likely that these vehicles would be stuck in the roundabout, forcing a northbound queue. An excessive queue in the northbound direction could spill into the signalized intersection of Campbellton Road @ Boat Rock Road affecting Campbellton Road traffic as well as the safe operation of the signalized intersection.

**Table 5: - VISSIM Queue Analysis Summary**

| Alternative / Time Period | Location                   | Average Queue (ft) | Maximum Queue (ft) |
|---------------------------|----------------------------|--------------------|--------------------|
| 1 – a.m. peak             | SB Boat Rock @ New Hope    | 68                 | 400                |
| 2 – a.m. peak             | SB Boat Rock @ New Hope    | 6                  | 161                |
| 1 – p.m. peak             | SB Boat Rock @ New Hope    | 28                 | 234                |
| 2 – p.m. peak             | SB Boat Rock @ New Hope    | 567                | 742                |
| 1 – a.m. peak             | NB Boat Rock @ New Hope    | 20                 | 145                |
| 2 – a.m. peak             | NB Boat Rock @ New Hope    | 8                  | 236                |
| 1 – p.m. peak             | NB Boat Rock @ New Hope    | 76                 | <u>464</u>         |
| 2 – p.m. peak             | NB Boat Rock @ New Hope    | 6                  | 253                |
| 1 – a.m. peak             | SB Boat Rock @ Campbellton | 47                 | <u>335</u>         |
| 2 – a.m. peak             | SB Boat Rock @ Campbellton | 62                 | <u>405</u>         |
| 1 – p.m. peak             | SB Boat Rock @ Campbellton | 268                | <u>568</u>         |
| 2 – p.m. peak             | SB Boat Rock @ Campbellton | 112                | <u>349</u>         |
| 1 – a.m. peak             | WB New Hope @ Boat Rock    | 10                 | 128                |
| 2 – a.m. peak             | WB New Hope @ Boat Rock    | 3                  | 116                |
| 1 – p.m. peak             | WB New Hope @ Boat Rock    | 26                 | 166                |
| 2 – p.m. peak             | WB New Hope @ Boat Rock    | 37                 | 296                |



Architecture

Engineering

Construction

## MEMORANDUM

The same issue could occur if Boat Rock Road @ New Hope Road were a 3-way stop, but probably not as severe. For one, westbound vehicles on New Hope Road would be under stop sign control, and not encouraged to flow into the intersections if Boat Rock Road were backed up. However, some vehicles would likely still try to jump the stop sign and join the southbound queue, blocking northbound traffic through the intersection. Traffic control could be changed at the conventional intersection by removing the northbound stop sign, which would give northbound Boat Rock Road traffic the right-of-way through the intersection, reducing the likelihood of a northbound queue backing up into Campbellton Road.

Queue analysis was not specifically run for the "No-Build" Alternative. However, both intersections are located within 90 feet, and there is already severe queuing with existing traffic volumes. 24 years of additional traffic growth would make the already bad situation even worse. That is the primary reason why this project is being considered in the first place.

Moving New Hope Road 220 further away from Campbellton Road would improve the safety and operation of both intersections. However, 310 feet is still a fairly close distance between these two intersections, and by the design year, there is a good possibility that queuing caused by a signal at Campbellton Road @ Boat Rock Road would still impair the operation of Boat Rock Road @ New Hope Road.

Moving New Hope Road even farther north would allow more queuing room on Boat Rock Campbellton Road but greatly increase the cost of this project. Lining relocated New Hope Road up with Stonecastle Pass Way would result in a distance of 800 feet between the two intersections, but require the total acquisition of four residential parcels with existing large homes and construction of a much longer section of relocated New Hope Road.

Due to the issues discussed in this section, it was determined that additional alternatives should be considered in meeting the purpose and need for this project.

### **Level of Service Analysis - Alternative 4**

This alternative would create a single signalized intersection at the existing location of Campbellton Road @ Boat Rock Road. This alternative would create an intersection shaped like a "K" that would leave the Campbellton Road and Boat Rock Road approaches at their current locations while relocating the New Hope Road approach to intersect Campbellton Road adjacent to the existing Boat Rock Road approach.

Separate left-turn lanes for Boat Rock Road and New Hope Road would need to be designated and properly signed and marked on the eastbound approach along Campbellton Road. The geometry of this configuration would not allow



Architecture

Engineering

Construction

# MEMORANDUM

direct turns between Boat Rock Road and New Hope Road. A separate connector road would be required to accommodate those movements. Finally a signal with a minimum of four phases would need to be provided at this intersection. A conventional three-legged signal for Campbellton Road @ Boat Rock Road could operate with three phases.

Level of service analysis for this intersection configuration was run for the design year of 2034 using Synchro. Table 6 summarizes the results of this analysis. As can be seen, the overall intersection would operate at level of service "E" for both time periods, with at least one movement at level of service "F".

**Table 6: - Level of Service Summary – Campbellton Rd @Boat Rock Rd / New Hope Rd – Alternative 4**

| Traffic Control                        | Year | Time Period | Overall LOS | LOS / Worst Approach   | Intersection Delay / Worst Approach Delay (sec) |
|----------------------------------------|------|-------------|-------------|------------------------|-------------------------------------------------|
| Alt 4 – Single Signalized Intersection | 2034 | a.m. peak   | E           | F / WB TH              | 66.8 / 156.2                                    |
| Alt 4 – Single Signalized Intersection | 2034 | p.m. peak   | E           | F / EB LT to Boat Rock | 74.3 / 131.0                                    |

One of the factors contributing to the poor operation of this alternative is the fact that Campbellton Road is currently a two-lane facility, and there is no currently programmed project to widen it to a four-lane facility. Adding a traffic signal with this many phases would reduce the available green time for through traffic on Campbellton Road, compared to other alternatives that would signalize this intersection. The peak hour through volumes along Campbellton Road are high enough that the introduction of the extra signal phase for the "K-intersection" becomes a critical factor in breaking down this intersection.

If Campbellton Road were a four-lane facility, this would more likely be a more viable alternative than it is under the existing circumstances. Appendix C contains the Synchro analysis worksheets for this alternative.

### Level of Service Analysis - Alternative 5 (Preferred Alternative)

Alternative 5 consolidates all four approaches to the existing two intersections into a single four-legged intersection, located immediately east of the existing Campbellton Road @ Boat Rock Road intersection. The orientation of this intersection would be NE-NW-SE-SW, being that this orientation best fits the horizontal alignment of the approach roadways.



Architecture

Engineering

Construction

# MEMORANDUM

The southwest approach would connect to the existing Campbellton Road west approach, the southeast approach to the existing Campbellton east approach, the northeast approach to the existing New Hope east approach, and the northwest approach to the existing Boat Rock north approach.

Since the heaviest traffic movements through this intersection would be the SE-SW movement (left-turn through intersection) and its inverse, a roundabout would be the optimum form of traffic control for this intersection. If this intersection were signalized, the left-turn storage requirement for westbound Campbellton Road traffic would be excessive.

Various lane configurations were studied for this alternative. It was found that a single-lane roundabout was inadequate to accommodate the Campbellton Road through volumes. It was also found that a dual-lane roundabout is not necessary to accommodate the Boat Rock Road and New Hope Road approaches. In order to determine the optimum lane configuration and overall footprint for this roundabout concept, Kittelson & Associates was hired to prepare an Operational Evaluation.

The Kittelson evaluation performed level of service analysis for various lane configuration alternatives, and recommends a partial multi-lane roundabout. It recommends dual lanes for Campbellton Road traffic through the roundabout, and single lanes for other movements. For the design year, it also recommends a second southbound approach lane for Boat Rock Road. It also includes discussion of an optional bypass lane for eastbound Campbellton Road traffic that could be studied during the preliminary design phase of this project.

Analysis was performed using both NCHRP-572 methodology and SIDRA analysis software. The complete analyses using both methodologies and all lane configuration alternatives are included in the Kittelson Report. Table 8 summarizes the overall SIDRA intersection level of service results for Alternative 5.

**Table 7: SIDRA Alternative 5 Level of Service Summary–Campbellton Rd @ Boat Rock Rd/New Hope Rd**

| Traffic Control | Year | Time Period | Level of Service | Average Delay (sec) |
|-----------------|------|-------------|------------------|---------------------|
| Roundabout      | 2014 | a.m. peak   | B                | 13.7                |
| Roundabout      | 2034 | a.m. peak   | C*               | 12.3*               |
| Roundabout      | 2014 | p.m. peak   | B                | 10.7                |
| Roundabout      | 2034 | p.m. peak   | B                | 13.2                |

\* Level of service is better for 2034 due to addition of second approach lane for Boat Rock Rd that was not included in 2014 approach.



Architecture

Engineering

Construction

## MEMORANDUM

This alternative has the efficiency of meeting the purpose and need for this project with a single intersection and without signalization. It also results in acceptable level of service for the design year, without the complications of queuing affecting the adjacent intersection. For these reasons, Alternative 5 was selected as the preferred alternative for this project.

### List of Appendices

Appendix A – “No-Build” Level of Service Printouts

Appendix B – Signal Warrant Analysis Spreadsheets

Appendix C – Alternative 4 Synchro Traffic Analysis Worksheets



## **Appendix A:**

### **“No-Build” Level of Service Printouts**

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |           | Site Information |                               |
|----------------------|-----------|------------------|-------------------------------|
| Analyst              | JWD       | Intersection     | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.           | Qk4       | Jurisdiction     | Fulton Co., GA                |
| Date Performed       | 1/15/2010 | Analysis Year    | 2010                          |
| Analysis Time Period | a.m. peak |                  |                               |

|                                                               |                                         |
|---------------------------------------------------------------|-----------------------------------------|
| Project Description <i>Exist. Volumes, Exist Lane Config.</i> |                                         |
| East/West Street: <i>Campbellton Rd</i>                       | North/South Street: <i>Boat Rock Rd</i> |
| Intersection Orientation: <i>East-West</i>                    | Study Period (hrs): <i>0.25</i>         |

### Vehicle Volumes and Adjustments

| Major Street                  | Eastbound        |      |      | Westbound |      |      |
|-------------------------------|------------------|------|------|-----------|------|------|
|                               | Movement         | 1    | 2    | 3         | 4    | 5    |
|                               | L                | T    | R    | L         | T    | R    |
| Volume (veh/h)                | 257              | 468  |      |           | 247  | 133  |
| Peak-Hour Factor, PHF         | 1.00             | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 257              | 468  | 0    | 0         | 247  | 133  |
| Percent Heavy Vehicles        | 4                | --   | --   | 0         | --   | --   |
| Median Type                   | <i>Undivided</i> |      |      |           |      |      |
| RT Channelized                |                  |      | 0    |           |      | 0    |
| Lanes                         | 0                | 1    | 0    | 0         | 1    | 1    |
| Configuration                 | LT               |      |      |           | T    | R    |
| Upstream Signal               |                  | 0    |      |           | 0    |      |

| Minor Street                  | Northbound |      |      | Southbound |      |      |
|-------------------------------|------------|------|------|------------|------|------|
|                               | Movement   | 7    | 8    | 9          | 10   | 11   |
|                               | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                |            |      |      | 118        |      | 234  |
| Peak-Hour Factor, PHF         | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0          | 0    | 0    | 118        | 0    | 234  |
| Percent Heavy Vehicles        | 0          | 0    | 0    | 4          | 0    | 4    |
| Percent Grade (%)             | 0          |      |      | 0          |      |      |
| Flared Approach               |            | N    |      |            | N    |      |
| Storage                       |            | 0    |      |            | 0    |      |
| RT Channelized                |            |      | 0    |            |      | 0    |
| Lanes                         | 0          | 0    | 0    | 1          | 0    | 1    |
| Configuration                 |            |      |      | L          |      | R    |

### Delay, Queue Length, and Level of Service

| Approach               | Eastbound | Westbound | Northbound |   |   | Southbound |    |      |
|------------------------|-----------|-----------|------------|---|---|------------|----|------|
|                        |           |           | 7          | 8 | 9 | 10         | 11 | 12   |
| Movement               | 1         | 4         |            |   |   |            |    |      |
| Lane Configuration     | LT        |           |            |   |   | L          |    | R    |
| v (veh/h)              | 257       |           |            |   |   | 118        |    | 234  |
| C (m) (veh/h)          | 1168      |           |            |   |   | 152        |    | 787  |
| v/c                    | 0.22      |           |            |   |   | 0.78       |    | 0.30 |
| 95% queue length       | 0.84      |           |            |   |   | 4.86       |    | 1.25 |
| Control Delay (s/veh)  | 8.9       |           |            |   |   | 82.3       |    | 11.5 |
| LOS                    | A         |           |            |   |   | F          |    | B    |
| Approach Delay (s/veh) | --        | --        |            |   |   | 35.2       |    |      |
| Approach LOS           | --        | --        |            |   |   | E          |    |      |

219-001

## TWO-WAY STOP CONTROL SUMMARY

| General Information                                           |           | Site Information                        |                               |
|---------------------------------------------------------------|-----------|-----------------------------------------|-------------------------------|
| Analyst                                                       | JWD       | Intersection                            | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.                                                    | Qk4       | Jurisdiction                            | Fulton Co., GA                |
| Date Performed                                                | 1/15/2010 | Analysis Year                           | 2010                          |
| Analysis Time Period                                          | a.m. peak |                                         |                               |
| Project Description <i>Exist. Volumes, Exist Lane Config.</i> |           |                                         |                               |
| East/West Street: <i>New Hope</i>                             |           | North/South Street: <i>Boat Rock Rd</i> |                               |
| Intersection Orientation: <i>North-South</i>                  |           | Study Period (hrs): <i>0.25</i>         |                               |

| Vehicle Volumes and Adjustments |                  |      |      |            |      |      |
|---------------------------------|------------------|------|------|------------|------|------|
| Major Street                    | Northbound       |      |      | Southbound |      |      |
| Movement                        | 1                | 2    | 3    | 4          | 5    | 6    |
|                                 | L                | T    | R    | L          | T    | R    |
| Volume (veh/h)                  |                  | 186  | 194  | 83         | 228  |      |
| Peak-Hour Factor, PHF           | 1.00             | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h)   | 0                | 186  | 194  | 83         | 228  | 0    |
| Percent Heavy Vehicles          | 0                | --   | --   | 4          | --   | --   |
| Median Type                     | <i>Undivided</i> |      |      |            |      |      |
| RT Channelized                  |                  |      | 0    |            |      | 0    |
| Lanes                           | 0                | 1    | 0    | 0          | 1    | 0    |
| Configuration                   |                  |      | TR   | LT         |      |      |
| Upstream Signal                 |                  | 0    |      |            | 0    |      |

| Minor Street                  | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
| Movement                      | 7         | 8    | 9    | 10        | 11   | 12   |
|                               | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                |           |      |      | 124       | 0    | 21   |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0         | 0    | 0    | 124       | 0    | 21   |
| Percent Heavy Vehicles        | 4         | 0    | 0    | 4         | 0    | 0    |
| Percent Grade (%)             | 0         |      |      | 0         |      |      |
| Flared Approach               |           | N    |      |           | N    |      |
| Storage                       |           | 0    |      |           | 0    |      |
| RT Channelized                |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 0    | 0    | 0         | 1    | 0    |
| Configuration                 |           |      |      |           | LTR  |      |

| Delay, Queue Length, and Level of Service |            |            |           |      |   |           |    |    |
|-------------------------------------------|------------|------------|-----------|------|---|-----------|----|----|
| Approach                                  | Northbound | Southbound | Westbound |      |   | Eastbound |    |    |
| Movement                                  | 1          | 4          | 7         | 8    | 9 | 10        | 11 | 12 |
| Lane Configuration                        |            | LT         |           | LTR  |   |           |    |    |
| v (veh/h)                                 |            | 83         |           | 145  |   |           |    |    |
| C (m) (veh/h)                             |            | 1168       |           | 416  |   |           |    |    |
| v/c                                       |            | 0.07       |           | 0.35 |   |           |    |    |
| 95% queue length                          |            | 0.23       |           | 1.54 |   |           |    |    |
| Control Delay (s/veh)                     |            | 8.3        |           | 18.2 |   |           |    |    |
| LOS                                       |            | A          |           | C    |   |           |    |    |
| Approach Delay (s/veh)                    | --         | --         | 18.2      |      |   |           |    |    |
| Approach LOS                              | --         | --         | C         |      |   |           |    |    |

219-001

## TWO-WAY STOP CONTROL SUMMARY

| General Information                                               |           | Site Information                 |                               |
|-------------------------------------------------------------------|-----------|----------------------------------|-------------------------------|
| Analyst                                                           | JWD       | Intersection                     | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.                                                        | Qk4       | Jurisdiction                     | Fulton Co., GA                |
| Date Performed                                                    | 1/15/2010 | Analysis Year                    | 2014                          |
| Analysis Time Period                                              | a.m. peak |                                  |                               |
| Project Description 2014 Volumes, Exist Lane Config., NB Scenario |           |                                  |                               |
| East/West Street: Campbellton Rd                                  |           | North/South Street: Boat Rock Rd |                               |
| Intersection Orientation: East-West                               |           | Study Period (hrs): 0.25         |                               |

| Vehicle Volumes and Adjustments |           |      |      |           |      |      |
|---------------------------------|-----------|------|------|-----------|------|------|
| Major Street                    | Eastbound |      |      | Westbound |      |      |
| Movement                        | 1         | 2    | 3    | 4         | 5    | 6    |
|                                 | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                  | 289       | 527  |      |           | 278  | 138  |
| Peak-Hour Factor, PHF           | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h)   | 289       | 527  | 0    | 0         | 278  | 138  |
| Percent Heavy Vehicles          | 4         | --   | --   | 0         | --   | --   |
| Median Type                     | Undivided |      |      |           |      |      |
| RT Channelized                  |           |      | 0    |           |      | 0    |
| Lanes                           | 0         | 1    | 0    | 0         | 1    | 1    |
| Configuration                   | LT        |      |      |           | T    | R    |
| Upstream Signal                 |           | 0    |      |           | 0    |      |

| Minor Street                  | Northbound |      |      | Southbound |      |      |
|-------------------------------|------------|------|------|------------|------|------|
| Movement                      | 7          | 8    | 9    | 10         | 11   | 12   |
|                               | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                |            |      |      | 133        |      | 263  |
| Peak-Hour Factor, PHF         | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0          | 0    | 0    | 133        | 0    | 263  |
| Percent Heavy Vehicles        | 0          | 0    | 0    | 4          | 0    | 4    |
| Percent Grade (%)             |            | 0    |      |            | 0    |      |
| Flared Approach               |            | N    |      |            | N    |      |
| Storage                       |            | 0    |      |            | 0    |      |
| RT Channelized                |            |      | 0    |            |      | 0    |
| Lanes                         | 0          | 0    | 0    | 1          | 0    | 1    |
| Configuration                 |            |      |      | L          |      | R    |

| Delay, Queue Length, and Level of Service |           |           |            |   |   |            |    |      |
|-------------------------------------------|-----------|-----------|------------|---|---|------------|----|------|
| Approach                                  | Eastbound | Westbound | Northbound |   |   | Southbound |    |      |
| Movement                                  | 1         | 4         | 7          | 8 | 9 | 10         | 11 | 12   |
| Lane Configuration                        | LT        |           |            |   |   | L          |    | R    |
| v (veh/h)                                 | 289       |           |            |   |   | 133        |    | 263  |
| C (m) (veh/h)                             | 1132      |           |            |   |   | 117        |    | 756  |
| v/c                                       | 0.26      |           |            |   |   | 1.14       |    | 0.35 |
| 95% queue length                          | 1.02      |           |            |   |   | 8.13       |    | 1.56 |
| Control Delay (s/veh)                     | 9.3       |           |            |   |   | 195.7      |    | 12.3 |
| LOS                                       | A         |           |            |   |   | F          |    | B    |
| Approach Delay (s/veh)                    | --        | --        |            |   |   | 73.9       |    |      |
| Approach LOS                              | --        | --        |            |   |   | F          |    |      |

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |           | Site Information |                               |
|----------------------|-----------|------------------|-------------------------------|
| Analyst              | JWD       | Intersection     | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.           | Qk4       | Jurisdiction     | Fulton Co., GA                |
| Date Performed       | 1/15/2010 | Analysis Year    | 2014                          |
| Analysis Time Period | a.m. peak |                  |                               |

|                                              |                                         |
|----------------------------------------------|-----------------------------------------|
| Project Description                          |                                         |
| East/West Street: <i>New Hope</i>            | North/South Street: <i>Boat Rock Rd</i> |
| Intersection Orientation: <i>North-South</i> | Study Period (hrs): <i>0.25</i>         |

### Vehicle Volumes and Adjustments

| Major Street<br>Movement      | Northbound       |        |           | Southbound |        |        |
|-------------------------------|------------------|--------|-----------|------------|--------|--------|
|                               | 1<br>L           | 2<br>T | 3<br>R    | 4<br>L     | 5<br>T | 6<br>R |
| Volume (veh/h)                |                  | 209    | 218       | 94         | 256    |        |
| Peak-Hour Factor, PHF         | 1.00             | 1.00   | 1.00      | 1.00       | 1.00   | 1.00   |
| Hourly Flow Rate, HFR (veh/h) | 0                | 209    | 218       | 94         | 256    | 0      |
| Percent Heavy Vehicles        | 0                | --     | --        | 4          | --     | --     |
| Median Type                   | <i>Undivided</i> |        |           |            |        |        |
| RT Channelized                |                  |        | 0         |            |        | 0      |
| Lanes                         | 0                | 1      | 0         | 0          | 1      | 0      |
| Configuration                 |                  |        | <i>TR</i> | <i>LT</i>  |        |        |
| Upstream Signal               |                  | 0      |           |            | 0      |        |

| Minor Street<br>Movement      | Eastbound |          |        | Westbound |            |         |
|-------------------------------|-----------|----------|--------|-----------|------------|---------|
|                               | 7<br>L    | 8<br>T   | 9<br>R | 10<br>L   | 11<br>T    | 12<br>R |
| Volume (veh/h)                |           |          |        | 140       | 0          | 24      |
| Peak-Hour Factor, PHF         | 1.00      | 1.00     | 1.00   | 1.00      | 1.00       | 1.00    |
| Hourly Flow Rate, HFR (veh/h) | 0         | 0        | 0      | 140       | 0          | 24      |
| Percent Heavy Vehicles        | 4         | 0        | 0      | 4         | 0          | 0       |
| Percent Grade (%)             |           | 0        |        |           | 0          |         |
| Flared Approach               |           | <i>N</i> |        |           | <i>N</i>   |         |
| Storage                       |           | 0        |        |           | 0          |         |
| RT Channelized                |           |          | 0      |           |            | 0       |
| Lanes                         | 0         | 0        | 0      | 0         | 1          | 0       |
| Configuration                 |           |          |        |           | <i>LTR</i> |         |

### Delay, Queue Length, and Level of Service

| Approach               | Northbound | Southbound | Westbound |            |   | Eastbound |    |    |
|------------------------|------------|------------|-----------|------------|---|-----------|----|----|
|                        |            |            | 7         | 8          | 9 | 10        | 11 | 12 |
| Movement               | 1          | 4          |           |            |   |           |    |    |
| Lane Configuration     |            | <i>LT</i>  |           | <i>LTR</i> |   |           |    |    |
| v (veh/h)              |            | 94         |           | 164        |   |           |    |    |
| C (m) (veh/h)          |            | 1122       |           | 368        |   |           |    |    |
| v/c                    |            | 0.08       |           | 0.45       |   |           |    |    |
| 95% queue length       |            | 0.27       |           | 2.22       |   |           |    |    |
| Control Delay (s/veh)  |            | 8.5        |           | 22.4       |   |           |    |    |
| LOS                    |            | <i>A</i>   |           | <i>C</i>   |   |           |    |    |
| Approach Delay (s/veh) | --         | --         |           | 22.4       |   |           |    |    |
| Approach LOS           | --         | --         |           | <i>C</i>   |   |           |    |    |

219-001

## TWO-WAY STOP CONTROL SUMMARY

| General Information                                                |           | Site Information                 |                               |
|--------------------------------------------------------------------|-----------|----------------------------------|-------------------------------|
| Analyst                                                            | JWD       | Intersection                     | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.                                                         | Qk4       | Jurisdiction                     | Fulton Co., GA                |
| Date Performed                                                     | 1/15/2010 | Analysis Year                    | 2034                          |
| Analysis Time Period                                               | a.m. peak |                                  |                               |
| Project Description 2034 Volumes, Exist Lane Config. - NB Scenario |           |                                  |                               |
| East/West Street: Campbellton Rd                                   |           | North/South Street: Boat Rock Rd |                               |
| Intersection Orientation: East-West                                |           | Study Period (hrs): 0.25         |                               |

### Vehicle Volumes and Adjustments

| Major Street                  | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
|                               | 1         | 2    | 3    | 4         | 5    | 6    |
| Movement                      | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                | 474       | 864  |      |           | 456  | 226  |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 474       | 864  | 0    | 0         | 456  | 226  |
| Percent Heavy Vehicles        | 4         | --   | --   | 0         | --   | --   |
| Median Type                   | Undivided |      |      |           |      |      |
| RT Channelized                |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 1    | 0    | 0         | 1    | 1    |
| Configuration                 | LT        |      |      |           | T    | R    |
| Upstream Signal               |           | 0    |      |           | 0    |      |

| Minor Street                  | Northbound |      |      | Southbound |      |      |
|-------------------------------|------------|------|------|------------|------|------|
|                               | 7          | 8    | 9    | 10         | 11   | 12   |
| Movement                      | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                |            |      |      | 218        |      | 431  |
| Peak-Hour Factor, PHF         | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0          | 0    | 0    | 218        | 0    | 431  |
| Percent Heavy Vehicles        | 0          | 0    | 0    | 4          | 0    | 4    |
| Percent Grade (%)             | 0          |      |      | 0          |      |      |
| Flared Approach               |            | N    |      |            | N    |      |
| Storage                       |            | 0    |      |            | 0    |      |
| RT Channelized                |            |      | 0    |            |      | 0    |
| Lanes                         | 0          | 0    | 0    | 1          | 0    | 1    |
| Configuration                 |            |      |      | L          |      | R    |

### Delay, Queue Length, and Level of Service

| Approach               | Eastbound | Westbound | Northbound |   |   | Southbound |    |      |
|------------------------|-----------|-----------|------------|---|---|------------|----|------|
|                        | 1         | 4         | 7          | 8 | 9 | 10         | 11 | 12   |
| Movement               | LT        |           |            |   |   | L          |    | R    |
| v (veh/h)              | 474       |           |            |   |   | 218        |    | 431  |
| C (m) (veh/h)          | 901       |           |            |   |   | 21         |    | 600  |
| v/c                    | 0.53      |           |            |   |   | 10.38      |    | 0.72 |
| 95% queue length       | 3.14      |           |            |   |   | 27.59      |    | 5.97 |
| Control Delay (s/veh)  | 13.3      |           |            |   |   | 4580       |    | 24.8 |
| LOS                    | B         |           |            |   |   | F          |    | C    |
| Approach Delay (s/veh) | --        | --        |            |   |   | 1555       |    |      |
| Approach LOS           | --        | --        |            |   |   | F          |    |      |

## TWO-WAY STOP CONTROL SUMMARY

| General Information                                               |           | Site Information                 |                               |
|-------------------------------------------------------------------|-----------|----------------------------------|-------------------------------|
| Analyst                                                           | JWD       | Intersection                     | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.                                                        | Qk4       | Jurisdiction                     | Fulton Co., GA                |
| Date Performed                                                    | 1/15/2010 | Analysis Year                    | 2034                          |
| Analysis Time Period                                              | a.m. peak |                                  |                               |
| Project Description 2034 Volumes, Exist Lane Config., NB Scenario |           |                                  |                               |
| East/West Street: New Hope                                        |           | North/South Street: Boat Rock Rd |                               |
| Intersection Orientation: North-South                             |           | Study Period (hrs): 0.25         |                               |

| Vehicle Volumes and Adjustments |            |      |      |            |      |      |
|---------------------------------|------------|------|------|------------|------|------|
| Major Street                    | Northbound |      |      | Southbound |      |      |
|                                 | 1          | 2    | 3    | 4          | 5    | 6    |
| Movement                        | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                  |            | 343  | 357  | 154        | 419  |      |
| Peak-Hour Factor, PHF           | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h)   | 0          | 343  | 357  | 154        | 419  | 0    |
| Percent Heavy Vehicles          | 0          | --   | --   | 4          | --   | --   |
| Median Type                     | Undivided  |      |      |            |      |      |
| RT Channelized                  |            |      | 0    |            |      | 0    |
| Lanes                           | 0          | 1    | 0    | 0          | 1    | 0    |
| Configuration                   |            |      | TR   | LT         |      |      |
| Upstream Signal                 |            | 0    |      |            | 0    |      |

| Minor Street                  | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
|                               | 7         | 8    | 9    | 10        | 11   | 12   |
| Movement                      | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                |           |      |      | 229       | 0    | 39   |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0         | 0    | 0    | 229       | 0    | 39   |
| Percent Heavy Vehicles        | 4         | 0    | 0    | 4         | 0    | 0    |
| Percent Grade (%)             | 0         |      |      | 0         |      |      |
| Flared Approach               |           | N    |      |           | N    |      |
| Storage                       |           | 0    |      |           | 0    |      |
| RT Channelized                |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 0    | 0    | 0         | 1    | 0    |
| Configuration                 |           |      |      |           | LTR  |      |

| Delay, Queue Length, and Level of Service |            |      |           |       |   |           |    |    |
|-------------------------------------------|------------|------|-----------|-------|---|-----------|----|----|
| Approach                                  | Northbound |      | Westbound |       |   | Eastbound |    |    |
|                                           | 1          | 4    | 7         | 8     | 9 | 10        | 11 | 12 |
| Movement                                  |            |      |           |       |   |           |    |    |
| Lane Configuration                        |            | LT   |           | LTR   |   |           |    |    |
| v (veh/h)                                 |            | 154  |           | 268   |   |           |    |    |
| C (m) (veh/h)                             |            | 888  |           | 174   |   |           |    |    |
| v/c                                       |            | 0.17 |           | 1.54  |   |           |    |    |
| 95% queue length                          |            | 0.63 |           | 17.49 |   |           |    |    |
| Control Delay (s/veh)                     |            | 9.9  |           | 317.9 |   |           |    |    |
| LOS                                       |            | A    |           | F     |   |           |    |    |
| Approach Delay (s/veh)                    | --         | --   | 317.9     |       |   |           |    |    |
| Approach LOS                              | --         | --   | F         |       |   |           |    |    |

219-001

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |           | Site Information |                               |
|----------------------|-----------|------------------|-------------------------------|
| Analyst              | JWD       | Intersection     | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.           | Qk4       | Jurisdiction     | Fulton Co., GA                |
| Date Performed       | 1/15/2010 | Analysis Year    | 2010                          |
| Analysis Time Period | a.m. peak |                  |                               |

|                                                               |                                         |
|---------------------------------------------------------------|-----------------------------------------|
| Project Description <i>Exist. Volumes, Exist Lane Config.</i> |                                         |
| East/West Street: <i>Campbellton Rd</i>                       | North/South Street: <i>Boat Rock Rd</i> |
| Intersection Orientation: <i>East-West</i>                    | Study Period (hrs): <i>0.25</i>         |

### Vehicle Volumes and Adjustments

| Major Street                  | Eastbound        |      |      | Westbound |      |      |      |
|-------------------------------|------------------|------|------|-----------|------|------|------|
|                               | Movement         | 1    | 2    | 3         | 4    | 5    | 6    |
|                               |                  | L    | T    | R         | L    | T    | R    |
| Volume (veh/h)                |                  | 150  | 252  |           |      | 397  | 211  |
| Peak-Hour Factor, PHF         |                  | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) |                  | 150  | 252  | 0         | 0    | 397  | 211  |
| Percent Heavy Vehicles        |                  | 4    | --   | --        | 0    | --   | --   |
| Median Type                   | <i>Undivided</i> |      |      |           |      |      |      |
| RT Channelized                |                  |      |      | 0         |      |      | 0    |
| Lanes                         |                  | 0    | 1    | 0         | 0    | 1    | 1    |
| Configuration                 |                  | LT   |      |           |      | T    | R    |
| Upstream Signal               |                  |      | 0    |           |      | 0    |      |

| Minor Street                  | Northbound |          |      | Southbound |          |      |      |
|-------------------------------|------------|----------|------|------------|----------|------|------|
|                               | Movement   | 7        | 8    | 9          | 10       | 11   | 12   |
|                               |            | L        | T    | R          | L        | T    | R    |
| Volume (veh/h)                |            |          |      |            | 169      |      | 149  |
| Peak-Hour Factor, PHF         |            | 1.00     | 1.00 | 1.00       | 1.00     | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) |            | 0        | 0    | 0          | 169      | 0    | 149  |
| Percent Heavy Vehicles        |            | 0        | 0    | 0          | 4        | 0    | 4    |
| Percent Grade (%)             |            | 0        |      |            | 0        |      |      |
| Flared Approach               |            | <i>N</i> |      |            | <i>N</i> |      |      |
| Storage                       |            | 0        |      |            | 0        |      |      |
| RT Channelized                |            |          |      | 0          |          |      | 0    |
| Lanes                         |            | 0        | 0    | 0          | 1        | 0    | 1    |
| Configuration                 |            |          |      |            | L        |      | R    |

### Delay, Queue Length, and Level of Service

| Approach               | Eastbound | Westbound | Northbound |   |   | Southbound |      |    |      |
|------------------------|-----------|-----------|------------|---|---|------------|------|----|------|
|                        | Movement  | 1         | 4          | 7 | 8 | 9          | 10   | 11 | 12   |
| Lane Configuration     |           | LT        |            |   |   |            | L    |    | R    |
| v (veh/h)              |           | 150       |            |   |   |            | 169  |    | 149  |
| C (m) (veh/h)          |           | 961       |            |   |   |            | 242  |    | 648  |
| v/c                    |           | 0.16      |            |   |   |            | 0.70 |    | 0.23 |
| 95% queue length       |           | 0.55      |            |   |   |            | 4.61 |    | 0.88 |
| Control Delay (s/veh)  |           | 9.4       |            |   |   |            | 48.3 |    | 12.2 |
| LOS                    |           | A         |            |   |   |            | E    |    | B    |
| Approach Delay (s/veh) |           | --        | --         |   |   |            | 31.4 |    |      |
| Approach LOS           |           | --        | --         |   |   |            | D    |    |      |

219-001



## TWO-WAY STOP CONTROL SUMMARY

| General Information  |           | Site Information |                               |
|----------------------|-----------|------------------|-------------------------------|
| Analyst              | JWD       | Intersection     | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.           | Qk4       | Jurisdiction     | Fulton Co., GA                |
| Date Performed       | 1/15/2010 | Analysis Year    | 2010                          |
| Analysis Time Period |           |                  |                               |

|                                                               |                                         |
|---------------------------------------------------------------|-----------------------------------------|
| Project Description <i>Exist. Volumes, Exist Lane Config.</i> |                                         |
| East/West Street: <i>New Hope</i>                             | North/South Street: <i>Boat Rock Rd</i> |
| Intersection Orientation: <i>North-South</i>                  | Study Period (hrs): <i>0.25</i>         |

### Vehicle Volumes and Adjustments

| Major Street                  | Northbound       |      |      | Southbound |      |      |
|-------------------------------|------------------|------|------|------------|------|------|
|                               | 1                | 2    | 3    | 4          | 5    | 6    |
| Movement                      | L                | T    | R    | L          | T    | R    |
| Volume (veh/h)                |                  | 250  | 111  | 32         | 188  |      |
| Peak-Hour Factor, PHF         | 1.00             | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0                | 250  | 111  | 32         | 188  | 0    |
| Percent Heavy Vehicles        | 0                | --   | --   | 4          | --   | --   |
| Median Type                   | <i>Undivided</i> |      |      |            |      |      |
| RT Channelized                |                  |      | 0    |            |      | 0    |
| Lanes                         | 0                | 1    | 0    | 0          | 1    | 0    |
| Configuration                 |                  |      | TR   | LT         |      |      |
| Upstream Signal               |                  | 0    |      |            | 0    |      |

| Minor Street                  | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
|                               | 7         | 8    | 9    | 10        | 11   | 12   |
| Movement                      | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                |           |      |      | 130       | 0    | 63   |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0         | 0    | 0    | 130       | 0    | 63   |
| Percent Heavy Vehicles        | 4         | 0    | 0    | 4         | 0    | 0    |
| Percent Grade (%)             | 0         |      |      | 0         |      |      |
| Flared Approach               |           | N    |      |           | N    |      |
| Storage                       |           | 0    |      |           | 0    |      |
| RT Channelized                |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 0    | 0    | 0         | 1    | 0    |
| Configuration                 |           |      |      |           | LTR  |      |

### Delay, Queue Length, and Level of Service

| Approach               | Northbound | Southbound | Westbound |      |   | Eastbound |    |    |
|------------------------|------------|------------|-----------|------|---|-----------|----|----|
|                        | 1          | 4          | 7         | 8    | 9 | 10        | 11 | 12 |
| Movement               |            |            |           |      |   |           |    |    |
| Lane Configuration     |            | LT         |           | LTR  |   |           |    |    |
| v (veh/h)              |            | 32         |           | 193  |   |           |    |    |
| C (m) (veh/h)          |            | 1187       |           | 537  |   |           |    |    |
| v/c                    |            | 0.03       |           | 0.36 |   |           |    |    |
| 95% queue length       |            | 0.08       |           | 1.62 |   |           |    |    |
| Control Delay (s/veh)  |            | 8.1        |           | 15.4 |   |           |    |    |
| LOS                    |            | A          |           | C    |   |           |    |    |
| Approach Delay (s/veh) | --         | --         |           | 15.4 |   |           |    |    |
| Approach LOS           | --         | --         |           | C    |   |           |    |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information                                               |           | Site Information                 |                               |
|-------------------------------------------------------------------|-----------|----------------------------------|-------------------------------|
| Analyst                                                           | JWD       | Intersection                     | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.                                                        | Qk4       | Jurisdiction                     | Fulton Co., GA                |
| Date Performed                                                    | 1/15/2010 | Analysis Year                    | 2014                          |
| Analysis Time Period                                              | p.m. peak |                                  |                               |
| Project Description 2014 Volumes, Exist Lane Config., NB Scenario |           |                                  |                               |
| East/West Street: Campbellton Rd                                  |           | North/South Street: Boat Rock Rd |                               |
| Intersection Orientation: East-West                               |           | Study Period (hrs): 0.25         |                               |

| Vehicle Volumes and Adjustments |           |      |      |           |      |      |
|---------------------------------|-----------|------|------|-----------|------|------|
| Major Street                    | Eastbound |      |      | Westbound |      |      |
| Movement                        | 1         | 2    | 3    | 4         | 5    | 6    |
|                                 | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                  | 169       | 284  |      |           | 447  | 237  |
| Peak-Hour Factor, PHF           | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h)   | 169       | 284  | 0    | 0         | 447  | 237  |
| Percent Heavy Vehicles          | 4         | --   | --   | 0         | --   | --   |
| Median Type                     | Undivided |      |      |           |      |      |
| RT Channelized                  |           |      | 0    |           |      | 0    |
| Lanes                           | 0         | 1    | 0    | 0         | 1    | 1    |
| Configuration                   | LT        |      |      |           | T    | R    |
| Upstream Signal                 |           | 0    |      |           | 0    |      |

| Minor Street                  | Northbound |      |      | Southbound |      |      |
|-------------------------------|------------|------|------|------------|------|------|
| Movement                      | 7          | 8    | 9    | 10         | 11   | 12   |
|                               | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                |            |      |      | 190        |      | 168  |
| Peak-Hour Factor, PHF         | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0          | 0    | 0    | 190        | 0    | 168  |
| Percent Heavy Vehicles        | 0          | 0    | 0    | 4          | 0    | 4    |
| Percent Grade (%)             |            | 0    |      |            | 0    |      |
| Flared Approach               |            | N    |      |            | N    |      |
| Storage                       |            | 0    |      |            | 0    |      |
| RT Channelized                |            |      | 0    |            |      | 0    |
| Lanes                         | 0          | 0    | 0    | 1          | 0    | 1    |
| Configuration                 |            |      |      | L          |      | R    |

| Delay, Queue Length, and Level of Service |           |           |            |   |   |            |    |      |
|-------------------------------------------|-----------|-----------|------------|---|---|------------|----|------|
| Approach                                  | Eastbound | Westbound | Northbound |   |   | Southbound |    |      |
| Movement                                  | 1         | 4         | 7          | 8 | 9 | 10         | 11 | 12   |
| Lane Configuration                        | LT        |           |            |   |   | L          |    | R    |
| v (veh/h)                                 | 169       |           |            |   |   | 190        |    | 168  |
| C (m) (veh/h)                             | 900       |           |            |   |   | 197        |    | 607  |
| v/c                                       | 0.19      |           |            |   |   | 0.96       |    | 0.28 |
| 95% queue length                          | 0.69      |           |            |   |   | 8.01       |    | 1.13 |
| Control Delay (s/veh)                     | 9.9       |           |            |   |   | 104.7      |    | 13.2 |
| LOS                                       | A         |           |            |   |   | F          |    | B    |
| Approach Delay (s/veh)                    | --        | --        |            |   |   | 61.8       |    |      |
| Approach LOS                              | --        | --        |            |   |   | F          |    |      |

## TWO-WAY STOP CONTROL SUMMARY

| General Information                          |           | Site Information                        |                               |
|----------------------------------------------|-----------|-----------------------------------------|-------------------------------|
| Analyst                                      | JWD       | Intersection                            | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.                                   | Qk4       | Jurisdiction                            | Fulton Co., GA                |
| Date Performed                               | 1/15/2010 | Analysis Year                           |                               |
| Analysis Time Period                         | p.m. peak |                                         |                               |
| Project Description                          |           |                                         |                               |
| East/West Street: <i>New Hope</i>            |           | North/South Street: <i>Boat Rock Rd</i> |                               |
| Intersection Orientation: <i>North-South</i> |           | Study Period (hrs): <i>0.25</i>         |                               |

| Vehicle Volumes and Adjustments |                  |      |      |            |      |      |
|---------------------------------|------------------|------|------|------------|------|------|
| Major Street                    | Northbound       |      |      | Southbound |      |      |
| Movement                        | 1                | 2    | 3    | 4          | 5    | 6    |
|                                 | L                | T    | R    | L          | T    | R    |
| Volume (veh/h)                  |                  | 281  | 125  | 36         | 211  |      |
| Peak-Hour Factor, PHF           | 1.00             | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h)   | 0                | 281  | 125  | 36         | 211  | 0    |
| Percent Heavy Vehicles          | 0                | --   | --   | 4          | --   | --   |
| Median Type                     | <i>Undivided</i> |      |      |            |      |      |
| RT Channelized                  |                  |      | 0    |            |      | 0    |
| Lanes                           | 0                | 1    | 0    | 0          | 1    | 0    |
| Configuration                   |                  |      | TR   | LT         |      |      |
| Upstream Signal                 |                  | 0    |      |            | 0    |      |

| Minor Street                  | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
| Movement                      | 7         | 8    | 9    | 10        | 11   | 12   |
|                               | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                |           |      |      | 146       | 0    | 71   |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0         | 0    | 0    | 146       | 0    | 71   |
| Percent Heavy Vehicles        | 4         | 0    | 0    | 4         | 0    | 0    |
| Percent Grade (%)             |           | 0    |      |           | 0    |      |
| Flared Approach               |           | N    |      |           | N    |      |
| Storage                       |           | 0    |      |           | 0    |      |
| RT Channelized                |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 0    | 0    | 0         | 1    | 0    |
| Configuration                 |           |      |      |           | LTR  |      |

| Delay, Queue Length, and Level of Service |            |            |           |      |   |           |    |    |
|-------------------------------------------|------------|------------|-----------|------|---|-----------|----|----|
| Approach                                  | Northbound | Southbound | Westbound |      |   | Eastbound |    |    |
| Movement                                  | 1          | 4          | 7         | 8    | 9 | 10        | 11 | 12 |
| Lane Configuration                        |            | LT         |           | LTR  |   |           |    |    |
| v (veh/h)                                 |            | 36         |           | 217  |   |           |    |    |
| C (m) (veh/h)                             |            | 1142       |           | 493  |   |           |    |    |
| v/c                                       |            | 0.03       |           | 0.44 |   |           |    |    |
| 95% queue length                          |            | 0.10       |           | 2.22 |   |           |    |    |
| Control Delay (s/veh)                     |            | 8.3        |           | 17.9 |   |           |    |    |
| LOS                                       |            | A          |           | C    |   |           |    |    |
| Approach Delay (s/veh)                    | --         | --         |           | 17.9 |   |           |    |    |
| Approach LOS                              | --         | --         |           | C    |   |           |    |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |           | Site Information |                               |
|----------------------|-----------|------------------|-------------------------------|
| Analyst              | JWD       | Intersection     | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.           | Qk4       | Jurisdiction     | Fulton Co., GA                |
| Date Performed       | 1/15/2010 | Analysis Year    | 2034                          |
| Analysis Time Period | p.m. peak |                  |                               |

|                                                                    |                                  |
|--------------------------------------------------------------------|----------------------------------|
| Project Description 2034 Volumes, Exist Lane Config. - NB Scenario |                                  |
| East/West Street: Campbellton Rd                                   | North/South Street: Boat Rock Rd |
| Intersection Orientation: East-West                                | Study Period (hrs): 0.25         |

### Vehicle Volumes and Adjustments

| Major Street                  | Eastbound |      |      | Westbound |      |      |
|-------------------------------|-----------|------|------|-----------|------|------|
|                               | 1         | 2    | 3    | 4         | 5    | 6    |
| Movement                      | L         | T    | R    | L         | T    | R    |
| Volume (veh/h)                | 277       | 465  |      |           | 732  | 388  |
| Peak-Hour Factor, PHF         | 1.00      | 1.00 | 1.00 | 1.00      | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 277       | 465  | 0    | 0         | 732  | 388  |
| Percent Heavy Vehicles        | 4         | --   | --   | 0         | --   | --   |
| Median Type                   | Undivided |      |      |           |      |      |
| RT Channelized                |           |      | 0    |           |      | 0    |
| Lanes                         | 0         | 1    | 0    | 0         | 1    | 1    |
| Configuration                 | LT        |      |      |           | T    | R    |
| Upstream Signal               |           | 0    |      |           | 0    |      |

| Minor Street                  | Northbound |      |      | Southbound |      |      |
|-------------------------------|------------|------|------|------------|------|------|
|                               | 7          | 8    | 9    | 10         | 11   | 12   |
| Movement                      | L          | T    | R    | L          | T    | R    |
| Volume (veh/h)                |            |      |      | 311        |      | 275  |
| Peak-Hour Factor, PHF         | 1.00       | 1.00 | 1.00 | 1.00       | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0          | 0    | 0    | 311        | 0    | 275  |
| Percent Heavy Vehicles        | 0          | 0    | 0    | 4          | 0    | 4    |
| Percent Grade (%)             | 0          |      |      | 0          |      |      |
| Flared Approach               |            | N    |      |            | N    |      |
| Storage                       |            | 0    |      |            | 0    |      |
| RT Channelized                |            |      | 0    |            |      | 0    |
| Lanes                         | 0          | 0    | 0    | 1          | 0    | 1    |
| Configuration                 |            |      |      | L          |      | R    |

### Delay, Queue Length, and Level of Service

| Approach               | Eastbound | Westbound | Northbound |   |   | Southbound |    |      |
|------------------------|-----------|-----------|------------|---|---|------------|----|------|
|                        | 1         | 4         | 7          | 8 | 9 | 10         | 11 | 12   |
| Movement               | LT        |           |            |   |   | L          |    | R    |
| Lane Configuration     | LT        |           |            |   |   | L          |    | R    |
| v (veh/h)              | 277       |           |            |   |   | 311        |    | 275  |
| C (m) (veh/h)          | 616       |           |            |   |   | 51         |    | 418  |
| v/c                    | 0.45      |           |            |   |   | 6.10       |    | 0.66 |
| 95% queue length       | 2.32      |           |            |   |   | 35.76      |    | 4.59 |
| Control Delay (s/veh)  | 15.5      |           |            |   |   | 2451       |    | 28.7 |
| LOS                    | C         |           |            |   |   | F          |    | D    |
| Approach Delay (s/veh) | --        | --        |            |   |   | 1314       |    |      |
| Approach LOS           | --        | --        |            |   |   | F          |    |      |

219-001

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |           | Site Information |                               |
|----------------------|-----------|------------------|-------------------------------|
| Analyst              | JWD       | Intersection     | Campbellton Rd @ Boat Rock Rd |
| Agency/Co.           | Qk4       | Jurisdiction     | Fulton Co., GA                |
| Date Performed       | 1/15/2010 | Analysis Year    | 2010                          |
| Analysis Time Period | p.m. peak |                  |                               |

|                                                                   |                                  |
|-------------------------------------------------------------------|----------------------------------|
| Project Description 2034 Volumes, Exist Lane Config., NB Scenario |                                  |
| East/West Street: New Hope                                        | North/South Street: Boat Rock Rd |
| Intersection Orientation: North-South                             | Study Period (hrs): 0.25         |

### Vehicle Volumes and Adjustments

| Major Street                  | Northbound |   |      | Southbound |      |      |      |
|-------------------------------|------------|---|------|------------|------|------|------|
|                               | Movement   | 1 | 2    | 3          | 4    | 5    | 6    |
|                               |            | L | T    | R          | L    | T    | R    |
| Volume (veh/h)                |            |   | 461  | 205        | 59   | 346  |      |
| Peak-Hour Factor, PHF         | 1.00       |   | 1.00 | 1.00       | 1.00 | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0          |   | 461  | 205        | 59   | 346  | 0    |
| Percent Heavy Vehicles        | 0          |   | --   | --         | 4    | --   | --   |
| Median Type                   | Undivided  |   |      |            |      |      |      |
| RT Channelized                |            |   |      | 0          |      |      | 0    |
| Lanes                         | 0          |   | 1    | 0          | 0    | 1    | 0    |
| Configuration                 |            |   |      | TR         | LT   |      |      |
| Upstream Signal               |            |   | 0    |            |      | 0    |      |

| Minor Street                  | Eastbound |   |      | Westbound |      |      |      |
|-------------------------------|-----------|---|------|-----------|------|------|------|
|                               | Movement  | 7 | 8    | 9         | 10   | 11   | 12   |
|                               |           | L | T    | R         | L    | T    | R    |
| Volume (veh/h)                |           |   |      |           | 239  | 0    | 117  |
| Peak-Hour Factor, PHF         | 1.00      |   | 1.00 | 1.00      | 1.00 | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0         |   | 0    | 0         | 239  | 0    | 117  |
| Percent Heavy Vehicles        | 4         |   | 0    | 0         | 4    | 0    | 0    |
| Percent Grade (%)             |           |   | 0    |           |      | 0    |      |
| Flared Approach               |           |   | N    |           |      | N    |      |
| Storage                       |           |   | 0    |           |      | 0    |      |
| RT Channelized                |           |   |      | 0         |      |      | 0    |
| Lanes                         | 0         |   | 0    | 0         | 0    | 1    | 0    |
| Configuration                 |           |   |      |           |      | LTR  |      |

### Delay, Queue Length, and Level of Service

| Approach               | Northbound |    | Westbound |   |       | Eastbound |    |    |    |
|------------------------|------------|----|-----------|---|-------|-----------|----|----|----|
|                        | Movement   | 1  | 4         | 7 | 8     | 9         | 10 | 11 | 12 |
| Lane Configuration     |            |    | LT        |   | LTR   |           |    |    |    |
| v (veh/h)              |            |    | 59        |   | 356   |           |    |    |    |
| C (m) (veh/h)          |            |    | 914       |   | 293   |           |    |    |    |
| v/c                    |            |    | 0.06      |   | 1.22  |           |    |    |    |
| 95% queue length       |            |    | 0.21      |   | 16.14 |           |    |    |    |
| Control Delay (s/veh)  |            |    | 9.2       |   | 160.8 |           |    |    |    |
| LOS                    |            |    | A         |   | F     |           |    |    |    |
| Approach Delay (s/veh) | --         | -- |           |   | 160.8 |           |    |    |    |
| Approach LOS           | --         | -- |           |   | F     |           |    |    |    |

## **Appendix B:**

### **Signal Warrant Analysis Spreadsheets – Campbellton Road @ Boat Rock Road**

Campbellton Road @ Boat Rock Road - Signal Warrant Worksheet - 2010 Volumes - 70% Tables

| Time Period | Campbellton Road |        |         |         | E-W approach Volumes Used For Analysis | Boat Rock Rd   |         | Warrant 1A-70% |                  | Warrant 1B - 70%                      |               | Warrant 2-70% |               | Warrant 3-70% |                  |                  |                  |                  |
|-------------|------------------|--------|---------|---------|----------------------------------------|----------------|---------|----------------|------------------|---------------------------------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
|             | Beginning        | Ending | # Lanes | # Lanes |                                        | 33% Ded. WB RT | WB Thru | Orig Volumes   | 40% RT Deduction | SB approach Volumes Used For Analysis | Threshold 350 | Threshold 105 | Threshold 525 | Threshold 53  | Threshold varies | Threshold 60 min | Threshold varies | Threshold 75 min |
| 12:00 AM    | 1:00 AM          |        | 1       | 1       |                                        |                |         |                |                  |                                       |               |               |               |               |                  |                  |                  |                  |
| 1:00 AM     | 2:00 AM          |        | 66      | 73      | 24                                     | 49             | 118     | 27             | 11               | 5                                     | 7             |               |               |               |                  |                  |                  |                  |
| 2:00 AM     | 3:00 AM          |        | 39      | 28      | 9                                      | 19             | 58      | 12             | 7                | 3                                     | 4             |               |               |               |                  |                  |                  |                  |
| 3:00 AM     | 4:00 AM          |        | 21      | 34      | 11                                     | 23             | 44      | 7              | 3                | 3                                     | 8             |               |               |               |                  |                  |                  |                  |
| 4:00 AM     | 5:00 AM          |        | 13      | 18      | 6                                      | 12             | 25      | 14             | 8                | 5                                     | 7             |               |               |               |                  |                  |                  |                  |
| 5:00 AM     | 6:00 AM          |        | 16      | 32      | 11                                     | 21             | 37      | 12             | 5                | 14                                    | 20            |               |               |               |                  |                  |                  |                  |
| 6:00 AM     | 7:00 AM          |        | 26      | 76      | 25                                     | 51             | 77      | 34             | 14               | 45                                    | 68            |               |               |               |                  |                  |                  |                  |
| 7:00 AM     | 8:00 AM          |        | 72      | 145     | 48                                     | 97             | 169     | 113            | 45               | 68                                    | 68            |               |               |               |                  |                  |                  |                  |
| 8:00 AM     | 9:00 AM          |        | 369     | 332     | 110                                    | 222            | 591     | 291            | 116              | 175                                   | 591           |               |               |               |                  |                  |                  |                  |
| 9:00 AM     | 10:00 AM         |        | 718     | 299     | 99                                     | 200            | 918     | 178            | 71               | 107                                   | 918           |               |               |               |                  |                  |                  |                  |
| 10:00 AM    | 11:00 AM         |        | 486     | 176     | 58                                     | 118            | 604     | 98             | 39               | 59                                    | 604           |               |               |               |                  |                  |                  |                  |
| 11:00 AM    | 12:00 AM         |        | 280     | 204     | 67                                     | 137            | 397     | 104            | 42               | 62                                    | 397           |               |               |               |                  |                  |                  |                  |
| 12:00 PM    | 1:00 PM          |        | 185     | 212     | 70                                     | 142            | 327     | 76             | 30               | 46                                    |               |               |               |               |                  |                  |                  |                  |
| 1:00 PM     | 2:00 PM          |        | 187     | 223     | 74                                     | 149            | 326     | 125            | 50               | 75                                    |               |               |               |               |                  |                  |                  |                  |
| 2:00 PM     | 3:00 PM          |        | 208     | 289     | 95                                     | 194            | 402     | 111            | 44               | 67                                    | 402           |               |               |               |                  |                  |                  |                  |
| 3:00 PM     | 4:00 PM          |        | 247     | 342     | 113                                    | 229            | 476     | 168            | 67               | 101                                   | 476           |               |               |               |                  |                  |                  |                  |
| 4:00 PM     | 5:00 PM          |        | 363     | 514     | 201                                    | 344            | 707     | 154            | 62               | 92                                    | 707           |               |               |               |                  |                  |                  |                  |
| 5:00 PM     | 6:00 PM          |        | 395     | 609     | 201                                    | 408            | 803     | 199            | 80               | 119                                   | 803           |               |               |               |                  |                  |                  |                  |
| 6:00 PM     | 7:00 PM          |        | 389     | 528     | 174                                    | 354            | 743     | 160            | 64               | 96                                    | 743           |               |               |               |                  |                  |                  |                  |
| 7:00 PM     | 8:00 PM          |        | 288     | 391     | 129                                    | 262            | 550     | 118            | 47               | 71                                    | 550           |               |               |               |                  |                  |                  |                  |
| 8:00 PM     | 9:00 PM          |        | 223     | 238     | 79                                     | 159            | 382     | 87             | 35               | 52                                    | 382           |               |               |               |                  |                  |                  |                  |
| 9:00 PM     | 10:00 PM         |        | 139     | 186     | 61                                     | 125            | 264     | 59             | 24               | 35                                    |               |               |               |               |                  |                  |                  |                  |
| 10:00 PM    | 11:00 PM         |        | 92      | 108     | 36                                     | 72             | 164     | 33             | 13               | 20                                    |               |               |               |               |                  |                  |                  |                  |
| 11:00 PM    | 12:00 AM         |        | 65      | 99      | 33                                     | 66             | 131     | 35             | 14               | 21                                    |               |               |               |               |                  |                  |                  |                  |
|             |                  |        | 56      | 60      | 20                                     | 40             | 96      | 40             | 16               | 24                                    |               |               |               |               |                  |                  |                  |                  |
|             |                  |        | 4923    | 5216    | 1721                                   | 3495           | 8418    | 2255           | 1353             | 1353                                  |               |               |               |               |                  |                  |                  |                  |

**Assumptions:**  
 Westbound approach volume deduction of 33% to remove RT lanes from analysis  
 South approach volume deduction of 40% to remove RT lanes from analysis  
 Major street speed exceeds 40 MPH, so 70% tables applicable

**Warrant Summary:**  
 Warrant 1: Not Satisfied  
 Warrant 2: Satisfied  
 Warrant 3: Satisfied  
 Warrants 4 - 9: Not Applicable

219-001

Campbellton Road @ Boat Rock Road - Signal Warrant Worksheet - 2014 Volumes, 70% Tables

| Time Period | Beginning | Ending   | # Thru Lns |     | 33% Ded | WB RT | WB Thru | EW approach<br>Volumes<br>Used For<br>Analysis | Boat Rock Rd |            | 40% RT<br>Deduction | SB approach<br>Volumes<br>Used For<br>Analysis | Warrant 1A - 100% |         | Warrant 1B - 100% |           | Warrant 2 - 100% |           | Warrant 3 - 100% |           |
|-------------|-----------|----------|------------|-----|---------|-------|---------|------------------------------------------------|--------------|------------|---------------------|------------------------------------------------|-------------------|---------|-------------------|-----------|------------------|-----------|------------------|-----------|
|             |           |          | EB         | WB  |         |       |         |                                                | Orig Volumes | Southbound |                     |                                                | Orig Volumes      | SB      | Threshold         | Threshold | Threshold        | Threshold | Threshold        | Threshold |
| 12:00 AM    | 1:00 AM   | 2:00 AM  | 74         | 82  | 27      | 55    | 123     | 27                                             | 30           | 12         | 18                  | 5 hours                                        | 5 hours           | 7 hours | 6 hours           | 6 hours   | 3 hours          | 3 hours   |                  |           |
| 1:00 AM     | 2:00 AM   | 3:00 AM  | 44         | 32  | 10      | 21    | 65      | 12                                             | 14           | 5          | 8                   | not met                                        | not met           | not met | met               | met       | met              | met       |                  |           |
| 2:00 AM     | 3:00 AM   | 4:00 AM  | 24         | 38  | 13      | 26    | 49      | 7                                              | 8            | 3          | 5                   |                                                |                   |         |                   |           |                  |           |                  |           |
| 3:00 AM     | 4:00 AM   | 5:00 AM  | 15         | 20  | 7       | 14    | 28      | 14                                             | 16           | 6          | 9                   |                                                |                   |         |                   |           |                  |           |                  |           |
| 4:00 AM     | 5:00 AM   | 6:00 AM  | 18         | 36  | 12      | 24    | 42      | 12                                             | 14           | 5          | 8                   |                                                |                   |         |                   |           |                  |           |                  |           |
| 5:00 AM     | 6:00 AM   | 7:00 AM  | 29         | 86  | 28      | 57    | 87      | 34                                             | 38           | 15         | 23                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 6:00 AM     | 7:00 AM   | 8:00 AM  | 81         | 163 | 54      | 109   | 190     | 113                                            | 127          | 51         | 76                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 7:00 AM     | 8:00 AM   | 9:00 AM  | 415        | 374 | 123     | 250   | 666     | 291                                            | 328          | 131        | 197                 |                                                |                   |         |                   |           |                  |           |                  |           |
| 8:00 AM     | 9:00 AM   | 10:00 AM | 808        | 337 | 111     | 225   | 1034    | 178                                            | 200          | 80         | 130                 |                                                |                   |         |                   |           |                  |           |                  |           |
| 9:00 AM     | 10:00 AM  | 11:00 AM | 547        | 198 | 65      | 133   | 689     | 98                                             | 110          | 44         | 66                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 10:00 AM    | 11:00 AM  | 12:00 PM | 293        | 230 | 76      | 154   | 446     | 104                                            | 117          | 47         | 70                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 11:00 AM    | 12:00 PM  | 1:00 PM  | 208        | 239 | 79      | 180   | 368     | 76                                             | 86           | 34         | 47                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 12:00 PM    | 1:00 PM   | 2:00 PM  | 210        | 251 | 83      | 168   | 379     | 125                                            | 141          | 56         | 84                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 1:00 PM     | 2:00 PM   | 3:00 PM  | 234        | 325 | 107     | 218   | 457     | 111                                            | 125          | 50         | 75                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 2:00 PM     | 3:00 PM   | 4:00 PM  | 278        | 385 | 127     | 258   | 536     | 166                                            | 189          | 76         | 113                 |                                                |                   |         |                   |           |                  |           |                  |           |
| 3:00 PM     | 4:00 PM   | 5:00 PM  | 409        | 579 | 191     | 398   | 796     | 154                                            | 173          | 69         | 104                 |                                                |                   |         |                   |           |                  |           |                  |           |
| 4:00 PM     | 5:00 PM   | 6:00 PM  | 445        | 685 | 226     | 459   | 904     | 199                                            | 224          | 90         | 134                 |                                                |                   |         |                   |           |                  |           |                  |           |
| 5:00 PM     | 6:00 PM   | 7:00 PM  | 438        | 594 | 196     | 393   | 836     | 160                                            | 180          | 72         | 108                 |                                                |                   |         |                   |           |                  |           |                  |           |
| 6:00 PM     | 7:00 PM   | 8:00 PM  | 324        | 440 | 145     | 295   | 619     | 118                                            | 133          | 53         | 80                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 7:00 PM     | 8:00 PM   | 9:00 PM  | 251        | 268 | 88      | 179   | 430     | 87                                             | 98           | 39         | 59                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 8:00 PM     | 9:00 PM   | 10:00 PM | 156        | 209 | 69      | 140   | 297     | 59                                             | 66           | 27         | 40                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 9:00 PM     | 10:00 PM  | 11:00 PM | 104        | 122 | 40      | 81    | 185     | 33                                             | 37           | 15         | 22                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 10:00 PM    | 11:00 PM  | 12:00 AM | 73         | 111 | 37      | 75    | 148     | 35                                             | 39           | 16         | 24                  |                                                |                   |         |                   |           |                  |           |                  |           |
| 11:00 PM    | 12:00 AM  |          | 63         | 68  | 22      | 45    | 108     | 40                                             | 45           | 18         | 27                  |                                                |                   |         |                   |           |                  |           |                  |           |
|             |           |          | 1937       |     | 3933    |       | 9474    |                                                | 2256         |            | 1523                |                                                | 5 hours           |         | 6 hours           |           | 6 hours          |           | 3 hours          |           |
|             |           |          | Total      |     | Total   |       | Total   |                                                | Total        |            | Total               |                                                | not met           |         | not met           |           | met              |           | met              |           |

**Assumptions:**  
 Westbound approach volume deduction of 33% to remove RT lanes from analysis  
 South approach volume deduction of 40% to remove RT lanes from analysis  
 Major street speed exceeds 40 MPH, so 70% tables applicable

**Warrant Summary:**  
 Warrant 1: Not Satisfied  
 Warrant 2: Satisfied  
 Warrant 3: Satisfied  
 Warrants 4 - 9: Not Applicable



Campbellton Road @ Boat Rock Road - Signal Warrant Worksheet - 2024 Volumes, 70% Tables

| Time Period | Beginning | Ending | # Thru Lns |     | 33% Ded. | WB RT | WB Thru | EW approach<br>Volumes<br>Used For<br>Analysis | Boat Rock Rd |     | Boat Rock Rd |     | SB approach<br>Volumes<br>Used For<br>Analysis | Warrant 1A-100% |             | Warrant 1B - 100% |              | Warrant 2-100% |              | Warrant 3-100% |              |           |              |  |              |  |              |  |
|-------------|-----------|--------|------------|-----|----------|-------|---------|------------------------------------------------|--------------|-----|--------------|-----|------------------------------------------------|-----------------|-------------|-------------------|--------------|----------------|--------------|----------------|--------------|-----------|--------------|--|--------------|--|--------------|--|
|             |           |        | EB         | WB  |          |       |         |                                                | Orig Volumes | SB  | Orig Volumes | SB  |                                                | Threshold       | Threshold   | Threshold         | Threshold    | Threshold      | Threshold    | Threshold      | Threshold    | Threshold | Threshold    |  |              |  |              |  |
| 12:00 AM    | 1:00 AM   |        | 108        | 120 | 39       |       | 80      | 138                                            | 27           | 44  | 18           | 27  |                                                |                 |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 1:00 AM     | 2:00 AM   |        | 64         | 46  | 15       |       | 31      | 95                                             | 12           | 20  | 8            | 12  |                                                |                 |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 2:00 AM     | 3:00 AM   |        | 34         | 56  | 18       |       | 37      | 72                                             | 7            | 11  | 5            | 7   |                                                |                 |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 3:00 AM     | 4:00 AM   |        | 21         | 29  | 10       |       | 20      | 41                                             | 14           | 23  | 9            | 14  |                                                |                 |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 4:00 AM     | 5:00 AM   |        | 26         | 52  | 17       |       | 35      | 61                                             | 12           | 20  | 8            | 13  |                                                |                 |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 5:00 AM     | 6:00 AM   |        | 43         | 125 | 41       |       | 83      | 126                                            | 34           | 56  | 22           | 33  |                                                |                 |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 6:00 AM     | 7:00 AM   |        | 118        | 238 | 78       |       | 159     | 277                                            | 113          | 185 | 74           | 111 |                                                |                 |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 7:00 AM     | 8:00 AM   |        | 605        | 544 | 180      |       | 366     | 359                                            | 291          | 477 | 191          | 286 | 969                                            | 286             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 8:00 AM     | 9:00 AM   |        | 1177       | 490 | 162      |       | 328     | 1505                                           | 178          | 292 | 117          | 175 | 1505                                           | 175             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 9:00 AM     | 10:00 AM  |        | 796        | 288 | 95       |       | 193     | 990                                            | 98           | 161 | 64           | 98  | 990                                            | 98              |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 10:00 AM    | 11:00 AM  |        | 426        | 334 | 110      |       | 224     | 650                                            | 104          | 170 | 88           | 102 | 990                                            | 102             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 11:00 AM    | 12:00 PM  |        | 303        | 347 | 115      |       | 233     | 536                                            | 76           | 125 | 50           | 79  | 650                                            | 102             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 12:00 PM    | 1:00 PM   |        | 308        | 365 | 121      |       | 245     | 551                                            | 125          | 205 | 82           | 123 | 650                                            | 102             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 1:00 PM     | 2:00 PM   |        | 341        | 474 | 156      |       | 317     | 658                                            | 111          | 182 | 73           | 109 | 650                                            | 102             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 2:00 PM     | 3:00 PM   |        | 405        | 560 | 185      |       | 375     | 750                                            | 168          | 275 | 110          | 156 | 658                                            | 109             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 3:00 PM     | 4:00 PM   |        | 595        | 842 | 278      |       | 564     | 1154                                           | 154          | 352 | 101          | 166 | 658                                            | 109             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 4:00 PM     | 5:00 PM   |        | 647        | 998 | 329      |       | 669     | 1316                                           | 199          | 326 | 130          | 157 | 658                                            | 109             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 5:00 PM     | 6:00 PM   |        | 637        | 865 | 286      |       | 590     | 1217                                           | 180          | 262 | 105          | 167 | 658                                            | 109             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 6:00 PM     | 7:00 PM   |        | 472        | 641 | 211      |       | 429     | 901                                            | 118          | 193 | 77           | 116 | 658                                            | 109             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 7:00 PM     | 8:00 PM   |        | 385        | 390 | 129      |       | 261     | 627                                            | 87           | 143 | 57           | 88  | 627                                            | 116             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 8:00 PM     | 9:00 PM   |        | 228        | 305 | 101      |       | 204     | 422                                            | 59           | 97  | 39           | 58  | 627                                            | 116             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 9:00 PM     | 10:00 PM  |        | 151        | 177 | 58       |       | 119     | 268                                            | 35           | 84  | 22           | 32  | 627                                            | 116             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 10:00 PM    | 11:00 PM  |        | 107        | 162 | 54       |       | 109     | 198                                            | 35           | 57  | 23           | 34  | 627                                            | 116             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
| 11:00 PM    | 12:00 AM  |        | 92         | 98  | 32       |       | 66      | 168                                            | 40           | 66  | 26           | 39  | 627                                            | 116             |             |                   |              |                |              |                |              |           |              |  |              |  |              |  |
|             |           |        | 2821       |     | 5727     |       | 13794   |                                                | 2265         |     | 2217         |     | 9 hours met                                    |                 | 9 hours met |                   | 13 hours met |                | 13 hours met |                | 12 hours met |           | 12 hours met |  | 11 hours met |  | 11 hours met |  |

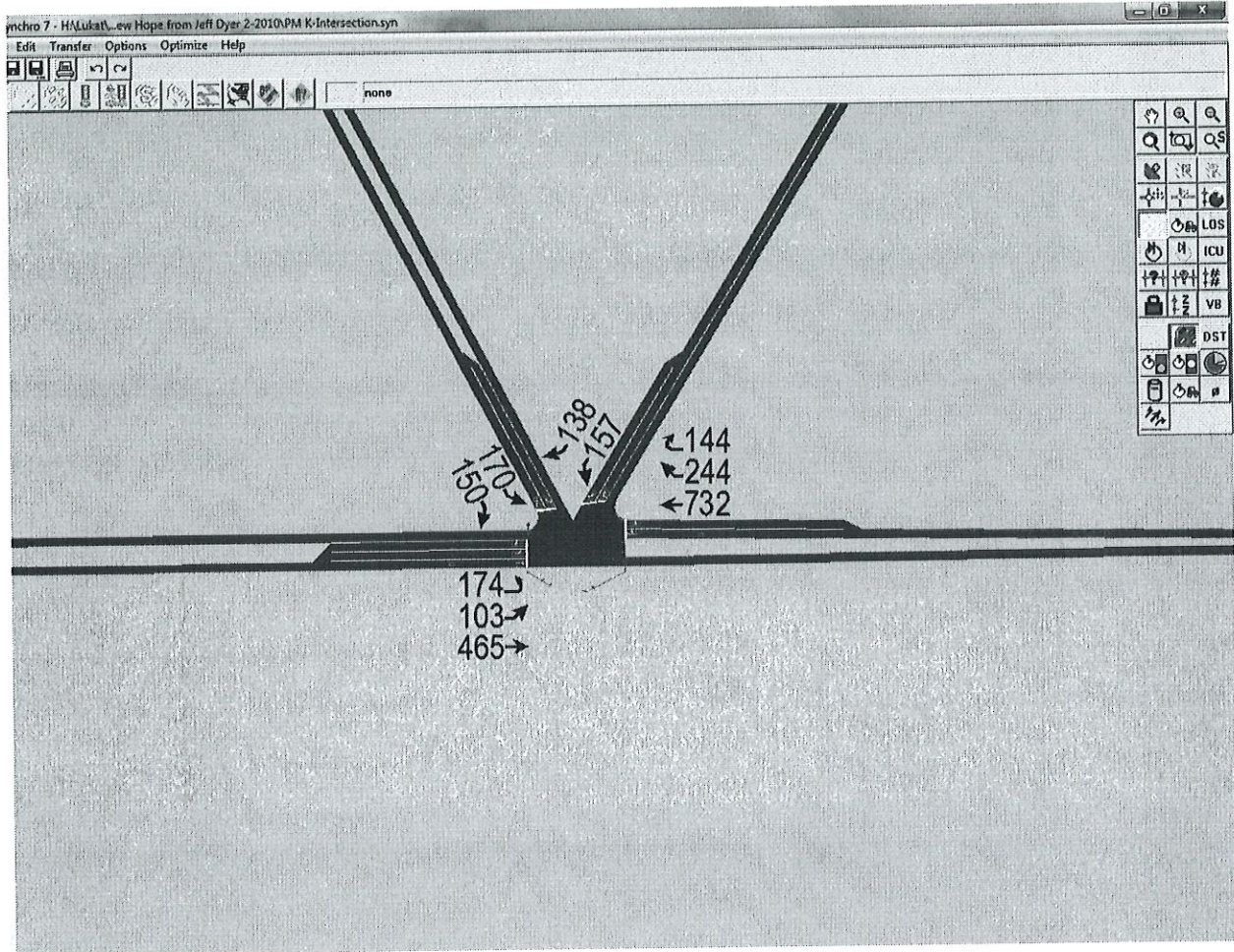
**Assumptions:**  
 Westbound approach volume deduction of 33% to remove RT lanes from analysis  
 South approach volume deduction of 40% to remove RT lanes from analysis  
 Major street speed exceeds 40 MPH, so 70% tables applicable

**Warrant Summary:**  
 Warrant 1: Satisfied  
 Warrant 2: Satisfied  
 Warrant 3: Satisfied  
 Warrants 4 - 9: Not Applicable

219-001

## **Appendix C:**

### **Alternate 4 Synchro Traffic Analysis Worksheets**

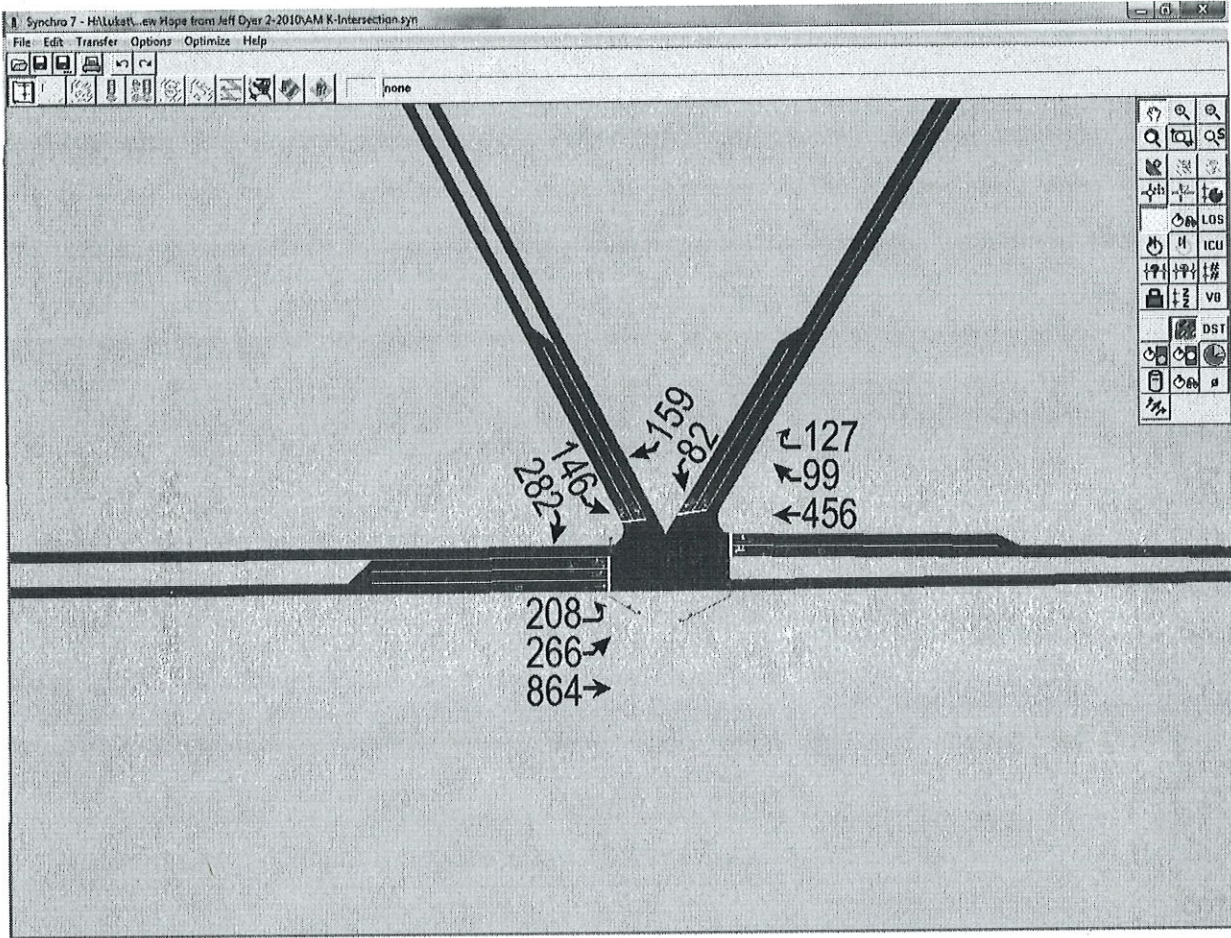


Synchro 7 - H:\Lukat\_ew Hope from Jeff Dyer 2-2010\PM K-Intersection.syn

File Edit Transfer Options Optimize Help

| NODE SETTINGS          |                          | TIMING SETTINGS           |      |       |      |      |      |        |       |      |     |       |       |     |      |
|------------------------|--------------------------|---------------------------|------|-------|------|------|------|--------|-------|------|-----|-------|-------|-----|------|
|                        |                          | EBL2                      | EBL  | EBT   | WBT  | WBR  | WBR2 | SBL2   | SBL   | SBR  | SWL | SWR   | SWR2  | PED | HOLD |
| Node #                 | 4                        | Lanes and Sharing (#RL)   |      |       |      |      |      |        |       |      |     |       |       |     |      |
| Zone                   |                          | 174                       | 103  | 465   | 732  | 244  | 144  | 0      | 170   | 150  | 157 | 130   | 0     |     |      |
| X East (ft)            | 10590                    | Prot                      |      | Prot  |      | Prot |      | custom |       | Perm |     |       |       |     |      |
| Y North (ft)           | 10610                    | 5                         | 5    | 2     | 6    |      | 6    |        |       | 3    | 3   |       | 4     |     |      |
| Z Elevation (ft)       | 0                        | Permitted Phases          |      |       |      |      |      |        |       |      |     |       |       |     |      |
| Description            |                          | 5                         | 5    | 2     | 5    |      | 5    |        | 3     | 3    |     | 4     | 4     |     |      |
| Control Type           | Pre timed                | Detector Phases           |      |       |      |      |      |        |       |      |     |       |       |     |      |
| Cycle Length (s)       | 150.0                    | 0                         | 0    | 0     | 0    |      | 0    |        | 0     | 0    |     | 0     | 0     |     |      |
| Lock Timings           | <input type="checkbox"/> | Switch Phase              |      |       |      |      |      |        |       |      |     |       |       |     |      |
| Optimize Cycle Length  | Optimize                 | 20                        | 20   | 100   | 100  |      | 20   |        | 20    | 20   |     | 20    | 20    |     |      |
| Optimize Split         | Optimize                 | Leading Detector (ft)     |      |       |      |      |      |        |       |      |     |       |       |     |      |
| Actuated Cycle(s)      | 150.0                    | 0                         | 0    | 0     | 0    |      | 0    |        | 0     | 0    |     | 0     | 0     |     |      |
| Natural Cycle(s)       | 150.0                    | Trailing Detector (ft)    |      |       |      |      |      |        |       |      |     |       |       |     |      |
| Max v/c Ratio          | 1.10                     | 4.0                       | 4.0  | 4.0   | 4.0  |      | 4.0  |        | 4.0   | 4.0  |     | 4.0   | 4.0   |     |      |
| Intersection Delay (s) | 74.3                     | Minimum Split (s)         |      |       |      |      |      |        |       |      |     |       |       |     |      |
| Intersection LOS       | E                        | 20.0                      | 20.0 | 20.0  | 20.0 |      | 20.0 |        | 20.0  | 20.0 |     | 20.0  | 20.0  |     |      |
| ICU                    | 0.37                     | Total Split (s)           |      |       |      |      |      |        |       |      |     |       |       |     |      |
| ICU LOS                | F                        | 20.0                      | 20.0 | 110.0 | 90.0 |      | 90.0 |        | 20.0  | 20.0 |     | 20.0  | 20.0  |     |      |
| Offset (s)             | 0.0                      | Yellow Time (s)           |      |       |      |      |      |        |       |      |     |       |       |     |      |
| Referenced to          | Begin of Green           | 3.5                       | 3.5  | 3.5   | 3.5  |      | 3.5  |        | 3.5   | 3.5  |     | 3.5   | 3.5   |     |      |
| Reference Phase        | 2+6 - EBT WBT            | All Red Time (s)          |      |       |      |      |      |        |       |      |     |       |       |     |      |
| Master Intersection    | <input type="checkbox"/> | 0.5                       | 0.5  | 0.5   | 0.5  |      | 0.5  |        | 0.5   | 0.5  |     | 0.5   | 0.5   |     |      |
| Yield Point            | Single                   | Lost Time Adjust (s)      |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | 0.0                       | 0.0  | 0.0   | 0.0  |      | 0.0  |        | 0.0   | 0.0  |     | 0.0   | 0.0   |     |      |
|                        |                          | Lagging Phase?            |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | Allow Lead/Lag Optimize?  |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | Recall Mode               |      | Max   |      | Max  |      | Max    |       | Max  |     | Max   |       | Max |      |
|                        |                          | 16.0                      | 16.0 | 106.0 | 96.0 |      | 96.0 |        | 16.0  | 16.0 |     | 16.0  | 16.0  |     |      |
|                        |                          | Actuated Effct. Green (s) |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | 0.11                      | 0.11 | 0.71  | 0.57 |      | 0.57 |        | 0.11  | 0.11 |     | 0.11  | 0.11  |     |      |
|                        |                          | Actuated g/C Ratio        |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | 1.00                      | 0.59 | 0.30  | 1.10 |      | 0.16 |        | 0.98  | 0.52 |     | 0.90  | 0.89  |     |      |
|                        |                          | Volume to Capacity Ratio  |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | 131.0                     | 77.6 | 9.9   | 92.7 |      | 6.1  |        | 125.7 | 14.7 |     | 109.9 | 110.0 |     |      |
|                        |                          | Control Delay (s)         |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | 0.0                       | 0.0  | 0.0   | 0.0  |      | 0.0  |        | 0.0   | 0.0  |     | 0.0   | 0.0   |     |      |
|                        |                          | Queue Delay (s)           |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | 131.0                     | 77.6 | 9.9   | 92.7 |      | 6.1  |        | 125.7 | 14.7 |     | 109.9 | 110.0 |     |      |
|                        |                          | Total Delay (s)           |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | Level of Service          |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | F                         | E    | A     | F    |      | A    |        | F     | B    |     | F     | F     |     |      |
|                        |                          | Approach Delay (s)        |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          |                           |      | 47.7  | 82.7 |      |      |        | 73.7  |      |     | 109.9 |       |     |      |
|                        |                          | Approach LOS              |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          |                           |      | O     | F    |      |      |        | E     |      |     | F     |       |     |      |
|                        |                          | Queue Length 60th (ft)    |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | 108                       | 106  | 183   | 1260 |      | 23   |        | 164   | 0    |     | 169   | 147   |     |      |
|                        |                          | Queue Length 95th (ft)    |      |       |      |      |      |        |       |      |     |       |       |     |      |
|                        |                          | 356                       | 175  | 244   | 1542 |      | 56   |        | 348   | 72   |     | 312   | 283   |     |      |

219-002



Synchro 7 - H:\Lukatt...ew Hope from Jeff Dyer 2-2010\AM K-Intersection.syn

File Edit Transfer Options Optimize Help

| NODE SETTINGS             |  | TIMING SETTINGS                     |                                     |                                     |                                     |     |                                     |      |        |                                     |                                     |                                     |                                     |     |      |
|---------------------------|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-----|-------------------------------------|------|--------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-----|------|
| Node #                    |  | EBL2                                | EBL                                 | EBT                                 | WBT                                 | WBR | WBR2                                | SBL2 | SBL    | SBT                                 | SWL                                 | SWR                                 | SWR2                                | FED | HOLD |
| Lanes and Sharing (IRL)   |  | 1                                   | 1                                   | 1                                   | 1                                   | 1   | 1                                   | 1    | 1      | 1                                   | 1                                   | 1                                   | 1                                   |     |      |
| Traffic Volume (vph)      |  | 200                                 | 266                                 | 864                                 | 456                                 | 99  | 127                                 | 0    | 146    | 202                                 | 92                                  | 159                                 | 0                                   |     |      |
| Turn Type                 |  | Prot                                | Prot                                |                                     |                                     |     |                                     |      | custom |                                     |                                     | Perm                                |                                     |     |      |
| Protected Phases          |  | 5                                   | 5                                   | 2                                   | 6                                   |     | 6                                   |      |        | 3                                   | 3                                   | 4                                   |                                     |     |      |
| Permitted Phases          |  |                                     |                                     |                                     |                                     |     |                                     |      |        |                                     |                                     |                                     |                                     |     |      |
| Detector Phases           |  | 5                                   | 5                                   | 2                                   | 6                                   |     | 6                                   |      |        | 3                                   | 3                                   | 4                                   | 4                                   |     |      |
| Switch Phase              |  | 0                                   | 0                                   | 0                                   | 0                                   |     | 0                                   |      |        | 0                                   | 0                                   | 0                                   | 0                                   |     |      |
| Leading Detector (I)      |  | 20                                  | 20                                  | 100                                 | 100                                 |     | 20                                  |      |        | 20                                  | 20                                  | 20                                  | 20                                  |     |      |
| Trailing Detector (I)     |  | 0                                   | 0                                   | 0                                   | 0                                   |     | 0                                   |      |        | 0                                   | 0                                   | 0                                   | 0                                   |     |      |
| Minimum Interval (s)      |  | 4.0                                 | 4.0                                 | 4.0                                 | 4.0                                 |     | 4.0                                 |      |        | 4.0                                 | 4.0                                 | 4.0                                 | 4.0                                 |     |      |
| Minimum Split (s)         |  | 20.0                                | 20.0                                | 20.0                                | 20.0                                |     | 20.0                                |      |        | 20.0                                | 20.0                                | 20.0                                | 20.0                                |     |      |
| Total Split (s)           |  | 20.0                                | 20.0                                | 50.0                                | 50.0                                |     | 30.0                                |      |        | 20.0                                | 20.0                                | 20.0                                | 20.0                                |     |      |
| Yellow Time (s)           |  | 3.5                                 | 3.5                                 | 3.5                                 | 3.5                                 |     | 3.5                                 |      |        | 3.5                                 | 3.5                                 | 3.5                                 | 3.5                                 |     |      |
| AllRed Time (s)           |  | 0.5                                 | 0.5                                 | 0.5                                 | 0.5                                 |     | 0.5                                 |      |        | 0.5                                 | 0.5                                 | 0.5                                 | 0.5                                 |     |      |
| Lost Time Adjust (s)      |  | 0.0                                 | 0.0                                 | 0.0                                 | 0.0                                 |     | 0.0                                 |      |        | 0.0                                 | 0.0                                 | 0.0                                 | 0.0                                 |     |      |
| Logging Phase?            |  | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            |     | <input type="checkbox"/>            |      |        | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            |     |      |
| Allow Lead/Lag Optimize?  |  | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |     | <input checked="" type="checkbox"/> |      |        | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |     |      |
| Recall Mode               |  | Max                                 | Max                                 | Max                                 | Max                                 |     | Max                                 |      |        | Max                                 | Max                                 | Max                                 | Max                                 |     |      |
| Actuated Effect Green (s) |  | 16.0                                | 16.0                                | 46.0                                | 26.0                                |     | 26.0                                |      |        | 16.0                                | 16.0                                | 16.0                                | 16.0                                |     |      |
| Actuated g/C Ratio        |  | 0.18                                | 0.18                                | 0.51                                | 0.23                                |     | 0.23                                |      |        | 0.18                                | 0.18                                | 0.18                                | 0.18                                |     |      |
| Volume to Capacity Ratio  |  | 0.72                                | 0.92                                | 0.99                                | 1.24                                |     | 0.24                                |      |        | 0.50                                | 0.57                                | 0.20                                | 0.62                                |     |      |
| Control Delay (s)         |  | 43.2                                | 71.9                                | 49.4                                | 156.2                               |     | 6.0                                 |      |        | 33.8                                | 9.6                                 | 34.9                                | 44.7                                |     |      |
| Queue Delay (s)           |  | 0.0                                 | 0.0                                 | 0.0                                 | 0.0                                 |     | 0.0                                 |      |        | 0.0                                 | 0.0                                 | 0.0                                 | 0.0                                 |     |      |
| Total Delay (s)           |  | 43.2                                | 71.9                                | 49.4                                | 156.2                               |     | 6.0                                 |      |        | 33.8                                | 9.6                                 | 34.9                                | 44.7                                |     |      |
| Level of Service          |  | D                                   | C                                   | D                                   | F                                   |     | A                                   |      |        | D                                   | A                                   | C                                   | D                                   |     |      |
| Approach Delay (s)        |  |                                     |                                     | 53.5                                | 131.1                               |     |                                     |      |        | 13.4                                |                                     | 41.4                                |                                     |     |      |
| Approach LOS              |  |                                     |                                     | D                                   | F                                   |     |                                     |      |        | B                                   |                                     | D                                   |                                     |     |      |
| Queue Length 50th (ft)    |  | 122                                 | 163                                 | 500                                 | 469                                 |     | 0                                   |      |        | 83                                  | 0                                   | 44                                  | 32                                  |     |      |
| Queue Length 95th (ft)    |  | #223                                | #313                                | #704                                | #500                                |     | 42                                  |      |        | 145                                 | 69                                  | 88                                  | 160                                 |     |      |

219-001



Architecture

Engineering

Construction

## MEETING MINUTES

**Project:** Campbellton Road @ Boat Rock Road/New Hope Rd, STP-0186-01(038)  
P.I. # 731830

**Purpose:** Initial Concept Team Meeting

**Place:** GDOT District 7 / Area 3 Conference Room

**Meeting Date:** Tuesday, June 15, 2010

**Prepared By:** Jeff Dyer

**In Attendance:** Antonio Valenzuela – Fulton County  
Ernay Robinson – GDOT Project Manager  
Larry Bowman – GDOT/OES  
Pam Hooks – GDOT / Local Gov. R/W Support  
Mike Lobdell – GDOT District 7  
Vulonda Pride Foster – GDOT / Utilities  
Michael K. Hill – GDOT  
Kaycee Mertz – GDOT  
Patrick Allen – GDOT/Traffic Safety & Design  
Bobby Plunkett – Georgia Power Co.  
John Wisenhart – Georgia Power Co.  
Arlene Jackson – AT&T  
Jeff Dyer - Qk4

The following items were discussed:

Two conceptual alternatives are under consideration for the Campbellton Road / Boat Rock Road / New Hope Road intersections and were presented by Mr. Dyer, along with an overview of the pros and cons of each. Both alternatives would signalize Campbellton Road @ Boat Rock Road and add an eastbound left-turn lane. The two alternatives differ in how they would reconstruct the Boat Rock Road / New Hope Road intersection:

- Both Alternatives would relocate the New Hope Road approach from its existing location, which is 100 feet north of the Boat Rock Road intersection with Campbellton Road to a new location which is approximately 350 feet north of Campbellton Road.



Architecture

Engineering

Construction

## MEETING MINUTES

- Alternative 1 would construct a conventional intersection with all-way stop control, while providing a separate turning roadway for northbound right-turn traffic wanting to use New Hope Road.
- Alternative 2 would construct a single-lane urban roundabout.

Fulton County is holding a second public information meeting on June 21. After that meeting has been held, a preferred alternative will be selected.

Traffic simulation animations based on a VSSIM analysis had been prepared for the existing conditions, and both alternatives, using design year traffic. These animations were shown to the attendees.

There is a sidewalk project along Campbellton Road that is close to being let. That project has been designed by Qk4. There is also a resurfacing project that is supposed to take place in this area.

Georgia Power representatives questioned how this project would be coordinated with the upcoming sidewalk project. They do not want to have to relocate poles twice. They also suggested that enough right-of-way be purchased in order to provide room for pole placement behind sidewalks.

The project schedule was gone over and adjusted, based on the current status of the project. The management let date for this project will be adjusted from February 2013 to March 2014.

Following selection of the preferred alternative, the concept report will be updated accordingly, and then circulated through GDOT for final approval.

## Dyer, Jeff

---

**From:** Dyer, Jeff  
**Sent:** Tuesday, November 16, 2010 7:53 AM  
**To:** Robinson, Ernay  
**Cc:** Valenzuela, Antonio  
**Subject:** Notes from yesterdays field meeting for Campbellton @ Boat Rock/New Hope - PI#731830

The following items were discussed.

The VISSIM analysis that was included in the previous version of the traffic study has had to be rerun due to incorrect speed profiles. That made VISSIM show the intersections operating worse than predicted by the traffic volumes and other analysis tools. The traffic study will be updated and reissued to include updated queue lengths from the updated VISSIM analysis.

At the request of GDOT, predicted queue lengths from HCS analysis will also be added to the updated traffic study for the signalized intersection of Campbellton Road @ Boat Rock Road.

Updated VISSIM animation files were provided to GDOT.

At GDOT's request the following additional analysis scenarios will be added to the updated traffic study:

1. Same scenario as Alternative 1 (conventional), but with a change of traffic control to provide a free flow for northbound traffic on Boat Rock Road as it approaches relocated New Hope Road so that this traffic can't queue into the signalized intersection at Campbellton Road. Scenario will either be a side-street stop, two-way stop (SB and WB stop control) or both.
2. Analyze a scenario that involves a signal signalized intersection along Campbellton Road where Boat Rock Road and New Hope Road approach into the same intersection, side by side, forming a "K" shaped configuration. There would be an extra signal phase needed to handle this extra intersection leg.
3. Analyze a scenario that involves a single multi-lane roundabout that includes Campbellton, New Hope, and Boat Rock Roads. This concept had been studied previously. GDOT will provide a sketch that shows this previous design.

VISSIM will be used as an evaluation tool for the original scenarios included in the original report, and possibly for the modifications of Alternative 1. However, other analysis tools such as SIDRA, HCS, and/or SYNCHRO will be used for the remaining scenarios. VISSIM will not be used as an evaluation tool for the new scenarios.

It has been agreed that the traffic report will be updated and resubmitted for review before the Concept Report is updated. This way, remaining traffic issues can be resolved before the recommended concept is incorporated into the Concept Report.

Jeffrey W. Dyer, P.E., PTOE

Sr. Project Manager

Qk4

Engineering Planning

3169 Holcolmb Bridge Road, Suite 455, Norcross, GA 30071

404.417.3024 (direct) - Fx. 404.329.5901

[jdyer@gk4.com](mailto:jdyer@gk4.com)



Architecture

Engineering

Construction

## MEETING SUMMARY

**Project:** Campbellton Road @ Boat Rock Road/New Hope Rd, STP-0186-01(038)  
P.I. # 731830

**Purpose:** Progress / Coordination Meeting

**Place:** GDOT General Office 25<sup>th</sup> Floor Conference Room

**Meeting Date:** Monday, February 7, 2011, 10:00 a.m.

**Prepared By:** Jeff Dyer

**In Attendance:** Antonio Valenzuela – Fulton County  
Ernay Robinson – GDOT Project Manager  
Michael Haithcock – GDOT  
Scott Zehngraft – GDOT  
Daniel Pass - GDOT  
Tony Jones – GDOT  
Andy Ballerstedt – Qk4  
Jeff Dyer - Qk4

Note that the attendee list may be incomplete. The following items were discussed:

The results of the traffic analysis undertaken after the November 15 field meeting were discussed. The results of these analyses had already been sent to attendees via email.

Based on those results, the “K” intersection concept alternative will not be pursued further due to issues with level of service of the signalized intersection.

A refinement of Alternate 2 (3-legged roundabout at Boat Rock @ New Hope) had been made to add a second southbound lane on Boat Rock to reduce queuing from Campbellton. Although this appeared to improve the situation, there is no evidence that it would improve it enough to alleviate potential of locking the roundabout. For this reason, this alternative has been removed from further consideration.

A single roundabout alternative was developed that combined the Campbellton Road, Boat Rock Road, and New Hope Road approaches at a single roundabout intersection. Level of service analysis revealed that a single lane roundabout design would not handle the expected traffic demands.

Initial analysis revealed that constructing the single roundabout as a multi-lane design would accommodate the expected traffic demands. A concept was displayed assumed multi-lanes on all approaches. It was discussed by





Architecture

Engineering

Construction

## MEETING SUMMARY

GDOT that a partial multi-lane roundabout design may be feasible at this intersection and more cost-effective than what was shown.

It was suggested by GDOT that Qk4 hire a subconsultant to prepare a peer review and refine the single roundabout concept at this intersection. As part of the scope of work, both the location and the lane configuration would be refined based on more detailed analysis.

Qk4 will investigate hiring Kittleson & Associates to provide peer review for a single roundabout. If a multilane or partial multi-lane roundabout concept is found to be feasible for this intersection based the peer review, this will likely be the preferred alternative for this project.

If a roundabout is selected as the preferred alternative, it was discussed that this project would be eligible for full federal funding.

If a single roundabout is found not to be feasible, Alternative 1 with the northbound stop sign removed would be the "fallback" preferred alternative.

Once the peer review is completed, the preferred alternative will be selected. At that point Qk4 will revise the Concept Report and submit it for approval.

**FILE:** P. I. No 731830

**DATE:** March 3, 2010

**FROM:** Qk4

**TO:** Fulton County, Public Works Department

**SUBJECT:** P.I. 731830, Fulton County, Summary of Comments Received During the Public Comment Period

COMMENT TOTALS:

A total of 31 people attended the February 11, 2010, public information open house (PIOH) meeting held at the Southwest Fulton Arts Center, 915 New Hope Road, SW Atlanta, Georgia. From those attending, 22 comment forms were received at the PIOH. Two comment forms were completed by married couples, so each of their comment forms is counted as two comments. An additional four emailed comments were received during comment period following the PIOH. Two emails were from attendees who submitted a comment card, so their comments are only counted once, therefore, there are a total of 26 comments, summarized as follows:

| Total Received | Opposed | In Support | Uncommitted | Conditional |
|----------------|---------|------------|-------------|-------------|
| 26             | 0       | 23         | 0           | 3           |

MAJOR CONCERNS:

Some people that commented expressed a preference for one or more of the alternatives presented:

Concept One – 6  
Concept Two – 3  
Concept Three – 7  
Concepts One and Three - 1

Other concerns are:

- Concerns related to traffic control/lights

OFFICIALS:

Angela Parker, Public Works Director

DISPOSITION OF COMMENTS:

If you have any questions about the comments, please call Matt Houser at (404)329-5900.

Attachments

719-047

Summary of Comments  
Page 2  
March 3, 2010

DISTRIBUTION:

**FILE:** P. I. No. 731830

**DATE:** July 14, 2010

**FROM:** Qk4

**TO:** Fulton County, Public Works Department

**SUBJECT:** P.I. 731830, Fulton County, PIOH, June 21, 2010 - Summary of Comments Received During the Public Comment Period

COMMENT TOTALS:

A total of 21 people attended the June 21, 2010, public information open house (PIOH) meeting held at the Atlanta Fulton Public Library - SW Branch, 3665 Cascade Road SW Atlanta, Georgia 30331. From those attending, three comment forms were received at the PIOH. An additional four emailed comments were received during comment period following the PIOH. One email was from an attendee who submitted a comment card, so his comments are only counted once, therefore, there are a total of six comments, summarized as follows:

| Total Received | Opposed | In Support | Uncommitted | Conditional |
|----------------|---------|------------|-------------|-------------|
| 6              | 0       | 6          | 0           | 0           |

MAJOR CONCERNS:

None

OFFICIALS:

Angela Parker, Public Works Director

DISPOSITION OF COMMENTS:

If you have any questions about the comments, please call Matt Houser at (404)329-5900.

Attachments

DISTRIBUTION:

Summary of Comments  
Page 2  
July 7, 2010

DISTRIBUTION:



**Campbellton Road at Boat Rock and New Hope Roads  
Second Public Meeting – June 21, 2010  
Atlanta-Fulton Public Library**

**Comments:**

Proposed to Add Roundabout on Boat Rock @ New Hope, shut down  
small existing section of current New Hope Rd. & stated will  
add some barrier to prevent pumping - turning lanes from Campbell  
ton Rd. A traffic signal will be installed w/ ample warning of  
approaching left & turning lane.

I personally think: if the above do occur as stated in the  
comm meeting, it will be an improvement in appearance and  
safety to pedestrian & should prevent motor vehicle accidents  
I would certainly like to see some way of preventing a  
left turn off of Campbellton WB - directly into Citygo. Make it  
so they traffic flow must go NB on Boat Rock to access the  
conv. store. (safety issue) as well as preventing a collision

Submitted By: (Please Print) Drewitt Worth  
Complete Address: FCFD #3

**Submit comments to:**

**Campbellton Road at Boat Rock and New Hope Roads Project**

Matthew R. Houser, ASLA  
Qk4  
3169 Holcomb Road, Suite 455  
Norcross, GA 30071  
Fax: 404.329.5901  
Email: mhouser@qk4.com

Antonio Valenzuela  
Transportation Planning Administrator  
Fulton County  
Tel: 404-612-0520  
Fax: 404-893-6227  
Email: antonio.valenzuela@fultoncountyga.gov

Project MNGR - ~~Answer~~  
Erin



**Campbellton Road at Boat Rock and New Hope Roads  
Second Public Meeting – June 21, 2010  
Atlanta-Fulton Public Library**

*Comments: w the flow of traffic going SB on Boatrock  
turning R onto Campbellton Rd.*

Submitted By: (Please Print) *Dewitt Worshy*

Complete Address: \_\_\_\_\_

**Submit comments to:**

**Campbellton Road at Boat Rock and New Hope Roads Project**

Matthew R. Houser, ASLA  
Qk4  
3169 Holcomb Road, Suite 455  
Norcross, GA 30071  
Fax: 404.329.5901  
Email: mhouser@qk4.com

Antonio Valenzuela  
Transportation Planning Administrator  
Fulton County  
Tel: 404-612-0520  
Fax: 404-893-6227  
Email: antonio.valenzuela@fultoncountyga.gov



**Campbellton Road at Boat Rock and New Hope Roads  
 Second Public Meeting – June 21, 2010  
 Atlanta-Fulton Public Library**

*Absolutely*  
 Comments: Need Supplemental traffic light  
head to warn eastbound SR 166 traffic

Prefer Roundabout with one way signage  
~~and~~

Submitted By: (Please Print)

*Harvey Davis*

Complete Address:

*1780 Versailles Dr  
 Atlanta, GA 30331*

Submit comments to:

**Campbellton Road at Boat Rock and New Hope Roads Project**

Matthew R. Houser, ASLA  
 Qk4  
 3169 Holcomb Road, Suite 455  
 Norcross, GA 30071  
 Fax: 404.329.5901  
 Email: mhouser@qk4.com

Antonio Valenzuela  
 Transportation Planning Administrator  
 Fulton County  
 Tel: 404-612-0520  
 Fax: 404-893-6227  
 Email: antonio.valenzuela@fultoncountyga.gov





**Campbellton Road at Boat Rock and New Hope Roads  
Second Public Meeting – June 21, 2010  
Atlanta-Fulton Public Library**

**Comments:**

Please assure that the closed off New Hope will not become a dumping ground.  
 Once the road is closed - a great idea would be to add green land / park. Beautify the end caps to be a source of pride for our neighborhood.

Submitted By: (Please Print) Mary Lee Mathan

Complete Address: 1620 Esprit Court  
Atlanta GA 30331

Submit comments to:

**Campbellton Road at Boat Rock and New Hope Roads Project**

Matthew R. Houser, ASLA  
 Qk4  
 3169 Holcomb Road, Suite 455  
 Norcross, GA 30071  
 Fax: 404.329.5901  
 Email: mhouser@qk4.com

Antonio Valenzuela  
 Transportation Planning Administrator  
 Fulton County  
 Tel: 404-612-0520  
 Fax: 404-893-6227  
 Email: antonio.valenzuela@fultoncountyga.gov

**Houser, Matt**

---

**From:** Sherry Finch [sherryfi@bellsouth.net]  
**Sent:** Wednesday, June 23, 2010 11:28 AM  
**To:** sca-steering@googlegroups.com; angela.parker@fultoncountyga.gov;  
antonio.valenzular@fultoncountyga.gov; Houser, Matt; erobinson@dot.ga.gov;  
richard.coates@fultoncountyga.gov  
**Subject:** Cambellton/Boatrock/New Hope Roads--OPTION #2 is the best choice!

Hi,

I did not get to attend the informational meeting re: the intersection changes proposed for Boat Rock, Campbellton Rd and New Hope Rds last week, but did review the drawings and would like to express my family's preference for the Option #2, providing a roundabout instead of a 4-way stop on Boat Rock Rd where the newly aligned New Hope Rd will join.

We know the roundabout will provide a continuous flow of traffic as opposed to the stop-and-go that results from stop signs, and with the growth of new subdivisions and apartments all along our street (Boat Rock) the number of cars needing to pass that way has grown, and will keep growing, so we strongly urge the use of continuous traffic flow via roundabout as opposed to the bottle-neck that will occur with stop signs there.

We have been keenly interested in the county's traffic and connectivity planning for Sandtown since we moved here 11 years ago, attending most of the informational meetings provided by the county and the Sandtown Community Association; we were excited by the Blueprint Sandtown that the LCI study evolved many years ago, and had hoped that would have been made a reality long before now. The proposal #2 for this intersection seems most compatible with the aesthetics and the efficiencies of good traffic management techniques encompassed by the Blueprint Sandtown plans.

Thank you for taking on this project in our community, we have long desired a better and safer intersection at that location.

Thank you,

Sherry and Ken Finch

|                                             |                                        |
|---------------------------------------------|----------------------------------------|
| <b>Sherry Finch</b><br>Direct: 404-788-3652 | 1181 Boat Rock Rd<br>Atlanta, Ga 30331 |
|---------------------------------------------|----------------------------------------|

No virus found in this incoming message.  
Checked by AVG - [www.avg.com](http://www.avg.com)  
Version: 8.5.437 / Virus Database: 271.1.1/2956 - Release Date: 06/23/10 11:11:00

219-002

**Houser, Matt**

---

**From:** Cheryl Flowers [flowerscc@hotmail.com]  
**Sent:** Wednesday, June 23, 2010 10:53 AM  
**To:** angela.parker@fultoncountyga.gov; antonio.valenzular@fultoncountyga.gov; Houser, Matt; erobinson@dot.ga.gov; richard.coates@fultoncountyga.gov; Sandtown community association  
**Subject:** Cambellton/Boatrock/New Hope Roads

Everyone,

As one who has worked, hoped, and prayed for a new design for the intersection of Campbellton, Boar Rock and New Hope Roads for almost twelve years, I am again hopeful as you are re-visiting this project. For many years, I served as co-chair of the zoning committee for the Sandtown Community Association. I, as well as those who have participated with the planning of Campbellton Road over the years, overwhelmingly support the ROUND-ABOUT as the first option.

In 1997, when the Georgia DOT first announced plans to widen Campbellton Road, many of us sought options which would enhance Campbellton Road (state road 166). We worked collaboratively with the Ben Hill community to our east, and the Campbellton Road Coalition was formed.

As we took this undertaking seriously, we applied for, and was granted the funds to conduct an LCI study. The G-DOT, Fulton County government, national traffic planners, such as Ian Lockwood and Walter Kulash, and approximately 3,000 Sandtown residents, participated in this process. The process yielded a design, not only for the above intersection, but for all of Campbellton Road, from I-285 to the Douglass County line.

In the October 29, 2000 Atlanta Journal-Constitution, an article entitled "A roundabout Solution", stated that traffic engineers across Georgia espoused the roundabout as a viable solution to traffic management. In fact, the G-DOT has since enstalled a roundabout on State road 166, approximately thirteen miles west of Sandtown, in Douglas County. From a small neighborhood intersection, to grand twenty lane boulevards in Europe, the roundabout appears to be an efficient, as well as asthetically beautiful option.

I ask very seriously, that you consider the wishes of the community who have spoken so passionately regarding this matter, and proceed with the installation of the roundabout in the heart of our community.

If you wish to contact me, I may be reached at 404-344-2781 or 404-401-8163.

Regards,  
Cheryl Flowers

---

Hotmail is redefining busy with tools for the New Busy. Get more from your inbox. [See how.](#)

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 8.5.437 / Virus Database: 271.1.1/2956 - Release Date: 06/23/10 06:36:00

## Houser, Matt

---

**From:** Valenzuela, Antonio [Antonio.Valenzuela@fultoncountyga.gov]  
**Sent:** Wednesday, June 23, 2010 9:15 AM  
**To:** Dyer, Jeff  
**Cc:** Houser, Matt; Morgan, LaNiece  
**Subject:** FW: T244 - Campbellton Road at Boat Rock Road and New Hope Road Intersection Improvements

Please keep this email as one more support for the roundabout.

Thank you,

Antonio M. Valenzuela  
Transportation Planning Administrator  
Public Works Dept., Transportation Planning  
Tel: (404) 612-0520  
Fax: (404) 730-6325  
[antonio.valenzuela@fultoncountyga.gov](mailto:antonio.valenzuela@fultoncountyga.gov)

---

**From:** Davis, John A [mailto:John.A.Davis@delta.com]  
**Sent:** Wednesday, June 23, 2010 7:44 AM  
**To:** Parker, Angela; Valenzuela, Antonio; 'emclinton@dot.ga.gov'; Coates, Richard; 'erobinson@dot.ga.gov'  
**Cc:** 'Davis, Debbie S.'; 'Cheryl Flowers'  
**Subject:** T244 - Campbellton Road at Boat Rock Road and New Hope Road Intersection Improvements

All:

I have been a longstanding Sandtown resident for over 10 years and sending this email in support of the proposed changes for the intersection of Campbellton Road, Boat Rock and New Hope. Specifically, I support the project for a roundabout at this intersection.

I reside in Enon Pines and I live within view through the trees of this intersection. My home is on Enon Mill which is about 500 feet from this part of Campbellton Road. My reasoning for supporting the roundabout is as follows:

- The Blueprint Sandtown was a master plan for the community that was funded from an LCI grant. Part of the plan included traffic calming of Campbellton Road. We have long been a supporter of roundabouts as a measure of calming the traffic on Campbellton Road.
- I have participated in several community studies and feel that a light alternative at this intersection is not the best tool for long term growth of our community. This part of Campbellton is residential and continual movement of traffic minimizes environmental pollution and noise during a 24 hour period.
- The State DOT although initially hesitant and reluctant to support the community have found benefits in other areas of the state and concluded the Sandtown community could benefit from this solution as well.
- aesthetically a roundabout gives a community uniqueness and a separate distinction from other areas. And Sandtown has desired this type of charm and character for close to 20 years.
- A roundabout would create a safer area by reducing traffic speeding and signaling a need to exercise greater caution. And this is needed given the proximity of an elementary and middle school close by.

I want to thank all of you who have worked hard on this project and urge your

favorable decision on the implementation of the roundabout.

If you wish to talk with me further, please feel free to call me at 678-637-0804.

Thanks!

John A. Davis, Esq.

Blueprint Sandtown summarized the history of the Sandtown Community's creation of a land use master plan for the Sandtown Community Village that would impact the traffic flow of Campbellton Road. The land use master plan for the community includes an analysis of educational needs, development of a live/work/play village that would incorporate elements of a walkable residential development, parks and traffic calming of Campbellton Road.

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 8.5.437 / Virus Database: 271.1.1/2956 - Release Date: 06/23/10 06:36:00

**Houser, Matt**

---

**From:** Smith, Vance [vsmith@dot.ga.gov]  
**Sent:** Tuesday, June 22, 2010 10:08 PM  
**To:** 'harveydavis@bellsouth.net'; 'angela.parker@fultoncountyga.gov'; Robinson, Ernay; McClinton, Emory  
**Cc:** Houser, Matt; 'antonio.valenzuela@fultoncountyga.gov'; 'Richard.Coates@fultoncountyga.gov'  
**Subject:** Re: T244 - Campbellton Road at Boat Rock Road and New Hope Road Intersection Improvements

Mr. Davis,

Thanks for your comments and we appreciate the partnership, which improves transportation for all our citizens.  
Again thanks,

Vance

---

**From:** Harvey Davis <harveydavis@bellsouth.net>  
**To:** Angela Parker <angela.parker@fultoncountyga.gov>; Robinson, Ernay; McClinton, Emory; Smith, Vance  
**Cc:** mhouser@qk4.com <mhouser@qk4.com>; antonio.valenzuela@fultoncountyga.gov <antonio.valenzuela@fultoncountyga.gov>; Richard Coates <Richard.Coates@fultoncountyga.gov>  
**Sent:** Tue Jun 22 21:07:52 2010  
**Subject:** RE: T244 - Campbellton Road at Boat Rock Road and New Hope Road Intersection Improvements

Angela Parker

Director of Fulton County Public Works

141 Pryor St., Suite 6001  
Atlanta, GA 30303

June 22, 2010

Ms. Parker,

I am very pleased to see the continued collaborative partnership between Fulton County and GDOT to solve the longstanding intersection upgrade needs at SR166/Boat Rock and New Hope. While either solution would have an enormous impact on our life safety needs, I strongly prefer the **roundabout solution** for efficiency, throughput and aesthetics. It is also consistent on a smaller scale with Blueprint Sandtown's planning.

Some ten years ago now, the community as part of the Sandtown LCI and Blueprint Sandtown endorsed the following land use objectives:

- Better school options (new middle and high schools) **ACHIEVED**
- Walkable community **IN PROGRESS** (Sandtown Pedestrian Network)
- Recreation facilities (**IN PROGRESS** revitalization of Sandtown Park and Gym),
- Shopping opportunities (Camp Creek and Campbellton and **MORE TO COME**)
- Reduced neighborhood truck traffic. (A roundabout at Boat Rock and New Hope **WILL ACHIEVE** this on the truck restricted arterial roads)
- Standards for the manner in which buildings and roads should be designed. (**ACHIEVED - THE SANDTOWN OVERLAY DISTRICT**)

This roundabout implementation would be one of the final key components of proven world class design, that I am encouraged to see GDOT embraces statewide - as evidenced in numerous successful projects including the one at SR166 and SR5. We will also need a supplemental traffic light for eastbound traffic coming around the curve as there is on Camp Creek near Welcome All.

Thank you all, for your teams continued efforts and commitment to making this key safety improvement a reality, for the Sandtown Community and those who travel through it.

Harvey Davis

1780 Versailles Drive SW  
Atlanta, GA 30331

(678) 390-0097

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 8.5.437 / Virus Database: 271.1.1/2956 - Release Date: 06/22/10 18:36:00



Department of Public Works  
141 Pryor Street S. W., Suite 6001  
Atlanta, Georgia 30303  
Telephone: 404-612-8102  
Fax: 404-730-6325

Angela Parker  
Director

April 26, 2011

Brent A. Story, P.E.  
Georgia Department of Transportation  
One Georgia Center  
600 West Peachtree Street, NW  
Atlanta, Georgia 30308

RE: Lighting required for roundabout intersection project  
GDOT Project STP00-0186-01(038) P. I. No. 73180 Fulton County  
SR 166/Campbellton Road at Boat Rock Road and New Hope Road

Dear Mr. Story:

The above-referenced project is now in the Concept stage according the Georgia Department of Transportation (GDOT) Plan Development Process. For this project, roundabout lighting is both a necessary design component and requirement. The warranting conditions for lighting, based on the illuminating Engineering Society of North America (IESNA) and American Association of State Highway and Transportation Officials (AASHTO) guidelines would be met.

At this time, the GDOT is requesting a written commitment from the County. Fulton County is willing to share in the costs of the lighting by funding the Energy, Operation and Maintenance of the installed Lighting system along county roads. The GDOT's responsibility shall be the design and construction costs, including all materials.

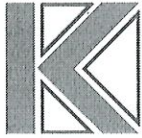
Sincerely yours,



Angela Parker

Cc: Scott A. MacLean





# KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

225 E Robinson Street, Suite 450, Orlando, FL 32801 P 407.540.0555 F 407.540.0550

## MEMORANDUM

---

Date: March 3, 2011 Project #: 11614

To: Jeffrey W. Dyer, QK4  
3169 Holcolmb Bridge Road, Suite 455  
Norcross, Georgia 30071

From: Justin Bansen and Alek Pochowski

Project: Campbellton Road/Boat Rock Road/New Hope Road Roundabout

Subject: Roundabout Operational Evaluation

---

Kittel & Associates, Inc. (KAI) performed a traffic operations analysis to identify expected performance for a proposed roundabout at the intersections of Campbellton Road (SR154/166)/Boat Rock Road and Boat Rock Road/New Hope Road in Fulton County, Georgia. KAI performed the analysis using provided opening year 2014 and design year 2034 traffic volumes. The purpose of the analysis is to identify the roundabout lane numbers and arrangements that would be required to provide adequate operational performance through the 2034 design year. Figure 1 displays the existing intersection. The proposed roundabout would combine the intersections of Campbellton Road (SR154/166)/Boat Rock Road and Boat Rock Road/New Hope Road, as shown in a conceptual roundabout design provided by QK4 in Figure 2.

The proposed roundabout intersections have been evaluated using two operational analysis procedures – the operational model from *NCHRP Report 572 – Roundabouts in the United States* (Reference 1) and the SIDRA Intersection analysis software. The capacity data from NCHRP Report 572 represents the only model available that is based upon U.S. specific roundabout performance data, and it is the basis for the revised roundabout operational procedure in the forthcoming *2010 Highway Capacity Manual*. The NCHRP Report 572 analysis was performed using the Georgia Department of Transportation Roundabout Analysis Tool. SIDRA Intersection is an Australian analysis tool that predicts capacity based upon Australian experience. The analysis in this report uses an adjustment factor (called an environmental factor) of 1.2, to better replicate predicted capacities in the U.S., as recommended by the developers of SIDRA.

The results of both models are provided to offer an expected range of potential performance. The NCHRP Report 572 model may be conservative for future conditions; the SIDRA model may be more optimistic than what can be expected in the United States. Therefore, the expected operations are likely to fall within the ranges reported in this memorandum. For planning purposes, a volume-to-capacity (v/c) ratio of 0.85 or less is targeted for each approach leg. However, higher v/c ratios may be acceptable for future conditions depending upon the corresponding delay and queue prediction.



Figure 1. Existing Campbellton Road (SR154/166)/Boat Rock Road and Boat Rock Road /New Hope Road Intersections

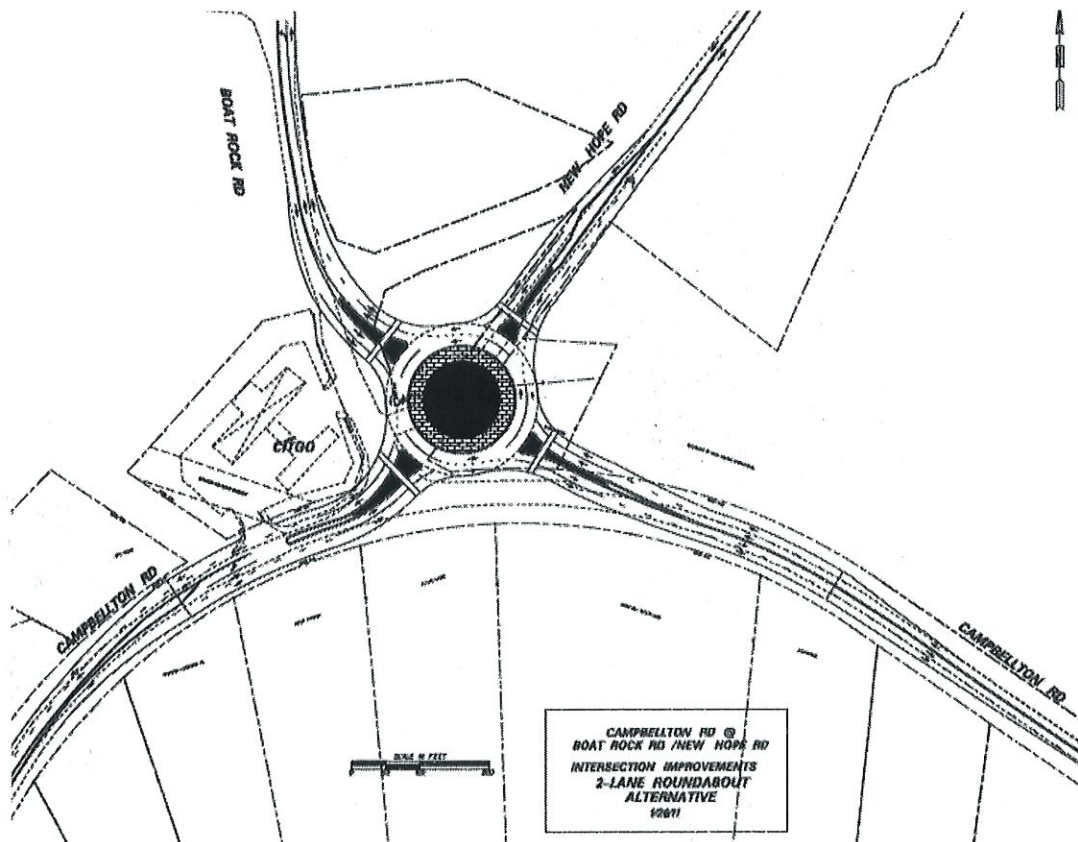
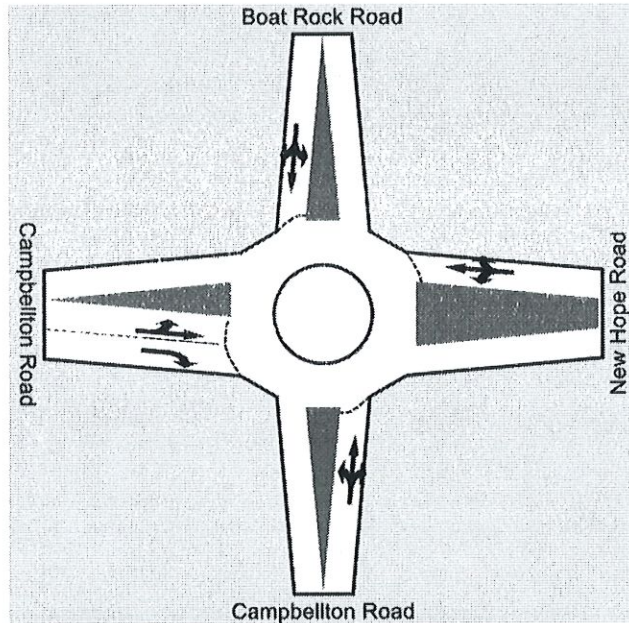


Figure 2. Conceptual Roundabout (Source: QK4)

219-006

# OPENING YEAR 2014 ROUNDABOUT OPERATIONS

KAI performed an initial evaluation of a single-lane roundabout configuration for the forecast year 2014 traffic volumes. The analysis identified that a single-lane roundabout is expected to provide acceptable operations for the opening year 2014; however, the eastbound Campbellton Road approach will require an additional right-turn bypass lane to be provided as illustrated in Figure 3. Results of the operational analysis are provided in Tables 1 and 2.



**Figure 3. 2014 Roundabout Configuration**

**Table 1. Year 2014 Weekday A.M Peak Period Roundabout Operations**

| Approach                    | Southbound<br>(Boat Rock Road) | Westbound<br>(New Hope Road) | Northbound<br>(Campbellton Road) | Eastbound<br>(Campbellton Road) |
|-----------------------------|--------------------------------|------------------------------|----------------------------------|---------------------------------|
| NCHRP 572 Operational Model |                                |                              |                                  |                                 |
| V/C ratio                   | 0.61                           | 0.31                         | <b>0.85</b>                      | 0.62                            |
| Control Delay, sec/pcu      | 14.9                           | 9.1                          | 25.6                             | 9.6                             |
| 95th % Queue (ft)           | 106                            | 33                           | 264                              | 120                             |
| SIDRA Intersection          |                                |                              |                                  |                                 |
| V/C ratio                   | 0.58                           | 0.30                         | 0.77                             | 0.51                            |
| Control Delay, sec/pcu      | 15.5                           | 12.2                         | 20.0                             | 8.9                             |
| 95th % Queue (ft)           | 149                            | 56                           | 292                              | 120                             |

219-001

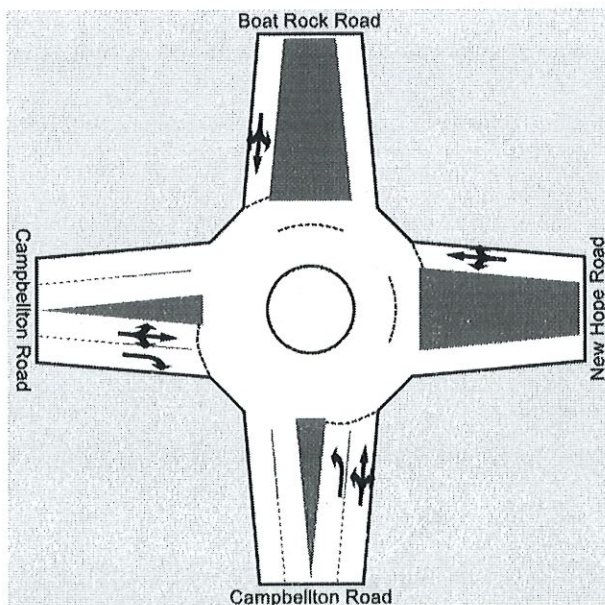
**Table 2. Year 2014 Weekday P.M Peak Period Roundabout Operations**

| Approach                           | Southbound<br>(Boat Rock Road) | Westbound<br>(New Hope Road) | Northbound<br>(Campbellton Road) | Eastbound<br>(Campbellton Road) |
|------------------------------------|--------------------------------|------------------------------|----------------------------------|---------------------------------|
| <b>NCHRP 572 Operational Model</b> |                                |                              |                                  |                                 |
| V/C ratio                          | 0.42                           | 0.47                         | <b>0.87</b>                      | 0.36                            |
| Control Delay, sec/pcu             | 11.0                           | 13.8                         | 23.3                             | 6.1                             |
| 95th % Queue (ft)                  | 53                             | 64                           | 296                              | 43                              |
| <b>SIDRA Intersection</b>          |                                |                              |                                  |                                 |
| V/C ratio                          | 0.39                           | 0.46                         | 0.75                             | 0.28                            |
| Control Delay, sec/pcu             | 12.3                           | 17.3                         | 14.4                             | 9.4                             |
| 95th % Queue (ft)                  | 77                             | 103                          | 279                              | 51                              |

As summarized in Table 1 and Table 2, the northbound entry is close to the target threshold v/c ratio of 0.85 in the weekday a.m. and p.m. peak period based upon the NCHRP Report 572 operational model. The results of the Sidra Version 4 analysis show the single-lane roundabout configuration (shown in Figure 3) to operate acceptably under year 2014 traffic conditions with a maximum v/c ratio of 0.77 on the south approach.

## YEAR 2034 ROUNDABOUT OPERATIONS

For the forecast year 2034 traffic conditions, KAI identified that a single-lane roundabout will not provide acceptable operations. A partial multilane configuration was evaluated that included two lanes entering, circulating, and exiting along Campbellton Road. Single-lane entries and exits were maintained on Boat Rock Road and New Hope Road as illustrated in Figure 4. Table 3 and Table 4 summarize the results of the analysis.



**Figure 4 Year 2034 Roundabout Configuration**

**Table 3. Year 2034 Weekday A.M Peak Period Roundabout Operations**

| Approach                           | Southbound<br>(Boat Rock Road) | Westbound<br>(New Hope Road) | Northbound<br>(Campbellton Road) | Eastbound<br>(Campbellton Road) |
|------------------------------------|--------------------------------|------------------------------|----------------------------------|---------------------------------|
| <b>NCHRP 572 Operational Model</b> |                                |                              |                                  |                                 |
| V/C ratio                          | 0.91                           | 0.47                         | 0.73                             | 0.94                            |
| Control Delay, sec/pcu             | 37.2                           | 10.9                         | 21.5                             | 33.8                            |
| 95th % Queue (ft)                  | 306                            | 63                           | 166                              | 385                             |
| <b>SIDRA Intersection</b>          |                                |                              |                                  |                                 |
| V/C ratio                          | 0.94                           | 0.47                         | 0.50                             | 0.72                            |
| Control Delay, sec/pcu             | 27.0                           | 11.7                         | 15.7                             | 11.8                            |
| 95th % Queue (ft)                  | 394                            | 78                           | 132                              | 268                             |

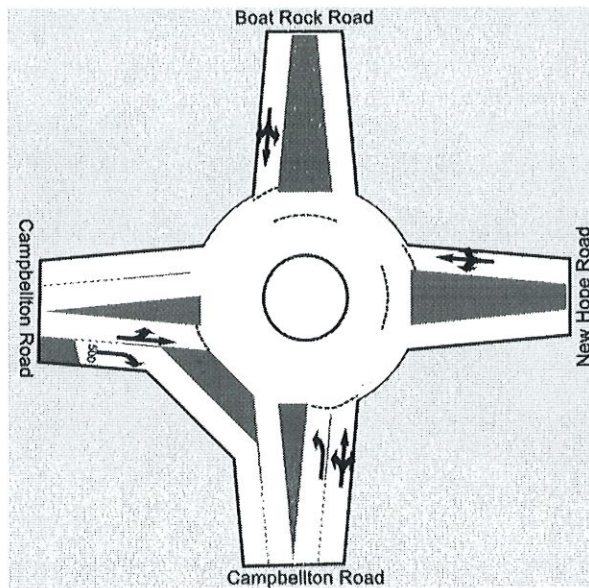
**Table 4. Year 2034 Weekday P.M Peak Period Roundabout Operations**

| Approach                           | Southbound<br>(Boat Rock Road) | Westbound<br>(New Hope Road) | Northbound<br>(Campbellton Road) | Eastbound<br>(Campbellton Road) |
|------------------------------------|--------------------------------|------------------------------|----------------------------------|---------------------------------|
| <b>NCHRP 572 Operational Model</b> |                                |                              |                                  |                                 |
| V/C ratio                          | 0.75                           | 0.87                         | 0.88                             | 0.62                            |
| Control Delay, sec/pcu             | 25.9                           | 43.8                         | 27.7                             | 12.5                            |
| 95th % Queue (ft)                  | 169                            | 229                          | 298                              | 117                             |
| <b>SIDRA Intersection</b>          |                                |                              |                                  |                                 |
| V/C ratio                          | 0.78                           | 0.82                         | 0.60                             | 0.41                            |
| Control Delay, sec/pcu             | 21.1                           | 23.3                         | 13.1                             | 9.8                             |
| 95th % Queue (ft)                  | 200                            | 195                          | 165                              | 85                              |

The NCHRP Report 572 operational model predicts that the eastbound Campbellton Road entry will operate with a v/c ratio of 0.94 during the weekday a.m. peak hour. However, the results of the Sidra Intersection analysis show the same eastbound entry to operate with a v/c ratio of 0.72 during the weekday a.m. peak period. Similarly, the NCHRP Report 572 operational model predicts that the north leg (southbound Boat Rock Road) entry will operate with a v/c ratio of 0.91 during the weekday a.m. peak hour. However, the results of the Sidra Intersection analysis show the north leg of the roundabout to operate with a v/c ratio of 0.94 during the weekday a.m. peak period. In both cases, the actual performance is expected to fall within the identified range.

**Alternative Eastbound Entry Configuration**

For the forecast year 2034 traffic conditions, KAI evaluated an alternative configuration for the eastbound entry. The eastbound Campbellton Road entry was reconfigured to operate with a single shared left/through lane entering the roundabout and with a continuous right-turn bypass lane as illustrated in Figure 5. Table 5 summarizes the results of the analysis in comparison to the configuration illustrated in Figure 4.



**Figure 5 Year 2034 Roundabout Configuration with Continuous bypass on Eastbound Approach**

**Table 5. Year 2034 Weekday Eastbound Approach – Comparison of Alternatives**

|                                    | 2034 AM                        |                                                                              | 2034 PM                        |                                                                              |
|------------------------------------|--------------------------------|------------------------------------------------------------------------------|--------------------------------|------------------------------------------------------------------------------|
|                                    | Dual EB Right Turns (Figure 4) | Single EB Entry Lane w/ Continuous Right-Turn Bypass (Figure 5) <sup>1</sup> | Dual EB Right Turns (Figure 4) | Single EB Entry Lane w/ Continuous Right-Turn Bypass (Figure 5) <sup>1</sup> |
| <b>NCHRP 572 Operational Model</b> |                                |                                                                              |                                |                                                                              |
| V/C ratio                          | 0.94                           | 0.70                                                                         | 0.62                           | 0.41                                                                         |
| Control Delay, sec/pcu             | 33.8                           | 14.6                                                                         | 12.5                           | 7.9                                                                          |
| 95th % Queue (ft)                  | 385                            | 155                                                                          | 117                            | 54                                                                           |
| <b>SIDRA Intersection</b>          |                                |                                                                              |                                |                                                                              |
| V/C ratio                          | 0.72                           | 0.62                                                                         | 0.41                           | 0.37                                                                         |
| Control Delay, sec/pcu             | 11.8                           | 12.3                                                                         | 9.8                            | 12.5                                                                         |
| 95th % Queue (ft)                  | 268                            | 178                                                                          | 85                             | 69                                                                           |

<sup>1</sup>Results reported reflect the left-through lane entering the roundabout. SIDRA Intersection estimates the v/c ratio for the continuous bypass lane to be 0.77 in the a.m. peak hour and 0.41 in the p.m. peak hour.

The configuration shown in Figure 5 was found to provide improved capacity for the eastbound approach during both peak periods. For the a.m. peak hour, SIDRA Intersection results indicate that either lane configuration option will provide adequate operations. However, the NCHRP 572 model suggests that the configuration with dual eastbound rights (Left/Through/Right Lane and Right-turn Only Lane) will operate near capacity during the 2034 a.m. peak hour. In the 2034 p.m. peak hour, both lane configuration options are estimated to operate acceptably.

While the use of a continuous right-turn bypass provides a slight advantage in terms of capacity, there are other geometric considerations to be taken into account as part of the lane configuration determination. Given that Campbellton Road is a two-lane roadway upstream and downstream of the intersection, the continuous right-turn bypass lane will need to be added on the eastbound entry and

then terminated on the southbound exit. This will require vehicles on the continuous bypass lane to merge with vehicles exiting the roundabout to transition back to a single lane. In order to avoid a capacity constraint on the southbound exit, the continuous bypass lane needs to be carried far enough downstream to allow adequate distance for merging with vehicles exiting the roundabout.

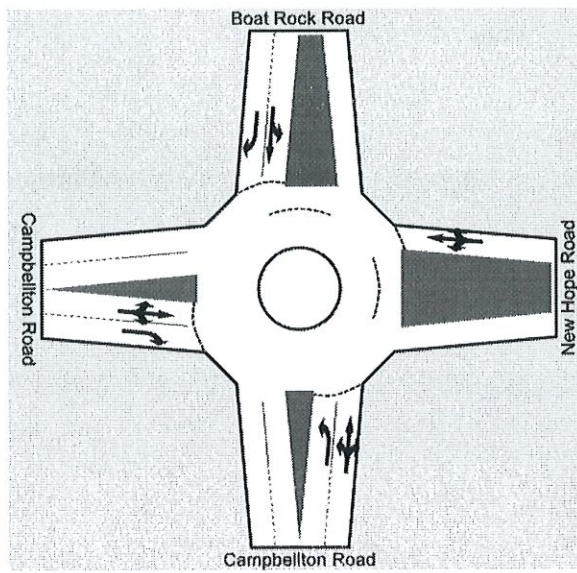
Another consideration is the ultimate cross-section along Campbellton Road. If Campbellton Road is eventually widened to four-lanes, the use of the configuration shown in Figure 5 (with a continuous right-turn bypass lane) would interrupt lane continuity for the two primary lanes traveling eastbound along Campbellton Road and would essentially result in a "drop" lane on the eastbound approach that may violate driver expectancy. With the dual-right turn configuration on the eastbound approach, as shown in Figure 4, the two basic through lanes would be maintained along Campbellton Road which better maintains lane continuity and avoids unnecessary lane changes upstream of the roundabout.

The use of a continuous bypass is less desirable for pedestrians due to the additional conflict points and the fact that vehicles traveling on the bypass are moving free-flow. In addition the continuous bypass lane may also create additional challenges for serving residential access on the south side of Campbellton Road in the vicinity of the intersection.

Based upon the considerations identified above, either configuration shown in Figure 4 or 5 is expected to provide adequate operations, with the use of a continuous bypass lane providing a slightly higher eastbound approach capacity. The configuration selected should consider the ultimate cross-section along Campbellton Road as well other geometric issues such as driveway access and pedestrians.

#### Alternative Southbound Entry Configuration

For the forecast year 2034 traffic conditions, the analysis results from both NCHRP Report 572 and SIDRA intersection showed that the southbound Boat Rock Road entry would be operating close to capacity during the 2034 a.m. peak hour. Although the results show acceptable delay, queues of 300 to 400 feet were estimated for a single-lane entry. KAI evaluated the results of providing an additional yield controlled right-turn only lane. This configuration is illustrated in Figure 6. Table 6 summarizes the results of the analysis in comparison to the configuration shown in Figure 4.



**Figure 6 Year 2034 Roundabout Configuration with Continuous bypass on Eastbound Approach**

**Table 6. Year 2034 Weekday Southbound Approach – Comparison of Alternatives**

|                                    | 2034 AM                         |                                                        | 2034 PM                         |                                                        |
|------------------------------------|---------------------------------|--------------------------------------------------------|---------------------------------|--------------------------------------------------------|
|                                    | Single-Lane SB Entry (Figure 4) | One SB Entry Lane plus Right-Turn Only Lane (Figure 5) | Single-Lane SB Entry (Figure 4) | One SB Entry Lane plus Right-Turn Only Lane (Figure 5) |
| <b>NCHRP 572 Operational Model</b> |                                 |                                                        |                                 |                                                        |
| V/C ratio                          | 0.91                            | 0.45                                                   | 0.75                            | 0.43                                                   |
| Control Delay, sec/pcu             | 37.2                            | 9.4                                                    | 25.9                            | 12.5                                                   |
| 95th % Queue (ft)                  | 306                             | 61                                                     | 169                             | 56                                                     |
| <b>SIDRA Intersection</b>          |                                 |                                                        |                                 |                                                        |
| V/C ratio                          | 0.94                            | 0.39                                                   | 0.78                            | 0.35                                                   |
| Control Delay, sec/pcu             | 27.0                            | 10.2                                                   | 21.1                            | 11.0                                                   |
| 95th % Queue (ft)                  | 394                             | 65                                                     | 200                             | 59                                                     |

Based upon the results in Table 6, the addition of a second lane on the southbound approach is expected to significantly improve operational performance for the 2034 design year. In order to maintain reasonable queues on this minor street approach for the 2034 horizon year, consideration could be given to designing a second southbound entry lane. However, we recommend that the construction of the second southbound lane be deferred until the actual traffic conditions dictate the need for additional capacity on this approach, which is expected to be near or after the 2034 design year.



## SENSITIVITY/DESIGN-LIFE ANALYSIS

KAI performed a sensitivity analysis to review the how long a single-lane roundabout (as illustrated in Figure 3) might be expected to provide acceptable operations. In some situations, a smaller opening year configuration will provide acceptable operations for 10 years or longer, in which case consideration may be given to phasing in construction of a more complex multilane roundabout configuration. The intent of this analysis was to review whether the ultimate configuration (shown in Figure 4) should be constructed for opening day, or whether a phased implementation should be considered for the study intersection.

For the single-lane configuration (shown if Figure 3), the results of the sensitivity/design-life analysis show that the northbound entry will have approximately two years of design life beyond the 2014 opening year. To mitigate, a second northbound entry lane is required. One option would be to provide an exclusive northbound left-turn lane and a shared through/right-turn lane. This would also require the construction of a second lane on the portion of the circulatory roadway adjacent to the east leg (westbound entry). This configuration is expected to last approximately seven years. A second option would be to use the configuration shown in Figure 4, which provides a left-turn only lane and a shared left-turn/through/right-turn lane and requires a second circulating lane adjacent to the east leg (westbound entry) and north leg (southbound entry). This configuration is anticipated to provide acceptable operations on the northbound entry through the 2034 design year.

For the eastbound entry, the configuration shown in Figure 3 is anticipated to have a life of approximately eight years. At that point the entry configuration would need to be changed to a shared left-turn/through/right-turn lane and an exclusive right-turn only lane. This would also require the construction of a second exit lane on the southbound exit as shown in Figure 4.

Based upon the results of the analysis, the single-lane configuration is not anticipated to provide sufficient design-life to justify a phased implementation. The south leg and portions of the circulatory roadway would require expansion to two lanes by approximately 2016. Additional changes to the eastbound entry and southbound exit would be required prior to 2022. Therefore, the configuration identified in Figure 4 is recommended for opening year construction. The configuration shown in Figure 6 is recommended for design purposes to also allow for expansion of the southbound approach to two lanes in the future, if needed.

## RECOMMENDATIONS

Based on the results of the analysis, a partial multilane roundabout is estimated to provide acceptable vehicle operations through the design year 2034. KAI recommends the proposed roundabout be designed for the multilane configuration shown in Figure 6. The configuration shown in Figure 4 is recommended for construction in the 2014 opening year. The opening year configuration is the same as the ultimate configuration with the exception of one right-turn only lane on the southbound Boat Rock Road approach. This additional southbound right-turn only lane is not anticipated to be needed until near the design year 2034 (or later).

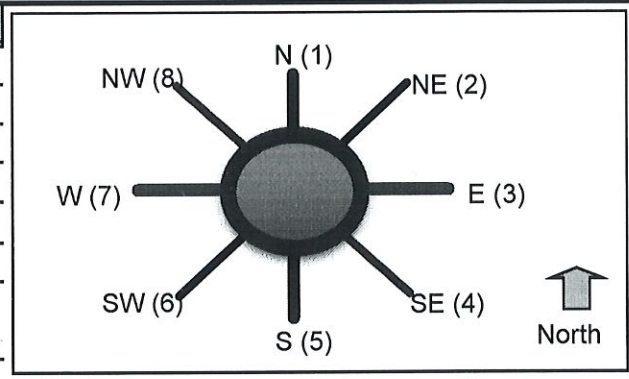
Consideration could also be given to an alternative configuration that would use a continuous right-turn bypass lane in lieu of dual right-turns on the eastbound approach. This configuration is shown in Figure 5. The continuous bypass lane is expected to provide higher capacity for the design year; however, it may offer disadvantages in terms of lane continuity, pedestrians, and driveway connections. Further review of these key issues should be undertaken as part of the design process if the County is interested in exploring this alternative configuration.

## REFERENCES

1. Rodegerdts, L., M Blogg, E. Wemple, E. Myers, M. Kyte, M. Dixon, G. List, A. Flannery, R. Troutbeck, W. Brilon, N. Wu, B. Persaud, C. Lyon, D. Harkey, D. Carter. *Roundabouts in the United States*. National Cooperative Highway Research Program Report 572. Transportation Research Board, National Academies of Science, Washington, D.C., 2007.

Appendix A  
2014 AM & PM  
(See Figure 3)

| General & Site Information |                                        |
|----------------------------|----------------------------------------|
| Analyst:                   | ALP                                    |
| Agency/Company:            | Kittelson & Associates, Inc.           |
| Date:                      | 2/17/2011                              |
| Project Name or PI#:       | 11614                                  |
| Year, Peak Hour:           | 2014 AM                                |
| County/District:           | Fulton                                 |
| Intersection:              | Campellton Road (SR 154/166)/Boat Rock |



| Volumes        |                | Entry Legs (FROM) |        |       |        |       |        |       |        |
|----------------|----------------|-------------------|--------|-------|--------|-------|--------|-------|--------|
|                |                | N (1)             | NE (2) | E (3) | SE (4) | S (5) | SW (6) | W (7) | NW (8) |
| Exit Legs (TO) | N (1), vph     |                   |        | 16    |        | 58    |        | 122   |        |
|                | NE (2), vph    |                   |        |       |        |       |        |       |        |
|                | E (3), vph     | 68                |        |       |        | 80    |        | 167   |        |
|                | SE (4), vph    |                   |        |       |        |       |        |       |        |
|                | S (5), vph     | 85                |        | 48    |        |       |        |       |        |
|                | SW (6), vph    |                   |        |       |        |       |        |       |        |
|                | W (7), vph     | 168               |        | 95    |        | 416   |        |       |        |
|                | NW (8), vph    |                   |        |       |        |       |        |       |        |
| Output         | Total Vehicles | 321               | 0      | 159   | 0      | 554   | 0      | 288   | 0      |

| Volume Characteristics | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars                 | 96%   | 100%  | 98%   | 100%  | 94%   | 100%  | 94%   | 100%  |
| % SU/ Bus              | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| % Trucks/ Combin.      | 4%    | 0%    | 2%    | 0%    | 6%    | 0%    | 6%    | 0%    |
| % Bicycle              | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| PHF                    | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| F <sub>HV</sub>        | 0.962 | 1.000 | 0.980 | 1.000 | 0.943 | 1.000 | 0.943 | 1.000 |

| Entry/Conflicting Flows    | N   | NE | E   | SE | S   | SW | W   | NW |
|----------------------------|-----|----|-----|----|-----|----|-----|----|
| Flow to Leg # N (1), pcu/h | 0   | 0  | 18  | 0  | 67  | 0  | 140 | 0  |
| NE (2), pcu/h              | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| E (3), pcu/h               | 77  | 0  | 0   | 0  | 92  | 0  | 192 | 0  |
| SE (4), pcu/h              | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| S (5), pcu/h               | 96  | 0  | 53  | 0  | 0   | 0  | 0   | 0  |
| SW (6), pcu/h              | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| W (7), pcu/h               | 190 | 0  | 105 | 0  | 479 | 0  | 0   | 0  |
| NW (8), pcu/h              | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| Entry flow, pcu/h          | 363 | 0  | 176 | 0  | 638 | 0  | 332 | 0  |
| Conflicting flow, pcu/h    | 637 | 0  | 687 | 0  | 409 | 0  | 226 | 0  |

219-001

| <b>Results: Approach Measures of Effectiveness</b> |          |           |          |           |          |           |          |           |
|----------------------------------------------------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| <b>NCHRP-572 Model</b>                             | <b>N</b> | <b>NE</b> | <b>E</b> | <b>SE</b> | <b>S</b> | <b>SW</b> | <b>W</b> | <b>NW</b> |
| Entry Capacity, pcu/h                              | 597      | NA        | 569      | NA        | 751      | NA        | 901      | NA        |
| V/C ratio                                          | 0.61     |           | 0.31     |           | 0.85     |           | 0.37     |           |
| Control Delay, sec/pcu                             | 14.9     |           | 9.1      |           | 25.6     |           | 6.3      |           |
| LOS                                                | B        |           | A        |           | D        |           | A        |           |
| 95th % Queue (ft)                                  | 106      |           | 33       |           | 264      |           | 45       |           |

**Notes:**

Unit Legend:

- vph = vehicles per hour
- PHF = peak hour factor
- F<sub>HV</sub> = heavy vehicle factor
- pcu = passenger car unit

**Bypass Lane Merge Point Analysis (if applicable)**

| <b>Bypass Characteristics</b>                                                   | <b>Bypass #1</b> | <b>Bypass #2</b> | <b>Bypass #3</b> | <b>Bypass #4</b> | <b>Bypass #5</b> | <b>Bypass #6</b> |
|---------------------------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Select Entry Leg from Bypass (FROM)                                             | W (7)            |                  |                  |                  |                  |                  |
| Select Exit Leg for Bypass (TO)                                                 | S (5)            |                  |                  |                  |                  |                  |
| <i>Volumes</i>                                                                  |                  |                  |                  |                  |                  |                  |
| Right Turn Volume removed from Entry Leg                                        | 527              |                  |                  |                  |                  |                  |
| <i>Volume Characteristics (for entry leg)</i>                                   |                  |                  |                  |                  |                  |                  |
| PHF                                                                             | 0.92             |                  |                  |                  |                  |                  |
| F <sub>HV</sub>                                                                 | 0.94             |                  |                  |                  |                  |                  |
| <b>NOTE: Volume Characteristics for Exit Leg are already taken into account</b> |                  |                  |                  |                  |                  |                  |
| <i>Entry/Conflicting Flows</i>                                                  |                  |                  |                  |                  |                  |                  |
| Entry Flow                                                                      | 607              |                  |                  |                  |                  |                  |
| Conflicting Flow                                                                | 149              |                  |                  |                  |                  |                  |
| <b>Bypass Lane Results (NCHRP-572 Model)</b>                                    |                  |                  |                  |                  |                  |                  |
| Entry Capacity at bypass mergepoint, pcu/hr                                     | 973              |                  |                  |                  |                  |                  |
| V/C ratio                                                                       | 0.62             |                  |                  |                  |                  |                  |
| Control Delay, sec/pcu                                                          | 9.6              |                  |                  |                  |                  |                  |
| LOS                                                                             | A                |                  |                  |                  |                  |                  |
| 95th % Queue (ft)                                                               | 120              |                  |                  |                  |                  |                  |

219-001

# LANE SUMMARY

Site: 2014 AM

Campbellton Road (SR 154/166)/Boat Rock Road/New Hope Road Roundabout

| Lane Use and Performance       |              |     |     |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
|--------------------------------|--------------|-----|-----|-------|-----|------|-----------|------------|---------------|------------------|----------------------------|------------------------|-------------|---------|-------------|----------------|
|                                | Demand Flows |     |     | Total | HV  | Cap. | Deg. Satn | Lane Util. | Average Delay | Level of Service | 95% Back of Queue Vehicles | Back of Queue Distance | Lane Length | SL Type | Cap. Adj. % | Prob. Block. % |
|                                | L            | T   | R   |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
| <b>South: Campbellton Road</b> |              |     |     |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
| Lane 1                         | 452          | 63  | 87  | 602   | 6.0 | 779  | 0.773     | 100        | 20.0          | LOS C            | 11.1                       | 291.7                  | 1600        | -       | 0.0         | 0.0            |
| Approach                       | 452          | 63  | 87  | 602   | 6.0 |      | 0.773     |            | 20.0          | LOS C            | 11.1                       | 291.7                  |             |         |             |                |
| <b>East: New Hope Road</b>     |              |     |     |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
| Lane 1                         | 52           | 103 | 17  | 173   | 2.0 | 579  | 0.299     | 100        | 12.2          | LOS B            | 2.2                        | 56.0                   | 1600        | -       | 0.0         | 0.0            |
| Approach                       | 52           | 103 | 17  | 173   | 2.0 |      | 0.299     |            | 12.2          | LOS B            | 2.2                        | 56.0                   |             |         |             |                |
| <b>North: Boat Rock Road</b>   |              |     |     |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
| Lane 1                         | 74           | 92  | 183 | 349   | 4.0 | 602  | 0.580     | 100        | 15.5          | LOS C            | 5.8                        | 148.7                  | 1600        | -       | 0.0         | 0.0            |
| Approach                       | 74           | 92  | 183 | 349   | 4.0 |      | 0.580     |            | 15.5          | LOS C            | 5.8                        | 148.7                  |             |         |             |                |
| <b>West: Campbellton Road</b>  |              |     |     |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
| Lane 1                         | 133          | 182 | 0   | 314   | 6.0 | 911  | 0.345     | 100        | 9.8           | LOS A            | 2.5                        | 65.9                   | 1600        | -       | 0.0         | 0.0            |
| Lane 2                         | 0            | 0   | 573 | 573   | 6.0 | 1126 | 0.509     | 100        | 8.5           | LOS A            | 4.6                        | 119.9                  | 1600        | -       | 0.0         | 0.0            |
| Approach                       | 133          | 182 | 573 | 887   | 6.0 |      | 0.509     |            | 8.9           | LOS A            | 4.6                        | 119.9                  |             |         |             |                |
| Intersection                   |              |     |     | 2011  | 5.3 |      | 0.776     |            | 13.7          | LOS B            | 11.1                       | 291.7                  |             |         |             |                |

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all lanes. LOS Method: Delay (HCM).

Level of Service (Worst Lane): LOS C. LOS Method for individual lanes: Delay (HCM).

Approach LOS values are based on the worst delay for any lane.

Roundabout LOS Method: Same as Sign Control.

Roundabout Capacity Model: SIDRA Standard.

Processed: Thursday, March 17, 2011 11:06:50 AM  
SIDRA INTERSECTION 4.0.19.1104

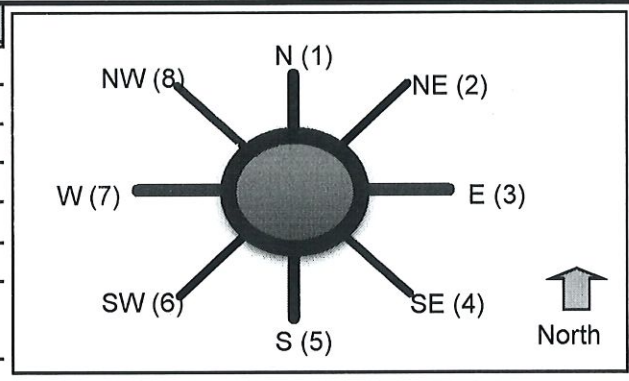
Project: H:\projfile\11614 - Campbellton at Boat Rock Roundabout\sidra\_btm\Campbellton Roundabout.sip  
8001045, KITTELSON AND ASSOCIATES INC, SINGLE

Copyright ©2000-2010 Akcelik & Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)

**SIDRA INTERSECTION**

219-001

| General & Site Information |                                        |
|----------------------------|----------------------------------------|
| Analyst:                   | ALP                                    |
| Agency/Company:            | Kittelson & Associates, Inc.           |
| Date:                      | 2/17/2011                              |
| Project Name or PI#:       | 11614                                  |
| Year, Peak Hour:           | 2014 PM                                |
| County/District:           | Fulton                                 |
| Intersection:              | Campellton Road (SR 154/166)/Boat Rock |



| Volumes        |                | Entry Legs (FROM) |        |       |        |       |        |       |        |
|----------------|----------------|-------------------|--------|-------|--------|-------|--------|-------|--------|
|                |                | N (1)             | NE (2) | E (3) | SE (4) | S (5) | SW (6) | W (7) | NW (8) |
| Exit Legs (TO) | N (1), vph     |                   |        | 37    |        | 163   |        | 116   |        |
|                | NE (2), vph    |                   |        |       |        |       |        |       |        |
|                | E (3), vph     | 19                |        |       |        | 74    |        | 53    |        |
|                | SE (4), vph    |                   |        |       |        |       |        |       |        |
|                | S (5), vph     | 99                |        | 91    |        |       |        |       |        |
|                | SW (6), vph    |                   |        |       |        |       |        |       |        |
|                | W (7), vph     | 87                |        | 81    |        | 447   |        |       |        |
|                | NW (8), vph    |                   |        |       |        |       |        |       |        |
| Output         | Total Vehicles | 205               | 0      | 209   | 0      | 684   | 0      | 169   | 0      |

| Volume Characteristics | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars                 | 96%   | 100%  | 98%   | 100%  | 94%   | 100%  | 94%   | 100%  |
| % SU/ Bus              | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| % Trucks/ Combin.      | 4%    | 0%    | 2%    | 0%    | 6%    | 0%    | 6%    | 0%    |
| % Bicycle              | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| PHF                    | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| F <sub>HV</sub>        | 0.962 | 1.000 | 0.980 | 1.000 | 0.943 | 1.000 | 0.943 | 1.000 |

| Entry/Conflicting Flows    | N   | NE | E   | SE | S   | SW | W   | NW |
|----------------------------|-----|----|-----|----|-----|----|-----|----|
| Flow to Leg # N (1), pcu/h | 0   | 0  | 41  | 0  | 187 | 0  | 134 | 0  |
| NE (2), pcu/h              | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| E (3), pcu/h               | 21  | 0  | 0   | 0  | 86  | 0  | 61  | 0  |
| SE (4), pcu/h              | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| S (5), pcu/h               | 112 | 0  | 101 | 0  | 0   | 0  | 0   | 0  |
| SW (6), pcu/h              | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| W (7), pcu/h               | 99  | 0  | 89  | 0  | 515 | 0  | 0   | 0  |
| NW (8), pcu/h              | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| Entry flow, pcu/h          | 232 | 0  | 232 | 0  | 788 | 0  | 195 | 0  |
| Conflicting flow, pcu/h    | 706 | 0  | 836 | 0  | 216 | 0  | 234 | 0  |

219-001

| <b>Results: Approach Measures of Effectiveness</b>                              |                  |                  |                  |                  |                  |                  |          |           |
|---------------------------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|-----------|
| <b>NCHRP-572 Model</b>                                                          | <b>N</b>         | <b>NE</b>        | <b>E</b>         | <b>SE</b>        | <b>S</b>         | <b>SW</b>        | <b>W</b> | <b>NW</b> |
| Entry Capacity, pcu/h                                                           | 558              | NA               | 490              | NA               | 910              | NA               | 894      | NA        |
| V/C ratio                                                                       | 0.42             |                  | 0.47             |                  | 0.87             |                  | 0.22     |           |
| Control Delay, sec/pcu                                                          | 11.0             |                  | 13.8             |                  | 23.3             |                  | 5.1      |           |
| LOS                                                                             | B                |                  | B                |                  | C                |                  | A        |           |
| 95th % Queue (ft)                                                               | 53               |                  | 64               |                  | 296              |                  | 22       |           |
| <b>Notes:</b>                                                                   |                  |                  |                  |                  |                  |                  |          |           |
| <br>                                                                            |                  |                  |                  |                  |                  |                  |          |           |
| <u>Unit Legend:</u>                                                             |                  |                  |                  |                  |                  |                  |          |           |
| vph = vehicles per hour                                                         |                  |                  |                  |                  |                  |                  |          |           |
| PHF = peak hour factor                                                          |                  |                  |                  |                  |                  |                  |          |           |
| F <sub>HV</sub> = heavy vehicle factor                                          |                  |                  |                  |                  |                  |                  |          |           |
| pcu = passenger car unit                                                        |                  |                  |                  |                  |                  |                  |          |           |
| <b>Bypass Lane Merge Point Analysis (if applicable)</b>                         |                  |                  |                  |                  |                  |                  |          |           |
| <b>Bypass Characteristics</b>                                                   | <b>Bypass #1</b> | <b>Bypass #2</b> | <b>Bypass #3</b> | <b>Bypass #4</b> | <b>Bypass #5</b> | <b>Bypass #6</b> |          |           |
| Select Entry Leg from Bypass (FROM)                                             | W (7)            |                  |                  |                  |                  |                  |          |           |
| Select Exit Leg for Bypass (TO)                                                 | S (5)            |                  |                  |                  |                  |                  |          |           |
| <i>Volumes</i>                                                                  |                  |                  |                  |                  |                  |                  |          |           |
| Right Turn Volume removed from Entry Leg                                        | 284              |                  |                  |                  |                  |                  |          |           |
| <i>Volume Characteristics (for entry leg)</i>                                   |                  |                  |                  |                  |                  |                  |          |           |
| PHF                                                                             | 0.92             |                  |                  |                  |                  |                  |          |           |
| F <sub>HV</sub>                                                                 | 0.94             |                  |                  |                  |                  |                  |          |           |
| <b>NOTE: Volume Characteristics for Exit Leg are already taken into account</b> |                  |                  |                  |                  |                  |                  |          |           |
| <i>Entry/Conflicting Flows</i>                                                  |                  |                  |                  |                  |                  |                  |          |           |
| Entry Flow                                                                      | 327              |                  |                  |                  |                  |                  |          |           |
| Conflicting Flow                                                                | 213              |                  |                  |                  |                  |                  |          |           |
| <b>Bypass Lane Results (NCHRP-572 Model)</b>                                    |                  |                  |                  |                  |                  |                  |          |           |
| Entry Capacity at bypass mergepoint, pcu/hr                                     | 913              |                  |                  |                  |                  |                  |          |           |
| V/C ratio                                                                       | 0.36             |                  |                  |                  |                  |                  |          |           |
| Control Delay, sec/pcu                                                          | 6.1              |                  |                  |                  |                  |                  |          |           |
| LOS                                                                             | A                |                  |                  |                  |                  |                  |          |           |
| 95th % Queue (ft)                                                               | 43               |                  |                  |                  |                  |                  |          |           |

219-001



# LANE SUMMARY

Site: 2014 PM

Campbellton Road (SR 154/166)/Boat Rock Road/New Hope Road Roundabout

| Lane Use and Performance       |              |     |     |       |     |      |           |            |               |                  |                            |                |             |         |           |              |
|--------------------------------|--------------|-----|-----|-------|-----|------|-----------|------------|---------------|------------------|----------------------------|----------------|-------------|---------|-----------|--------------|
|                                | Demand Flows |     |     | Total | HV  | Cap. | Deg. Satn | Lane Util. | Average Delay | Level of Service | 95% Back of Queue Vehicles | Queue Distance | Lane Length | SL Type | Cap. Adj. | Prob. Block. |
|                                | L            | T   | R   |       |     |      |           |            |               |                  |                            |                |             |         |           |              |
| <b>South: Campbellton Road</b> |              |     |     |       |     |      |           |            |               |                  |                            |                |             |         |           |              |
| Lane 1                         | 486          | 177 | 80  | 743   | 6.0 | 989  | 0.752     | 100        | 14.4          | LOS B            | 10.7                       | 279.4          | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 486          | 177 | 80  | 743   | 6.0 |      | 0.752     |            | 14.4          | LOS B            | 10.7                       | 279.4          |             |         |           |              |
| <b>East: New Hope Road</b>     |              |     |     |       |     |      |           |            |               |                  |                            |                |             |         |           |              |
| Lane 1                         | 99           | 88  | 40  | 227   | 2.0 | 490  | 0.464     | 100        | 17.3          | LOS C            | 4.1                        | 103.3          | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 99           | 88  | 40  | 227   | 2.0 |      | 0.464     |            | 17.3          | LOS C            | 4.1                        | 103.3          |             |         |           |              |
| <b>North: Boat Rock Road</b>   |              |     |     |       |     |      |           |            |               |                  |                            |                |             |         |           |              |
| Lane 1                         | 21           | 108 | 95  | 223   | 4.0 | 573  | 0.389     | 100        | 12.3          | LOS B            | 3.0                        | 77.0           | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 21           | 108 | 95  | 223   | 4.0 |      | 0.389     |            | 12.3          | LOS B            | 3.0                        | 77.0           |             |         |           |              |
| <b>West: Campbellton Road</b>  |              |     |     |       |     |      |           |            |               |                  |                            |                |             |         |           |              |
| Lane 1                         | 126          | 58  | 0   | 184   | 6.0 | 930  | 0.198     | 100        | 11.5          | LOS B            | 1.2                        | 32.3           | 1600        | -       | 0.0       | 0.0          |
| Lane 2                         | 0            | 0   | 309 | 309   | 6.0 | 1093 | 0.283     | 100        | 8.2           | LOS A            | 2.0                        | 51.1           | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 126          | 58  | 309 | 492   | 6.0 |      | 0.283     |            | 9.4           | LOS B            | 2.0                        | 51.1           |             |         |           |              |
| Intersection                   |              |     |     | 1686  | 5.2 |      | 0.752     |            | 13.1          | LOS B            | 10.7                       | 279.4          |             |         |           |              |

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all lanes. LOS Method: Delay (HCM).

Level of Service (Worst Lane): LOS C. LOS Method for individual lanes: Delay (HCM).

Approach LOS values are based on the worst delay for any lane.

Roundabout LOS Method: Same as Sign Control.

Roundabout Capacity Model: SIDRA Standard.

Processed: Wednesday, February 23, 2011 4:08:32 PM  
 SIDRA INTERSECTION 4.0.19.1104  
 Project: H:\profile\11614 - Campbellton at Boat Rock Roundabout\sidge\_btm\Campbellton Roundabout.sip  
 8001045, KITTELSON AND ASSOCIATES INC, SINGLE

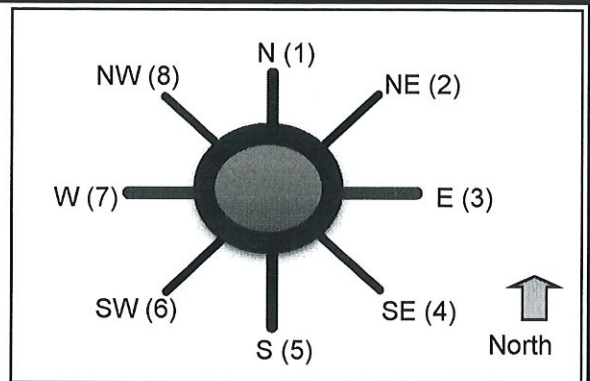


219-001

Appendix B  
2034 AM & PM  
(See Figure 4)

219-001

| General & Site Information |                                        |
|----------------------------|----------------------------------------|
| Analyst:                   | ALP                                    |
| Agency/Company:            | Kittelton & Associates, Inc.           |
| Date:                      | 2/17/2011                              |
| Project Name or PI#:       | 11614                                  |
| Year, Peak Hour:           | 2034 AM                                |
| County/District:           | Fulton                                 |
| Intersection:              | Campellton Road (SR 154/166)/Boat Rock |



| Volumes                    | Entry Legs (FROM) |        |        |   |        |     |        |   |
|----------------------------|-------------------|--------|--------|---|--------|-----|--------|---|
|                            | N1 (1)            | N2 (1) | E1 (3) |   | E2 (3) |     |        |   |
| N (1), vph                 |                   |        |        |   |        | 26  |        |   |
| <b>Legs</b><br><b>(TO)</b> | E (3), vph        | 111    |        |   |        |     |        |   |
|                            | S (5), v          | 139    |        |   |        | 79  |        |   |
|                            | W (7), vph        | 276    |        |   |        | 155 |        |   |
| Entry Volume, vph          | 0                 | 526    | 0      | 0 | 0      | 260 | 0      | 0 |
|                            | S1 (5)            |        | S2 (5) |   | W1 (7) |     | W2 (7) |   |
|                            | N (1), vph        | 95     |        |   | 200    |     |        |   |
|                            | E (3), vph        | 131    |        |   | 274    |     |        |   |
|                            | S (5), vph        |        |        |   | 144    |     |        |   |
|                            | W (7), vph        | 368    | 88     |   |        |     |        |   |
| Entry Volume, vph          | 368               | 314    | 0      | 0 | 618    | 0   | 0      | 0 |

| Critical Lane Volumes | N   | NE | E   | SE | S   | SW | W   | NW |
|-----------------------|-----|----|-----|----|-----|----|-----|----|
| N (1), vph            | 0   | 0  | 26  | 0  | 0   | 0  | 200 | 0  |
| NE (2), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| E (3), vph            | 111 | 0  | 0   | 0  | 0   | 0  | 274 | 0  |
| SE (4), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| S (5), vph            | 139 | 0  | 79  | 0  | 0   | 0  | 144 | 0  |
| SW (6), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| W (7), vph            | 276 | 0  | 155 | 0  | 368 | 0  | 0   | 0  |
| NW (8), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| Entry Volume, vph     | 526 | 0  | 260 | 0  | 368 | 0  | 618 | 0  |

| Volume Characteristics      |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
|-----------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars                      |                         | 96%   | 100%  | 98%   | 100%  | 94%   | 100%  | 94%   | 100%  |
| % S.U./ Bus                 |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| % Trucks/ Combin.           |                         | 4%    | 0%    | 2%    | 0%    | 6%    | 0%    | 6%    | 0%    |
| % Bicycles                  |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| PHF                         |                         | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| F <sub>hv</sub>             |                         | 0.962 | 1.000 | 0.980 | 1.000 | 0.943 | 1.000 | 0.943 | 1.000 |
| Entry/Conflicting Flows     |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
| Flow to                     | N (1), pcu/h            | 0     | 0     | 29    | 0     | 110   | 0     | 231   | 0     |
| Leg #                       | NE (2), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | E (3), pcu/h            | 125   | 0     | 0     | 0     | 150   | 0     | 315   | 0     |
|                             | SE (4), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | S (5), pcu/h            | 158   | 0     | 87    | 0     | 0     | 0     | 166   | 0     |
|                             | SW (6), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | W (7), pcu/h            | 312   | 0     | 172   | 0     | 525   | 0     | 0     | 0     |
|                             | NW (8), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | Conflicting flow, pcu/h | 785   | 0     | 866   | 0     | 672   | 0     | 370   | 0     |
| Number of Conflicting Lanes |                         | 2     |       | 2     |       | 1     |       | 1     |       |

| Results: Approach Measures of Effectiveness |       |      |    |      |    |      |    |      |    |
|---------------------------------------------|-------|------|----|------|----|------|----|------|----|
| NCHRP-672 Model                             |       | N    | NE | E    | SE | S    | SW | W    | NW |
| Crit. Entry Capacity                        | pcu/h | 652  | NA | 616  | NA | 577  | NA | 780  | NA |
| Crit. Lane Entry Flow                       | pcu/h | 595  | 0  | 288  | 0  | 424  | 0  | 712  | 0  |
| V/C ratio                                   |       | 0.91 |    | 0.47 |    | 0.73 |    | 0.91 |    |
| Control Delay, sec/pcu                      |       | 37.2 |    | 10.9 |    | 21.5 |    | 32.7 |    |
| LOS                                         |       | E    |    | B    |    | C    |    | D    |    |
| 95th % Queue (ft)                           |       | 306  |    | 63   |    | 166  |    | 334  |    |

**Notes:**

Unit Legend:

- vph = vehicles per hour
- PHF = peak hour factor
- F<sub>HV</sub> = heavy vehicle factor
- pcu = passenger car unit

219-001

| <b>Bypass Lane Merge Point Analysis (if applicable)</b>                         |                  |                  |                  |                  |                  |                  |
|---------------------------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Bypass Characteristics</b>                                                   | <b>Bypass #1</b> | <b>Bypass #2</b> | <b>Bypass #3</b> | <b>Bypass #4</b> | <b>Bypass #5</b> | <b>Bypass #6</b> |
| Select Entry Leg from Bypass (FROM)                                             | W (7)            |                  |                  |                  |                  |                  |
| Select Exit Leg for Bypass (TO)                                                 | S (5)            |                  |                  |                  |                  |                  |
| <i>Volumes</i>                                                                  |                  |                  |                  |                  |                  |                  |
| Entry Leg: Insert Right Turn Volume                                             | 720              |                  |                  |                  |                  |                  |
| Exit Leg:                                                                       | 245              |                  |                  |                  |                  |                  |
| <i>Volume Characteristics</i>                                                   |                  |                  |                  |                  |                  |                  |
| PHF (Entry Leg)                                                                 | 0.92             |                  |                  |                  |                  |                  |
| F <sub>HV</sub> (Entry Leg)                                                     | 0.94             |                  |                  |                  |                  |                  |
| <i>NOTE: Volume Characteristics for Exit Leg are already taken into account</i> |                  |                  |                  |                  |                  |                  |
| <i>Entry/Conflicting Flows</i>                                                  |                  |                  |                  |                  |                  |                  |
| Entry Flow                                                                      | 830              |                  |                  |                  |                  |                  |
| Conflicting Exit Flow                                                           | 245              |                  |                  |                  |                  |                  |
| Number of Conflicting Exit Lanes                                                | 1                |                  |                  |                  |                  |                  |
| <b>Bypass Lane Results (NCHRP-572 Method)</b>                                   |                  |                  |                  |                  |                  |                  |
| Entry Capacity at bypass merge point, pcu/hr                                    | 884              |                  |                  |                  |                  |                  |
| V/C ratio                                                                       | 0.94             |                  |                  |                  |                  |                  |
| Control Delay, sec/pcu                                                          | 33.8             |                  |                  |                  |                  |                  |
| LOS                                                                             | D                |                  |                  |                  |                  |                  |
| 95th % Queue (ft)                                                               | 385              |                  |                  |                  |                  |                  |

219-001

# LANE SUMMARY

Site: 2034 AM

Campellton Road (SR 154/166)/Boat Rock Road/New Hope Road Roundabout

| Lane Use and Performance       |              |            |            |                |             |               |                     |                    |                         |                     |                                         |                |                      |            |                   |                      |
|--------------------------------|--------------|------------|------------|----------------|-------------|---------------|---------------------|--------------------|-------------------------|---------------------|-----------------------------------------|----------------|----------------------|------------|-------------------|----------------------|
|                                | Demand Flows |            |            | Total<br>veh/h | HV<br>veh/h | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Average<br>Delay<br>sec | Level of<br>Service | 95% Back<br>of Queue<br>Vehicles<br>veh | Distance<br>ft | Lane<br>Length<br>ft | SL<br>Type | Cap.<br>Adj.<br>% | Prob.<br>Block.<br>% |
|                                | L<br>veh/h   | T<br>veh/h | R<br>veh/h |                |             |               |                     |                    |                         |                     |                                         |                |                      |            |                   |                      |
| <b>South: Campbellton Road</b> |              |            |            |                |             |               |                     |                    |                         |                     |                                         |                |                      |            |                   |                      |
| Lane 1                         | 341          | 0          | 0          | 341            | 6.0         | 679           | 0.503               | 100                | 18.6                    | LOS C               | 4.8                                     | 125.1          | 1600                 | -          | 0.0               | 0.0                  |
| Lane 2                         | 155          | 103        | 142        | 400            | 6.0         | 796           | 0.503               | 100                | 13.2                    | LOS B               | 5.0                                     | 131.8          | 1600                 | -          | 0.0               | 0.0                  |
| Approach                       | 496          | 103        | 142        | 741            | 6.0         |               | 0.503               |                    | 15.7                    | LOS C               | 5.0                                     | 131.8          |                      |            |                   |                      |
| <b>East: New Hope Road</b>     |              |            |            |                |             |               |                     |                    |                         |                     |                                         |                |                      |            |                   |                      |
| Lane 1                         | 86           | 168        | 28         | 283            | 2.0         | 601           | 0.470               | 100                | 11.7                    | LOS B               | 3.1                                     | 77.9           | 1600                 | -          | 0.0               | 0.0                  |
| Approach                       | 86           | 168        | 28         | 283            | 2.0         |               | 0.470               |                    | 11.7                    | LOS B               | 3.1                                     | 77.9           |                      |            |                   |                      |
| <b>North: Boat Rock Road</b>   |              |            |            |                |             |               |                     |                    |                         |                     |                                         |                |                      |            |                   |                      |
| Lane 1                         | 121          | 151        | 300        | 572            | 4.0         | 612           | 0.935               | 100                | 27.0                    | LOS D               | 15.3                                    | 394.2          | 1600                 | -          | 0.0               | 0.0                  |
| Approach                       | 121          | 151        | 300        | 572            | 4.0         |               | 0.935               |                    | 27.0                    | LOS D               | 15.3                                    | 394.2          |                      |            |                   |                      |
| <b>West: Campbellton Road</b>  |              |            |            |                |             |               |                     |                    |                         |                     |                                         |                |                      |            |                   |                      |
| Lane 1                         | 217          | 298        | 166        | 681            | 6.0         | 941           | 0.724               | 100                | 12.9                    | LOS B               | 10.0                                    | 261.1          | 1600                 | -          | 0.0               | 0.0                  |
| Lane 2                         | 0            | 0          | 773        | 773            | 6.0         | 1068          | 0.724               | 100                | 10.9                    | LOS B               | 10.2                                    | 267.7          | 1600                 | -          | 0.0               | 0.0                  |
| Approach                       | 217          | 298        | 939        | 1454           | 6.0         |               | 0.724               |                    | 11.8                    | LOS B               | 10.2                                    | 267.7          |                      |            |                   |                      |
| Intersection                   |              |            |            | 3050           | 5.3         |               | 0.935               |                    | 15.6                    | LOS C               | 15.3                                    | 394.2          |                      |            |                   |                      |

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all lanes. LOS Method: Delay (HCM).

Level of Service (Worst Lane): LOS D. LOS Method for individual lanes: Delay (HCM).

Approach LOS values are based on the worst delay for any lane.

Roundabout LOS Method: Same as Sign Control.

Roundabout Capacity Model: SIDRA Standard.

Processed: Wednesday, March 02, 2011 6:26:50 PM  
SIDRA INTERSECTION 4.0.19.1104

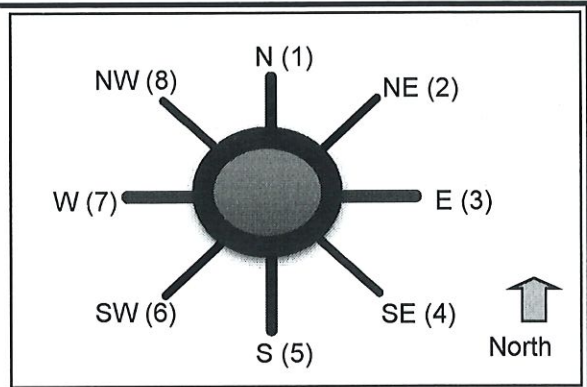
Copyright ©2000-2010 Akcelik & Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)

Project: H:\profile\11614 - Campbellton at Boat Rock Roundabout\sida\_btm\Campbellton Roundabout.sip  
8001045, KITTELSON AND ASSOCIATES INC, SINGLE

**SIDRA**   
**INTERSECTION**

219-001

| General & Site Information |                                        |
|----------------------------|----------------------------------------|
| Analyst:                   | ALP                                    |
| Agency/Company:            | Kittelson & Associates, Inc.           |
| Date:                      | 2/17/2011                              |
| Project Name or PI#:       | 11614                                  |
| Year, Peak Hour:           | 2034 PM                                |
| County/District:           | Fulton                                 |
| Intersection:              | Campellton Road (SR 154/166)/Boat Rock |



| Volumes                        | Entry Legs (FROM) |        |        |     |        |     |   |   |
|--------------------------------|-------------------|--------|--------|-----|--------|-----|---|---|
|                                | N1 (1)            | N2 (1) | E1 (3) |     | E2 (3) |     |   |   |
| N (1), vph                     |                   |        |        |     |        | 61  |   |   |
| <b>Legs (TO)</b><br>E (3), vph |                   | 31     |        |     |        |     |   |   |
| S (5), v                       |                   | 162    |        |     |        | 149 |   |   |
| W (7), vph                     |                   | 143    |        |     |        | 132 |   |   |
| Entry Volume, vph              | 0                 | 336    | 0      | 0   | 0      | 342 | 0 | 0 |
|                                | S1 (5)            | S2 (5) | W1 (7) |     | W2 (7) |     |   |   |
| N (1), vph                     |                   | 266    |        | 190 |        |     |   |   |
| E (3), vph                     |                   | 122    |        | 87  |        |     |   |   |
| S (5), vph                     |                   |        |        | 65  |        |     |   |   |
| W (7), vph                     | 605               | 127    |        |     |        |     |   |   |
| Entry Volume, vph              | 605               | 515    | 0      | 0   | 342    | 0   | 0 | 0 |

| Critical Lane Volumes | N   | NE | E   | SE | S   | SW | W   | NW |
|-----------------------|-----|----|-----|----|-----|----|-----|----|
| N (1), vph            | 0   | 0  | 61  | 0  | 0   | 0  | 190 | 0  |
| NE (2), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| E (3), vph            | 31  | 0  | 0   | 0  | 0   | 0  | 87  | 0  |
| SE (4), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| S (5), vph            | 162 | 0  | 149 | 0  | 0   | 0  | 65  | 0  |
| SW (6), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| W (7), vph            | 143 | 0  | 132 | 0  | 605 | 0  | 0   | 0  |
| NW (8), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| Entry Volume, vph     | 336 | 0  | 342 | 0  | 605 | 0  | 342 | 0  |

219-001

| Volume Characteristics      |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
|-----------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars                      |                         | 96%   | 100%  | 98%   | 100%  | 94%   | 100%  | 94%   | 100%  |
| % S.U./ Bus                 |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| % Trucks/ Combin.           |                         | 4%    | 0%    | 2%    | 0%    | 6%    | 0%    | 6%    | 0%    |
| % Bicycles                  |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| PHF                         |                         | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| F <sub>hv</sub>             |                         | 0.962 | 1.000 | 0.980 | 1.000 | 0.943 | 1.000 | 0.943 | 1.000 |
| Entry/Conflicting Flows     |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
| Flow to                     | N (1), pcu/h            | 0     | 0     | 68    | 0     | 306   | 0     | 218   | 0     |
| Leg #                       | NE (2), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | E (3), pcu/h            | 35    | 0     | 0     | 0     | 141   | 0     | 101   | 0     |
|                             | SE (4), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | S (5), pcu/h            | 183   | 0     | 165   | 0     | 0     | 0     | 75    | 0     |
|                             | SW (6), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | W (7), pcu/h            | 162   | 0     | 146   | 0     | 843   | 0     | 0     | 0     |
|                             | NW (8), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | Conflicting flow, pcu/h | 1155  | 0     | 1368  | 0     | 354   | 0     | 383   | 0     |
| Number of Conflicting Lanes |                         | 2     |       | 2     |       | 1     |       | 1     |       |

| <b>Results: Approach Measures of Effectiveness</b> |       |             |    |             |    |             |    |             |    |
|----------------------------------------------------|-------|-------------|----|-------------|----|-------------|----|-------------|----|
| NCHRP-572 Model                                    |       | N           | NE | E           | SE | S           | SW | W           | NW |
| Crit. Entry Capacity                               | pcu/h | 503         | NA | 434         | NA | 793         | NA | 770         | NA |
| Crit. Lane Entry Flow                              | pcu/h | 380         | 0  | 379         | 0  | 697         | 0  | 394         | 0  |
| V/C ratio                                          |       | <b>0.75</b> |    | <b>0.87</b> |    | <b>0.88</b> |    | <b>0.51</b> |    |
| Control Delay, sec/pcu                             |       | <b>25.9</b> |    | <b>43.8</b> |    | <b>27.7</b> |    | <b>9.5</b>  |    |
| LOS                                                |       | D           |    | E           |    | D           |    | A           |    |
| 95th % Queue (ft)                                  |       | <b>169</b>  |    | <b>229</b>  |    | <b>298</b>  |    | <b>78</b>   |    |

**Notes:**

Unit Legend:

- vph = vehicles per hour
- PHF = peak hour factor
- F<sub>HV</sub> = heavy vehicle factor
- pcu = passenger car unit

219-001



| <b>Bypass Lane Merge Point Analysis (if applicable)</b>                         |                  |                  |                  |                  |                  |                  |
|---------------------------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Bypass Characteristics</b>                                                   | <b>Bypass #1</b> | <b>Bypass #2</b> | <b>Bypass #3</b> | <b>Bypass #4</b> | <b>Bypass #5</b> | <b>Bypass #6</b> |
| Select Entry Leg from Bypass (FROM)                                             | W (7)            |                  |                  |                  |                  |                  |
| Select Exit Leg for Bypass (TO)                                                 | S (5)            |                  |                  |                  |                  |                  |
| <i>Volumes</i>                                                                  |                  |                  |                  |                  |                  |                  |
| Entry Leg: Insert Right Turn Volume                                             | 400              |                  |                  |                  |                  |                  |
| Exit Leg:                                                                       | 423              |                  |                  |                  |                  |                  |
| <i>Volume Characteristics</i>                                                   |                  |                  |                  |                  |                  |                  |
| PHF (Entry Leg)                                                                 | 0.92             |                  |                  |                  |                  |                  |
| F <sub>HV</sub> (Entry Leg)                                                     | 0.94             |                  |                  |                  |                  |                  |
| <i>NOTE: Volume Characteristics for Exit Leg are already taken into account</i> |                  |                  |                  |                  |                  |                  |
| <i>Entry/Conflicting Flows</i>                                                  |                  |                  |                  |                  |                  |                  |
| Entry Flow                                                                      | 461              |                  |                  |                  |                  |                  |
| Conflicting Exit Flow                                                           | 423              |                  |                  |                  |                  |                  |
| Number of Conflicting Exit Lanes                                                | 1                |                  |                  |                  |                  |                  |
| <b>Bypass Lane Results (NCHRP-572 Method)</b>                                   |                  |                  |                  |                  |                  |                  |
| Entry Capacity at bypass merge point, pcu/hr                                    | 740              |                  |                  |                  |                  |                  |
| V/C ratio                                                                       | 0.62             |                  |                  |                  |                  |                  |
| Control Delay, sec/pcu                                                          | 12.5             |                  |                  |                  |                  |                  |
| LOS                                                                             | B                |                  |                  |                  |                  |                  |
| 95th % Queue (ft)                                                               | 117              |                  |                  |                  |                  |                  |

219-001

# LANE SUMMARY

Site: 2034 PM

Campbellton Road (SR 154/166)/Boat Rock Road/New Hope Road Roundabout

| Lane Use and Performance       |              |     |     |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
|--------------------------------|--------------|-----|-----|-------|-----|------|-----------|------------|---------------|------------------|----------------------------|------------------------|-------------|---------|-------------|----------------|
|                                | Demand Flows |     |     | Total | HV  | Cap. | Deg. Satn | Lane Util. | Average Delay | Level of Service | 95% Back of Queue Vehicles | Back of Queue Distance | Lane Length | SL Type | Cap. Adj. % | Prob. Block. % |
|                                | L            | T   | R   |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
| <b>South: Campbellton Road</b> |              |     |     |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
| Lane 1                         | 576          | 0   | 0   | 576   | 6.0 | 963  | 0.598     | 100        | 16.0          | LOS C            | 6.2                        | 162.8                  | 1600        | -       | 0.0         | 0.0            |
| Lane 2                         | 220          | 289 | 133 | 641   | 6.0 | 1072 | 0.598     | 100        | 10.5          | LOS B            | 6.3                        | 164.5                  | 1600        | -       | 0.0         | 0.0            |
| Approach                       | 796          | 289 | 133 | 1217  | 6.0 |      | 0.598     |            | 13.1          | LOS C            | 6.3                        | 164.5                  |             |         |             |                |
| <b>East: New Hope Road</b>     |              |     |     |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
| Lane 1                         | 162          | 143 | 66  | 372   | 2.0 | 452  | 0.822     | 100        | 23.3          | LOS C            | 7.7                        | 195.3                  | 1600        | -       | 0.0         | 0.0            |
| Approach                       | 162          | 143 | 66  | 372   | 2.0 |      | 0.822     |            | 23.3          | LOS C            | 7.7                        | 195.3                  |             |         |             |                |
| <b>North: Boat Rock Road</b>   |              |     |     |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
| Lane 1                         | 34           | 176 | 155 | 365   | 4.0 | 469  | 0.778     | 100        | 21.1          | LOS C            | 7.7                        | 199.7                  | 1600        | -       | 0.0         | 0.0            |
| Approach                       | 34           | 176 | 155 | 365   | 4.0 |      | 0.778     |            | 21.1          | LOS C            | 7.7                        | 199.7                  |             |         |             |                |
| <b>West: Campbellton Road</b>  |              |     |     |       |     |      |           |            |               |                  |                            |                        |             |         |             |                |
| Lane 1                         | 207          | 95  | 82  | 383   | 6.0 | 935  | 0.410     | 100        | 11.5          | LOS B            | 3.2                        | 82.7                   | 1600        | -       | 0.0         | 0.0            |
| Lane 2                         | 0            | 0   | 423 | 423   | 6.0 | 1034 | 0.410     | 100        | 8.4           | LOS A            | 3.2                        | 85.1                   | 1600        | -       | 0.0         | 0.0            |
| Approach                       | 207          | 95  | 505 | 807   | 6.0 |      | 0.410     |            | 9.8           | LOS B            | 3.2                        | 85.1                   |             |         |             |                |
| Intersection                   |              |     |     | 2761  | 5.2 |      | 0.825     |            | 14.6          | LOS B            | 7.7                        | 199.7                  |             |         |             |                |

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all lanes. LOS Method: Delay (HCM).

Level of Service (Worst Lane): LOS C. LOS Method for individual lanes: Delay (HCM).

Approach LOS values are based on the worst delay for any lane.

Roundabout LOS Method: Same as Sign Control.

Roundabout Capacity Model: SIDRA Standard.

Processed: Wednesday, March 02, 2011 6:30:40 PM  
 SIDRA INTERSECTION 4.0.19.1104  
 Project: H:\profile\11614 - Campbellton at Boat Rock Roundabout\sidra\_btm\Campbellton Roundabout.sip  
 8001045, KITTELSON AND ASSOCIATES INC, SINGLE

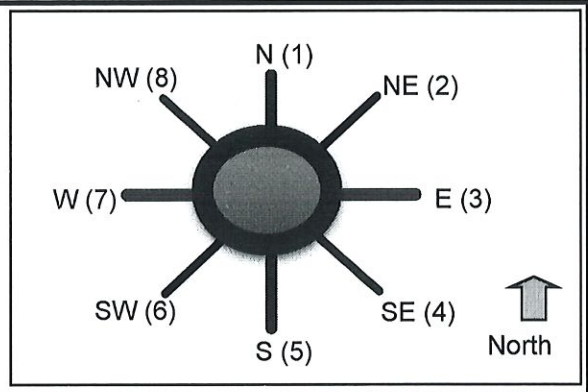
**SIDRA  
INTERSECTION**

219-001

Appendix C  
2034 AM & PM  
with Continuous EB  
Right Turn Lane  
(See Figure 5)

219-001

| General & Site Information |                                        |
|----------------------------|----------------------------------------|
| Analyst:                   | ALP                                    |
| Agency/Company:            | Kittelson & Associates, Inc.           |
| Date:                      | 2/17/2011                              |
| Project Name or PI#:       | 11614                                  |
| Year, Peak Hour:           | 2034 AM                                |
| County/District:           | Fulton                                 |
| Intersection:              | Campellton Road (SR 154/166)/Boat Rock |



| Volumes           | Entry Legs (FROM) |        |        |   |        |     |   |   |
|-------------------|-------------------|--------|--------|---|--------|-----|---|---|
|                   | N1 (1)            | N2 (1) | E1 (3) |   | E2 (3) |     |   |   |
| N (1), vph        |                   |        |        |   |        | 26  |   |   |
| <b>Legs (TO)</b>  |                   |        |        |   |        |     |   |   |
| E (3), vph        |                   | 111    |        |   |        |     |   |   |
| S (5), v          |                   | 139    |        |   |        | 79  |   |   |
| W (7), vph        |                   | 276    |        |   |        | 155 |   |   |
| Entry Volume, vph | 0                 | 526    | 0      | 0 | 0      | 260 | 0 | 0 |
|                   | S1 (5)            | S2 (5) | W1 (7) |   | W2 (7) |     |   |   |
| N (1), vph        |                   | 95     |        |   | 200    |     |   |   |
| E (3), vph        |                   | 131    |        |   | 274    |     |   |   |
| S (5), vph        |                   |        |        |   |        |     |   |   |
| W (7), vph        | 368               | 88     |        |   |        |     |   |   |
| Entry Volume, vph | 368               | 314    | 0      | 0 | 474    | 0   | 0 | 0 |

| Critical Lane Volumes | N   | NE | E   | SE | S   | SW | W   | NW |
|-----------------------|-----|----|-----|----|-----|----|-----|----|
| N (1), vph            | 0   | 0  | 26  | 0  | 0   | 0  | 200 | 0  |
| NE (2), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| E (3), vph            | 111 | 0  | 0   | 0  | 0   | 0  | 274 | 0  |
| SE (4), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| S (5), vph            | 139 | 0  | 79  | 0  | 0   | 0  | 0   | 0  |
| SW (6), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| W (7), vph            | 276 | 0  | 155 | 0  | 368 | 0  | 0   | 0  |
| NW (8), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| Entry Volume, vph     | 526 | 0  | 260 | 0  | 368 | 0  | 474 | 0  |

219-001

| Volume Characteristics      |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
|-----------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars                      |                         | 96%   | 100%  | 98%   | 100%  | 94%   | 100%  | 94%   | 100%  |
| % S.U./ Bus                 |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| % Trucks/ Combin.           |                         | 4%    | 0%    | 2%    | 0%    | 6%    | 0%    | 6%    | 0%    |
| % Bicycles                  |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| PHF                         |                         | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| F <sub>hv</sub>             |                         | 0.962 | 1.000 | 0.980 | 1.000 | 0.943 | 1.000 | 0.943 | 1.000 |
| Entry/Conflicting Flows     |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
| Flow to                     | N (1), pcu/h            | 0     | 0     | 29    | 0     | 110   | 0     | 231   | 0     |
| Leg #                       | NE (2), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | E (3), pcu/h            | 125   | 0     | 0     | 0     | 150   | 0     | 315   | 0     |
|                             | SE (4), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | S (5), pcu/h            | 158   | 0     | 87    | 0     | 0     | 0     | 0     | 0     |
|                             | SW (6), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | W (7), pcu/h            | 312   | 0     | 172   | 0     | 525   | 0     | 0     | 0     |
|                             | NW (8), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | Conflicting flow, pcu/h | 785   | 0     | 866   | 0     | 672   | 0     | 370   | 0     |
| Number of Conflicting Lanes |                         | 2     |       | 2     |       | 1     |       | 1     |       |

| Results: Approach Measures of Effectiveness |      |    |      |    |      |    |      |    |  |
|---------------------------------------------|------|----|------|----|------|----|------|----|--|
| NCHRP-572 Model                             | N    | NE | E    | SE | S    | SW | W    | NW |  |
| Crit. Entry Capacity pcu/h                  | 652  | NA | 616  | NA | 577  | NA | 780  | NA |  |
| Crit. Lane Entry Flow pcu/h                 | 595  | 0  | 288  | 0  | 424  | 0  | 546  | 0  |  |
| V/C ratio                                   | 0.91 |    | 0.47 |    | 0.73 |    | 0.70 |    |  |
| Control Delay, sec/pcu                      | 37.2 |    | 10.9 |    | 21.5 |    | 14.6 |    |  |
| LOS                                         | E    |    | B    |    | C    |    | B    |    |  |
| 95th % Queue (ft)                           | 306  |    | 63   |    | 166  |    | 155  |    |  |

**Notes:**

Unit Legend:

- vph = vehicles per hour
- PHF = peak hour factor
- F<sub>HV</sub> = heavy vehicle factor
- pcu = passenger car unit

219-001

# LANE SUMMARY

Site: 2034 AM EBRT Bypass

Campbellton Road (SR 154/166)/Boat Rock Road/New Hope Road Roundabout

| Lane Use and Performance       |              |     |     |       |     |      |           |            |               |                  |                            |                   |              |         |             |                |
|--------------------------------|--------------|-----|-----|-------|-----|------|-----------|------------|---------------|------------------|----------------------------|-------------------|--------------|---------|-------------|----------------|
|                                | Demand Flows |     |     | Total | HV  | Cap. | Deg. Satn | Lane Util. | Average Delay | Level of Service | 95% Back of Queue Vehicles | of Queue Distance | Lane Length  | SL Type | Cap. Adj. % | Prob. Block. % |
|                                | L            | T   | R   |       |     |      |           |            |               |                  |                            |                   |              |         |             |                |
| <b>South: Campbellton Road</b> |              |     |     |       |     |      |           |            |               |                  |                            |                   |              |         |             |                |
| Lane 1                         | 344          | 0   | 0   | 344   | 6.0 | 681  | 0.504     | 100        | 18.7          | LOS C            | 4.8                        | 124.5             | 1600         | -       | 0.0         | 0.0            |
| Lane 2                         | 152          | 103 | 142 | 398   | 6.0 | 788  | 0.504     | 100        | 13.4          | LOS B            | 5.0                        | 130.5             | 1600         | -       | 0.0         | 0.0            |
| Approach                       | 496          | 103 | 142 | 741   | 6.0 |      | 0.504     |            | 15.9          | LOS C            | 5.0                        | 130.5             |              |         |             |                |
| <b>East: New Hope Road</b>     |              |     |     |       |     |      |           |            |               |                  |                            |                   |              |         |             |                |
| Lane 1                         | 86           | 168 | 28  | 283   | 2.0 | 602  | 0.469     | 100        | 11.7          | LOS B            | 3.1                        | 77.7              | 1600         | -       | 0.0         | 0.0            |
| Approach                       | 86           | 168 | 28  | 283   | 2.0 |      | 0.469     |            | 11.7          | LOS B            | 3.1                        | 77.7              |              |         |             |                |
| <b>North: Boat Rock Road</b>   |              |     |     |       |     |      |           |            |               |                  |                            |                   |              |         |             |                |
| Lane 1                         | 121          | 151 | 300 | 572   | 4.0 | 613  | 0.933     | 100        | 26.9          | LOS D            | 15.2                       | 393.0             | 1600         | -       | 0.0         | 0.0            |
| Approach                       | 121          | 151 | 300 | 572   | 4.0 |      | 0.933     |            | 26.9          | LOS D            | 15.2                       | 393.0             |              |         |             |                |
| <b>West: Campbellton Road</b>  |              |     |     |       |     |      |           |            |               |                  |                            |                   |              |         |             |                |
| Lane 1                         | 217          | 298 | 0   | 515   | 6.0 | 828  | 0.622     | 100        | 12.3          | LOS B            | 6.8                        | 177.8             | 1600         | -       | 0.0         | 0.0            |
| Lane 2                         | 0            | 0   | 939 | 939   | 6.0 | 1224 | 0.768     | 100        | 6.0           | NA <sup>9</sup>  | NA <sup>9</sup>            | NA <sup>9</sup>   | 500 Turn Bay |         | 0.0         | 0.0            |
| Approach                       | 217          | 298 | 939 | 1454  | 6.0 |      | 0.768     |            | 8.2           | LOS B            | 6.8                        | 177.8             |              |         |             |                |
| Intersection                   |              |     |     | 3050  | 5.3 |      | 0.935     |            | 13.9          | LOS B            | 15.2                       | 393.0             |              |         |             |                |

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all lanes. LOS Method: Delay (HCM).

Level of Service (Worst Lane): LOS D. LOS Method for individual lanes: Delay (HCM).

Approach LOS values are based on the worst delay for any lane.

Roundabout LOS Method: Same as Sign Control.

Roundabout Capacity Model: SIDRA Standard.

9 Continuous lane

Processed: Thursday, March 03, 2011 9:32:47 AM  
SIDRA INTERSECTION 4.0.19.1104

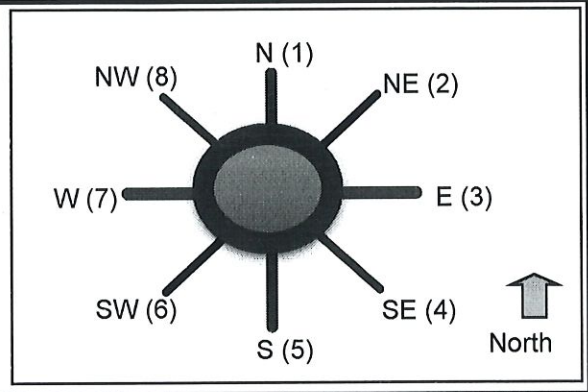
Copyright ©2000-2010 Akcelik & Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)

Project: H:\profile\11614 - Campbellton at Boat Rock Roundabout\sidra\_btm\Campbellton Roundabout.sip  
8001045, KITTELSON AND ASSOCIATES INC, SINGLE

**SIDRA**  
**INTERSECTION**

219-001

| General & Site Information |                                        |
|----------------------------|----------------------------------------|
| Analyst:                   | ALP                                    |
| Agency/Company:            | Kittelson & Associates, Inc.           |
| Date:                      | 2/17/2011                              |
| Project Name or PI#:       | 11614                                  |
| Year, Peak Hour:           | 2034 PM                                |
| County/District:           | Fulton                                 |
| Intersection:              | Campellton Road (SR 154/166)/Boat Rock |



| Volumes           | Entry Legs (FROM) |               |               |   |               |     |   |   |
|-------------------|-------------------|---------------|---------------|---|---------------|-----|---|---|
|                   | N1 (1)            | N2 (1)        | E1 (3)        |   | E2 (3)        |     |   |   |
| N (1), vph        |                   |               |               |   |               | 61  |   |   |
| <b>Legs (TO)</b>  |                   |               |               |   |               |     |   |   |
| E (3), vph        |                   | 31            |               |   |               |     |   |   |
| S (5), v          |                   | 162           |               |   |               | 149 |   |   |
| W (7), vph        |                   | 143           |               |   |               | 132 |   |   |
| Entry Volume, vph | 0                 | 336           | 0             | 0 | 0             | 342 | 0 | 0 |
|                   | <b>S1 (5)</b>     | <b>S2 (5)</b> | <b>W1 (7)</b> |   | <b>W2 (7)</b> |     |   |   |
| N (1), vph        |                   | 266           |               |   | 190           |     |   |   |
| E (3), vph        |                   | 122           |               |   | 87            |     |   |   |
| S (5), vph        |                   |               |               |   |               |     |   |   |
| W (7), vph        | 605               | 127           |               |   |               |     |   |   |
| Entry Volume, vph | 605               | 515           | 0             | 0 | 277           | 0   | 0 | 0 |

| Critical Lane Volumes | N   | NE | E   | SE | S   | SW | W   | NW |
|-----------------------|-----|----|-----|----|-----|----|-----|----|
| N (1), vph            | 0   | 0  | 61  | 0  | 0   | 0  | 190 | 0  |
| NE (2), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| E (3), vph            | 31  | 0  | 0   | 0  | 0   | 0  | 87  | 0  |
| SE (4), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| S (5), vph            | 162 | 0  | 149 | 0  | 0   | 0  | 0   | 0  |
| SW (6), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| W (7), vph            | 143 | 0  | 132 | 0  | 605 | 0  | 0   | 0  |
| NW (8), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| Entry Volume, vph     | 336 | 0  | 342 | 0  | 605 | 0  | 277 | 0  |

| Volume Characteristics      |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
|-----------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars                      |                         | 96%   | 100%  | 98%   | 100%  | 94%   | 100%  | 94%   | 100%  |
| % S.U./ Bus                 |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| % Trucks/ Combin.           |                         | 4%    | 0%    | 2%    | 0%    | 6%    | 0%    | 6%    | 0%    |
| % Bicycles                  |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| PHF                         |                         | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| F <sub>hv</sub>             |                         | 0.962 | 1.000 | 0.980 | 1.000 | 0.943 | 1.000 | 0.943 | 1.000 |
| Entry/Conflicting Flows     |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
| Flow to                     | N (1), pcu/h            | 0     | 0     | 68    | 0     | 306   | 0     | 218   | 0     |
| Leg #                       | NE (2), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | E (3), pcu/h            | 35    | 0     | 0     | 0     | 141   | 0     | 101   | 0     |
|                             | SE (4), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | S (5), pcu/h            | 183   | 0     | 165   | 0     | 0     | 0     | 0     | 0     |
|                             | SW (6), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | W (7), pcu/h            | 162   | 0     | 146   | 0     | 843   | 0     | 0     | 0     |
|                             | NW (8), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | Conflicting flow, pcu/h | 1155  | 0     | 1368  | 0     | 354   | 0     | 383   | 0     |
| Number of Conflicting Lanes |                         | 2     |       | 2     |       | 1     |       | 1     |       |

| Results: Approach Measures of Effectiveness |      |    |      |    |      |    |      |    |
|---------------------------------------------|------|----|------|----|------|----|------|----|
| NCHRP-572 Model                             | N    | NE | E    | SE | S    | SW | W    | NW |
| Crit. Entry Capacity pcu/h                  | 503  | NA | 434  | NA | 793  | NA | 770  | NA |
| Crit. Lane Entry Flow pcu/h                 | 380  | 0  | 379  | 0  | 697  | 0  | 319  | 0  |
| V/C ratio                                   | 0.75 |    | 0.87 |    | 0.88 |    | 0.41 |    |
| Control Delay, sec/pcu                      | 25.9 |    | 43.8 |    | 27.7 |    | 7.9  |    |
| LOS                                         | D    |    | E    |    | D    |    | A    |    |
| 95th % Queue (ft)                           | 169  |    | 229  |    | 298  |    | 54   |    |
| <b>Notes:</b>                               |      |    |      |    |      |    |      |    |
| Unit Legend:                                |      |    |      |    |      |    |      |    |
| vph = vehicles per hour                     |      |    |      |    |      |    |      |    |
| PHF = peak hour factor                      |      |    |      |    |      |    |      |    |
| F <sub>HV</sub> = heavy vehicle factor      |      |    |      |    |      |    |      |    |
| pcu = passenger car unit                    |      |    |      |    |      |    |      |    |

219-006



# LANE SUMMARY

Site: 2034 PM EBRT Bypass

Campbellton Road (SR 154/166)/Boat Rock Road/New Hope Road Roundabout

| Lane Use and Performance       |              |            |            |                |         |               |                     |                    |                         |                     |                   |                 |                      |            |                   |                      |
|--------------------------------|--------------|------------|------------|----------------|---------|---------------|---------------------|--------------------|-------------------------|---------------------|-------------------|-----------------|----------------------|------------|-------------------|----------------------|
|                                | Demand Flows |            |            | Total<br>veh/h | HV<br>% | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Average<br>Delay<br>sec | Level of<br>Service | 95% Back of Queue |                 | Lane<br>Length<br>ft | SL<br>Type | Cap.<br>Adj.<br>% | Prob.<br>Block.<br>% |
|                                | L<br>veh/h   | T<br>veh/h | R<br>veh/h |                |         |               |                     |                    |                         |                     | Vehicles<br>veh   | Distance<br>ft  |                      |            |                   |                      |
| <b>South: Campbellton Road</b> |              |            |            |                |         |               |                     |                    |                         |                     |                   |                 |                      |            |                   |                      |
| Lane 1                         | 576          | 0          | 0          | 576            | 6.0     | 964           | 0.598               | 100                | 16.0                    | LOS C               | 6.2               | 162.3           | 1600                 | -          | 0.0               | 0.0                  |
| Lane 2                         | 220          | 289        | 133        | 641            | 6.0     | 1073          | 0.598               | 100                | 10.5                    | LOS B               | 6.3               | 164.0           | 1600                 | -          | 0.0               | 0.0                  |
| Approach                       | 796          | 289        | 133        | 1217           | 6.0     |               | 0.598               |                    | 13.1                    | LOS C               | 6.3               | 164.0           |                      |            |                   |                      |
| <b>East: New Hope Road</b>     |              |            |            |                |         |               |                     |                    |                         |                     |                   |                 |                      |            |                   |                      |
| Lane 1                         | 162          | 143        | 66         | 372            | 2.0     | 452           | 0.822               | 100                | 23.3                    | LOS C               | 7.7               | 195.0           | 1600                 | -          | 0.0               | 0.0                  |
| Approach                       | 162          | 143        | 66         | 372            | 2.0     |               | 0.822               |                    | 23.3                    | LOS C               | 7.7               | 195.0           |                      |            |                   |                      |
| <b>North: Boat Rock Road</b>   |              |            |            |                |         |               |                     |                    |                         |                     |                   |                 |                      |            |                   |                      |
| Lane 1                         | 34           | 176        | 155        | 365            | 4.0     | 470           | 0.778               | 100                | 21.1                    | LOS C               | 7.7               | 199.5           | 1600                 | -          | 0.0               | 0.0                  |
| Approach                       | 34           | 176        | 155        | 365            | 4.0     |               | 0.778               |                    | 21.1                    | LOS C               | 7.7               | 199.5           |                      |            |                   |                      |
| <b>West: Campbellton Road</b>  |              |            |            |                |         |               |                     |                    |                         |                     |                   |                 |                      |            |                   |                      |
| Lane 1                         | 207          | 95         | 0          | 301            | 6.0     | 826           | 0.365               | 100                | 12.5                    | LOS B               | 2.6               | 68.7            | 1600                 | -          | 0.0               | 0.0                  |
| Lane 2                         | 0            | 0          | 505        | 505            | 6.0     | 1224          | 0.413               | 100                | 5.7                     | NA <sup>9</sup>     | NA <sup>9</sup>   | NA <sup>9</sup> | 500 Turn Bay         |            | 0.0               | 0.0                  |
| Approach                       | 207          | 95         | 505        | 807            | 6.0     |               | 0.413               |                    | 8.3                     | LOS B               | 2.6               | 68.7            |                      |            |                   |                      |
| Intersection                   |              |            |            | 2761           | 5.2     |               | 0.822               |                    | 14.1                    | LOS B               | 7.7               | 199.5           |                      |            |                   |                      |

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all lanes. LOS Method: Delay (HCM).

Level of Service (Worst Lane): LOS C. LOS Method for individual lanes: Delay (HCM).

Approach LOS values are based on the worst delay for any lane.

Roundabout LOS Method: Same as Sign Control.

Roundabout Capacity Model: SIDRA Standard.

9 Continuous lane

Processed: Thursday, March 03, 2011 9:48:14 AM  
 SIDRA INTERSECTION 4.0.19.1104  
 Project: H:\projfile\11614 - Campbellton at Boat Rock Roundabout\sidge\_btm\Campbellton Roundabout.sip  
 8001045, KITTELSON AND ASSOCIATES INC, SINGLE

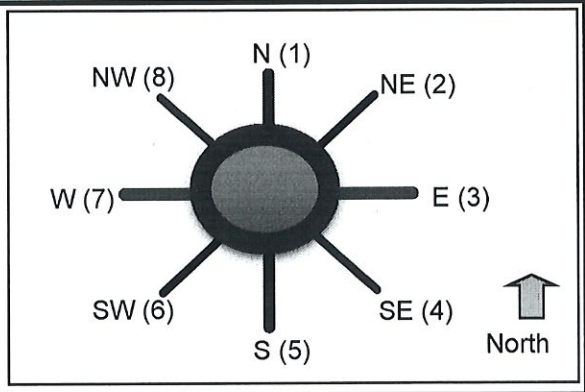
Copyright ©2000-2010 Akcelik & Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)



219-001

Appendix D  
2034 AM & PM  
with Additional SB  
Right-Turn Lane  
(See Figure 6)

| General & Site Information |                                        |
|----------------------------|----------------------------------------|
| Analyst:                   | ALP                                    |
| Agency/Company:            | Kittelson & Associates, Inc.           |
| Date:                      | 2/17/2011                              |
| Project Name or PI#:       | 11614                                  |
| Year, Peak Hour:           | 2034 AM                                |
| County/District:           | Fulton                                 |
| Intersection:              | Campellton Road (SR 154/166)/Boat Rock |



| Volumes           | Entry Legs (FROM) |               |               |   |               |     |            |   |
|-------------------|-------------------|---------------|---------------|---|---------------|-----|------------|---|
|                   | N1 (1)            | N2 (1)        | E1 (3)        |   | E2 (3)        |     |            |   |
| N (1), vph        |                   |               |               |   |               | 26  |            |   |
| <b>Legs (TO)</b>  |                   | <b>111</b>    |               |   |               |     |            |   |
| E (3), vph        |                   |               |               |   |               |     |            |   |
| S (5), v          |                   | <b>139</b>    |               |   |               | 79  |            |   |
| W (7), vph        |                   |               |               |   |               |     | <b>155</b> |   |
| Entry Volume, vph | 0                 | 250           | 0             | 0 | 0             | 260 | 0          | 0 |
|                   | <b>S1 (5)</b>     | <b>S2 (5)</b> | <b>W1 (7)</b> |   | <b>W2 (7)</b> |     |            |   |
| N (1), vph        |                   | <b>95</b>     |               |   | <b>200</b>    |     |            |   |
| E (3), vph        |                   | <b>131</b>    |               |   | <b>274</b>    |     |            |   |
| S (5), vph        |                   |               |               |   | <b>144</b>    |     |            |   |
| W (7), vph        | <b>368</b>        | <b>88</b>     |               |   |               |     |            |   |
| Entry Volume, vph | 368               | 314           | 0             | 0 | 618           | 0   | 0          | 0 |

| Critical Lane Volumes | N   | NE | E   | SE | S   | SW | W   | NW |
|-----------------------|-----|----|-----|----|-----|----|-----|----|
| N (1), vph            | 0   | 0  | 26  | 0  | 0   | 0  | 200 | 0  |
| NE (2), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| E (3), vph            | 111 | 0  | 0   | 0  | 0   | 0  | 274 | 0  |
| SE (4), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| S (5), vph            | 139 | 0  | 79  | 0  | 0   | 0  | 144 | 0  |
| SW (6), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| W (7), vph            | 0   | 0  | 155 | 0  | 368 | 0  | 0   | 0  |
| NW (8), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| Entry Volume, vph     | 250 | 0  | 260 | 0  | 368 | 0  | 618 | 0  |

219-006

| Volume Characteristics      |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
|-----------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars                      |                         | 96%   | 100%  | 98%   | 100%  | 94%   | 100%  | 94%   | 100%  |
| % S.U./ Bus                 |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| % Trucks/ Combin.           |                         | 4%    | 0%    | 2%    | 0%    | 6%    | 0%    | 6%    | 0%    |
| % Bicycles                  |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| PHF                         |                         | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| F <sub>hv</sub>             |                         | 0.962 | 1.000 | 0.980 | 1.000 | 0.943 | 1.000 | 0.943 | 1.000 |
| Entry/Conflicting Flows     |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
| Flow to                     | N (1), pcu/h            | 0     | 0     | 29    | 0     | 110   | 0     | 231   | 0     |
| Leg #                       | NE (2), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | E (3), pcu/h            | 125   | 0     | 0     | 0     | 150   | 0     | 315   | 0     |
|                             | SE (4), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | S (5), pcu/h            | 158   | 0     | 87    | 0     | 0     | 0     | 166   | 0     |
|                             | SW (6), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | W (7), pcu/h            | 0     | 0     | 172   | 0     | 525   | 0     | 0     | 0     |
|                             | NW (8), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | Conflicting flow, pcu/h | 785   | 0     | 866   | 0     | 672   | 0     | 370   | 0     |
| Number of Conflicting Lanes |                         | 2     |       | 2     |       | 1     |       | 1     |       |

| Results: Approach Measures of Effectiveness |      |    |      |    |      |    |      |    |
|---------------------------------------------|------|----|------|----|------|----|------|----|
| NCHRP-572 Model                             | N    | NE | E    | SE | S    | SW | W    | NW |
| Crit. Entry Capacity pcu/h                  | 652  | NA | 616  | NA | 577  | NA | 780  | NA |
| Crit. Lane Entry Flow pcu/h                 | 283  | 0  | 288  | 0  | 424  | 0  | 712  | 0  |
| V/C ratio                                   | 0.43 |    | 0.47 |    | 0.73 |    | 0.91 |    |
| Control Delay, sec/pcu                      | 9.7  |    | 10.9 |    | 21.5 |    | 32.7 |    |
| LOS                                         | A    |    | B    |    | C    |    | D    |    |
| 95th % Queue (ft)                           | 57   |    | 63   |    | 166  |    | 334  |    |
| <b>Notes:</b>                               |      |    |      |    |      |    |      |    |
| Unit Legend:                                |      |    |      |    |      |    |      |    |
| vph = vehicles per hour                     |      |    |      |    |      |    |      |    |
| PHF = peak hour factor                      |      |    |      |    |      |    |      |    |
| F <sub>HV</sub> = heavy vehicle factor      |      |    |      |    |      |    |      |    |
| pcu = passenger car unit                    |      |    |      |    |      |    |      |    |

| <b>Bypass Lane Merge Point Analysis (if applicable)</b>                         |                  |                  |                  |                  |                  |                  |
|---------------------------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Bypass Characteristics</b>                                                   | <b>Bypass #1</b> | <b>Bypass #2</b> | <b>Bypass #3</b> | <b>Bypass #4</b> | <b>Bypass #5</b> | <b>Bypass #6</b> |
| Select Entry Leg from Bypass (FROM)                                             | W (7)            | N (1)            |                  |                  |                  |                  |
| Select Exit Leg for Bypass (TO)                                                 | S (5)            | W (7)            |                  |                  |                  |                  |
| <i>Volumes</i>                                                                  |                  |                  |                  |                  |                  |                  |
| Entry Leg: Insert Right Turn Volume                                             | 720              | 276              |                  |                  |                  |                  |
| Exit Leg:                                                                       | 245              | 698              |                  |                  |                  |                  |
| <i>Volume Characteristics</i>                                                   |                  |                  |                  |                  |                  |                  |
| PHF (Entry Leg)                                                                 | 0.92             | 0.92             |                  |                  |                  |                  |
| F <sub>HV</sub> (Entry Leg)                                                     | 0.94             | 0.96             |                  |                  |                  |                  |
| <b>NOTE: Volume Characteristics for Exit Leg are already taken into account</b> |                  |                  |                  |                  |                  |                  |
| <i>Entry/Conflicting Flows</i>                                                  |                  |                  |                  |                  |                  |                  |
| Entry Flow                                                                      | 830              | 312              |                  |                  |                  |                  |
| Conflicting Exit Flow                                                           | 245              | 698              |                  |                  |                  |                  |
| Number of Conflicting Exit Lanes                                                | 1                | 2                |                  |                  |                  |                  |
| <b>Bypass Lane Results (NCHRP-572 Method)</b>                                   |                  |                  |                  |                  |                  |                  |
| Entry Capacity at bypass merge point, pcu/hr                                    | 884              | 693              |                  |                  |                  |                  |
| V/C ratio                                                                       | 0.94             | 0.45             |                  |                  |                  |                  |
| Control Delay, sec/pcu                                                          | 33.8             | 9.4              |                  |                  |                  |                  |
| LOS                                                                             | D                | A                |                  |                  |                  |                  |
| 95th % Queue (ft)                                                               | 385              | 61               |                  |                  |                  |                  |

# LANE SUMMARY

Site: 2034 AM with 2 SB Lanes

Campbellton Road (SR 154/166)/Boat Rock Road/New Hope Road Roundabout

| Lane Use and Performance       |              |       |       |       |     |       |           |            |               |                  |                   |       |             |         |           |              |
|--------------------------------|--------------|-------|-------|-------|-----|-------|-----------|------------|---------------|------------------|-------------------|-------|-------------|---------|-----------|--------------|
|                                | Demand Flows |       |       |       | HV  | Cap.  | Deg. Satn | Lane Util. | Average Delay | Level of Service | 95% Back of Queue |       | Lane Length | SL Type | Cap. Adj. | Prob. Block. |
|                                | L            | T     | R     | Total |     |       |           |            |               |                  | veh/h             | veh/h |             |         |           |              |
|                                | veh/h        | veh/h | veh/h | veh/h | %   | veh/h | v/c       | %          | sec           |                  | veh               | ft    | ft          |         | %         | %            |
| <b>South: Campbellton Road</b> |              |       |       |       |     |       |           |            |               |                  |                   |       |             |         |           |              |
| Lane 1                         | 341          | 0     | 0     | 341   | 6.0 | 684   | 0.498     | 100        | 18.5          | LOS C            | 4.7               | 122.9 | 1600        | -       | 0.0       | 0.0          |
| Lane 2                         | 155          | 103   | 142   | 400   | 6.0 | 803   | 0.498     | 100        | 13.2          | LOS B            | 4.9               | 129.3 | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 496          | 103   | 142   | 741   | 6.0 |       | 0.498     |            | 15.6          | LOS C            | 4.9               | 129.3 |             |         |           |              |
| <b>East: New Hope Road</b>     |              |       |       |       |     |       |           |            |               |                  |                   |       |             |         |           |              |
| Lane 1                         | 86           | 168   | 28    | 283   | 2.0 | 602   | 0.469     | 100        | 11.7          | LOS B            | 3.1               | 77.7  | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 86           | 168   | 28    | 283   | 2.0 |       | 0.469     |            | 11.7          | LOS B            | 3.1               | 77.7  |             |         |           |              |
| <b>North: Boat Rock Road</b>   |              |       |       |       |     |       |           |            |               |                  |                   |       |             |         |           |              |
| Lane 1                         | 121          | 151   | 0     | 272   | 4.0 | 719   | 0.378     | 100        | 11.3          | LOS B            | 2.4               | 61.2  | 1600        | -       | 0.0       | 0.0          |
| Lane 2                         | 0            | 0     | 300   | 300   | 4.0 | 769   | 0.390     | 100        | 9.2           | LOS A            | 2.5               | 65.3  | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 121          | 151   | 300   | 572   | 4.0 |       | 0.390     |            | 10.2          | LOS B            | 2.5               | 65.3  |             |         |           |              |
| <b>West: Campbellton Road</b>  |              |       |       |       |     |       |           |            |               |                  |                   |       |             |         |           |              |
| Lane 1                         | 217          | 298   | 166   | 681   | 6.0 | 963   | 0.707     | 100        | 12.6          | LOS B            | 9.2               | 242.1 | 1600        | -       | 0.0       | 0.0          |
| Lane 2                         | 0            | 0     | 773   | 773   | 6.0 | 1093  | 0.707     | 100        | 10.6          | LOS B            | 9.4               | 247.1 | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 217          | 298   | 939   | 1454  | 6.0 |       | 0.707     |            | 11.6          | LOS B            | 9.4               | 247.1 |             |         |           |              |
| Intersection                   |              |       |       | 3050  | 5.3 |       | 0.708     |            | 12.3          | LOS B            | 9.4               | 247.1 |             |         |           |              |

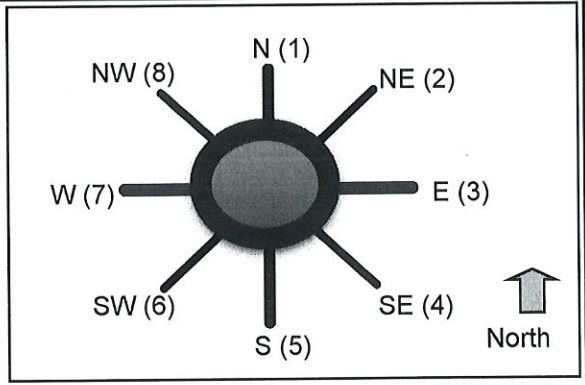
Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all lanes. LOS Method: Delay (HCM).  
 Level of Service (Worst Lane): LOS C. LOS Method for individual lanes: Delay (HCM).  
 Approach LOS values are based on the worst delay for any lane.  
 Roundabout LOS Method: Same as Sign Control.  
 Roundabout Capacity Model: SIDRA Standard.

Processed: Thursday, March 03, 2011 10:44:38 AM  
 SIDRA INTERSECTION 4.0.19.1104  
 Project: H:\profile\11614 - Campbellton at Boat Rock Roundabout\sidra\_btm\Campbellton Roundabout.sip  
 8001045, KITTELSON AND ASSOCIATES INC, SINGLE



219-001

| General & Site Information |                                        |
|----------------------------|----------------------------------------|
| Analyst:                   | ALP                                    |
| Agency/Company:            | Kittelson & Associates, Inc.           |
| Date:                      | 2/17/2011                              |
| Project Name or PI#:       | 11614                                  |
| Year, Peak Hour:           | 2034 PM                                |
| County/District:           | Fulton                                 |
| Intersection:              | Campellton Road (SR 154/166)/Boat Rock |



| Volumes           | Entry Legs (FROM) |        |        |   |        |     |   |   |
|-------------------|-------------------|--------|--------|---|--------|-----|---|---|
|                   | N1 (1)            | N2 (1) | E1 (3) |   | E2 (3) |     |   |   |
| N (1), vph        |                   |        |        |   |        | 61  |   |   |
| <b>Legs (TO)</b>  |                   | 31     |        |   |        |     |   |   |
| E (3), vph        |                   |        |        |   |        |     |   |   |
| S (5), v          |                   | 162    |        |   |        | 149 |   |   |
| W (7), vph        |                   |        |        |   |        | 132 |   |   |
| Entry Volume, vph | 0                 | 193    | 0      | 0 | 0      | 342 | 0 | 0 |
|                   | S1 (5)            | S2 (5) | W1 (7) |   | W2 (7) |     |   |   |
| N (1), vph        |                   | 266    |        |   | 190    |     |   |   |
| E (3), vph        |                   | 122    |        |   | 87     |     |   |   |
| S (5), vph        |                   |        |        |   | 65     |     |   |   |
| W (7), vph        | 605               | 127    |        |   |        |     |   |   |
| Entry Volume, vph | 605               | 515    | 0      | 0 | 342    | 0   | 0 | 0 |

| Critical Lane Volumes | N   | NE | E   | SE | S   | SW | W   | NW |
|-----------------------|-----|----|-----|----|-----|----|-----|----|
| N (1), vph            | 0   | 0  | 61  | 0  | 0   | 0  | 190 | 0  |
| NE (2), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| E (3), vph            | 31  | 0  | 0   | 0  | 0   | 0  | 87  | 0  |
| SE (4), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| S (5), vph            | 162 | 0  | 149 | 0  | 0   | 0  | 65  | 0  |
| SW (6), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| W (7), vph            | 0   | 0  | 132 | 0  | 605 | 0  | 0   | 0  |
| NW (8), vph           | 0   | 0  | 0   | 0  | 0   | 0  | 0   | 0  |
| Entry Volume, vph     | 193 | 0  | 342 | 0  | 605 | 0  | 342 | 0  |

| Volume Characteristics      |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
|-----------------------------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| % Cars                      |                         | 96%   | 100%  | 98%   | 100%  | 94%   | 100%  | 94%   | 100%  |
| % S.U./ Bus                 |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| % Trucks/ Combin.           |                         | 4%    | 0%    | 2%    | 0%    | 6%    | 0%    | 6%    | 0%    |
| % Bicycles                  |                         | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
| PHF                         |                         | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| F <sub>HV</sub>             |                         | 0.962 | 1.000 | 0.980 | 1.000 | 0.943 | 1.000 | 0.943 | 1.000 |
| Entry/Conflicting Flows     |                         | N     | NE    | E     | SE    | S     | SW    | W     | NW    |
| Flow to                     | N (1), pcu/h            | 0     | 0     | 68    | 0     | 306   | 0     | 218   | 0     |
| Leg #                       | NE (2), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | E (3), pcu/h            | 35    | 0     | 0     | 0     | 141   | 0     | 101   | 0     |
|                             | SE (4), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | S (5), pcu/h            | 183   | 0     | 165   | 0     | 0     | 0     | 75    | 0     |
|                             | SW (6), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | W (7), pcu/h            | 0     | 0     | 146   | 0     | 843   | 0     | 0     | 0     |
|                             | NW (8), pcu/h           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
|                             | Conflicting flow, pcu/h | 1155  | 0     | 1368  | 0     | 354   | 0     | 383   | 0     |
| Number of Conflicting Lanes |                         | 2     |       | 2     |       | 1     |       | 1     |       |

| Results: Approach Measures of Effectiveness |             |    |             |    |             |    |             |    |
|---------------------------------------------|-------------|----|-------------|----|-------------|----|-------------|----|
| NCHRP-572 Model                             | N           | NE | E           | SE | S           | SW | W           | NW |
| Crit. Entry Capacity pcu/h                  | 503         | NA | 434         | NA | 793         | NA | 770         | NA |
| Crit. Lane Entry Flow pcu/h                 | 218         | 0  | 379         | 0  | 697         | 0  | 394         | 0  |
| V/C ratio                                   | <b>0.43</b> |    | <b>0.87</b> |    | <b>0.88</b> |    | <b>0.51</b> |    |
| Control Delay, sec/pcu                      | <b>12.5</b> |    | <b>43.8</b> |    | <b>27.7</b> |    | <b>9.5</b>  |    |
| LOS                                         | B           |    | E           |    | D           |    | A           |    |
| 95th % Queue (ft)                           | <b>56</b>   |    | <b>229</b>  |    | <b>298</b>  |    | <b>78</b>   |    |

**Notes:**

Unit Legend:  
 vph = vehicles per hour  
 PHF = peak hour factor  
 F<sub>HV</sub> = heavy vehicle factor  
 pcu = passenger car unit

219-001



| <b>Bypass Lane Merge Point Analysis (if applicable)</b>                         |                  |                  |                  |                  |                  |                  |
|---------------------------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Bypass Characteristics</b>                                                   | <b>Bypass #1</b> | <b>Bypass #2</b> | <b>Bypass #3</b> | <b>Bypass #4</b> | <b>Bypass #5</b> | <b>Bypass #6</b> |
| Select Entry Leg from Bypass (FROM)                                             | W (7)            | N (1)            |                  |                  |                  |                  |
| Select Exit Leg for Bypass (TO)                                                 | S (5)            | W (7)            |                  |                  |                  |                  |
| <i>Volumes</i>                                                                  |                  |                  |                  |                  |                  |                  |
| Entry Leg: Insert Right Turn Volume                                             | 400              | 143              |                  |                  |                  |                  |
| Exit Leg:                                                                       | 423              | 990              |                  |                  |                  |                  |
| <i>Volume Characteristics</i>                                                   |                  |                  |                  |                  |                  |                  |
| PHF (Entry Leg)                                                                 | 0.92             | 0.92             |                  |                  |                  |                  |
| F <sub>HV</sub> (Entry Leg)                                                     | 0.94             | 0.96             |                  |                  |                  |                  |
| <i>NOTE: Volume Characteristics for Exit Leg are already taken into account</i> |                  |                  |                  |                  |                  |                  |
| <i>Entry/Conflicting Flows</i>                                                  |                  |                  |                  |                  |                  |                  |
| Entry Flow                                                                      | 461              | 162              |                  |                  |                  |                  |
| Conflicting Exit Flow                                                           | 423              | 990              |                  |                  |                  |                  |
| Number of Conflicting Exit Lanes                                                | 1                | 2                |                  |                  |                  |                  |
| <b>Bypass Lane Results (NCHRP-572 Method)</b>                                   |                  |                  |                  |                  |                  |                  |
| Entry Capacity at bypass merge point, pcu/hr                                    | 740              | 565              |                  |                  |                  |                  |
| V/C ratio                                                                       | 0.62             | 0.29             |                  |                  |                  |                  |
| Control Delay, sec/pcu                                                          | 12.5             | 8.9              |                  |                  |                  |                  |
| LOS                                                                             | B                | A                |                  |                  |                  |                  |
| 95th % Queue (ft)                                                               | 117              | 31               |                  |                  |                  |                  |

# LANE SUMMARY

Site: 2034 PM with 2 SB Lanes

Campbellton Road (SR 154/166)/Boat Rock Road/New Hope Road Roundabout

| Lane Use and Performance       |              |       |       |       |     |      |           |            |               |                  |                   |         |             |         |           |              |
|--------------------------------|--------------|-------|-------|-------|-----|------|-----------|------------|---------------|------------------|-------------------|---------|-------------|---------|-----------|--------------|
|                                | Demand Flows |       |       |       | HV  | Cap. | Deg. Satn | Lane Util. | Average Delay | Level of Service | 95% Back of Queue |         | Lane Length | SL Type | Cap. Adj. | Prob. Block. |
|                                | L            | T     | R     | Total |     |      |           |            |               |                  | veh/h             | % veh/h |             |         |           |              |
|                                | veh/h        | veh/h | veh/h | veh/h |     |      | v/c       | %          | sec           |                  | veh               | ft      | ft          |         | %         | %            |
| <b>South: Campbellton Road</b> |              |       |       |       |     |      |           |            |               |                  |                   |         |             |         |           |              |
| Lane 1                         | 576          | 0     | 0     | 576   | 6.0 | 964  | 0.598     | 100        | 16.0          | LOS C            | 6.2               | 162.3   | 1600        | -       | 0.0       | 0.0          |
| Lane 2                         | 220          | 289   | 133   | 641   | 6.0 | 1073 | 0.598     | 100        | 10.5          | LOS B            | 6.3               | 164.0   | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 796          | 289   | 133   | 1217  | 6.0 |      | 0.598     |            | 13.1          | LOS C            | 6.3               | 164.0   |             |         |           |              |
| <b>East: New Hope Road</b>     |              |       |       |       |     |      |           |            |               |                  |                   |         |             |         |           |              |
| Lane 1                         | 162          | 143   | 66    | 372   | 2.0 | 452  | 0.822     | 100        | 23.3          | LOS C            | 7.7               | 195.0   | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 162          | 143   | 66    | 372   | 2.0 |      | 0.822     |            | 23.3          | LOS C            | 7.7               | 195.0   |             |         |           |              |
| <b>North: Boat Rock Road</b>   |              |       |       |       |     |      |           |            |               |                  |                   |         |             |         |           |              |
| Lane 1                         | 34           | 176   | 0     | 210   | 4.0 | 603  | 0.348     | 100        | 10.7          | LOS B            | 2.3               | 59.3    | 1600        | -       | 0.0       | 0.0          |
| Lane 2                         | 0            | 0     | 155   | 155   | 4.0 | 519  | 0.300     | 100        | 11.3          | LOS B            | 1.8               | 46.1    | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 34           | 176   | 155   | 365   | 4.0 |      | 0.348     |            | 11.0          | LOS B            | 2.3               | 59.3    |             |         |           |              |
| <b>West: Campbellton Road</b>  |              |       |       |       |     |      |           |            |               |                  |                   |         |             |         |           |              |
| Lane 1                         | 207          | 95    | 82    | 383   | 6.0 | 942  | 0.407     | 100        | 11.5          | LOS B            | 3.1               | 80.8    | 1600        | -       | 0.0       | 0.0          |
| Lane 2                         | 0            | 0     | 423   | 423   | 6.0 | 1041 | 0.407     | 100        | 8.4           | LOS A            | 3.2               | 83.0    | 1600        | -       | 0.0       | 0.0          |
| Approach                       | 207          | 95    | 505   | 807   | 6.0 |      | 0.407     |            | 9.8           | LOS B            | 3.2               | 83.0    |             |         |           |              |
| Intersection                   |              |       |       | 2761  | 5.2 |      | 0.822     |            | 13.2          | LOS B            | 7.7               | 195.0   |             |         |           |              |

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all lanes. LOS Method: Delay (HCM).  
 Level of Service (Worst Lane): LOS C. LOS Method for individual lanes: Delay (HCM).  
 Approach LOS values are based on the worst delay for any lane.  
 Roundabout LOS Method: Same as Sign Control.  
 Roundabout Capacity Model: SIDRA Standard.

Processed: Thursday, March 03, 2011 11:06:05 AM  
 SIDRA INTERSECTION 4.0.19.1104  
 Project: H:\projfile\11614 - Campbellton at Boat Rock Roundabout\sidra\_btm\Campbellton Roundabout.sip  
 8001045, KITTELSON AND ASSOCIATES INC, SINGLE



219-006

| ID | Task Name                                    | Duration        | Start           | Finish         | 2011  |       |       |       | 2012  |       |       |       | 2013  |       |       |       |       |  |  |  |  |
|----|----------------------------------------------|-----------------|-----------------|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|--|--|--|
|    |                                              |                 |                 |                | Qtr 2 | Qtr 3 | Qtr 4 | Qtr 1 | Qtr 2 | Qtr 3 | Qtr 4 | Qtr 1 | Qtr 2 | Qtr 3 | Qtr 4 | Qtr 1 | Qtr 2 |  |  |  |  |
| 1  | Notice To Proceed                            | 0 days          | 7/1/11          | 7/1/11         |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 2  | Database Preparation                         | 66 days?        | 7/1/11          | 9/30/11        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 3  | Concept Validation                           | 45 days?        | 7/1/11          | 9/1/11         |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 4  | <b>Environmental Document Preparation</b>    | <b>260 days</b> | <b>7/1/11</b>   | <b>6/28/12</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 5  | Prepare Environmental Studies & Report       | 26 wks          | 7/1/11          | 12/29/11       |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 6  | Categorical Exclusion Review & Approval      | 26 wks          | 12/30/11        | 6/28/12        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 7  | Preliminary Plan Preparation                 | 35.4 wks        | 9/1/11          | 5/4/12         |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 8  | GDOT Prelim. Plan Review                     | 6 wks           | 5/7/12          | 6/15/12        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 9  | Revise Prelim. Plans                         | 4 wks           | 6/18/12         | 7/13/12        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 10 | Submit Plans to Utility Cos.                 | 0 days          | 7/13/12         | 7/13/12        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 11 | Review Prelim Plans & Schedule PEPR          | 2 wks           | 7/16/12         | 7/27/12        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 12 | Preliminary Field Plan Review                | 0 days          | 7/27/12         | 7/27/12        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 13 | Prepare RW Plans                             | 6 wks           | 8/27/12         | 10/5/12        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 14 | GDOT Review RW Plans                         | 5 wks           | 10/8/12         | 11/9/12        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 15 | Revise RW Plans                              | 2 wks           | 11/12/12        | 11/23/12       |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 16 | RW Office RW Plan Review                     | 5 wks           | 11/26/12        | 12/28/12       |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 17 | Revise RW Plans                              | 2 wks           | 12/31/12        | 1/11/13        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 18 | Review/Approve RW Plans                      | 4 wks           | 1/14/13         | 2/8/13         |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 19 | <b>Environmental Re-evaluation</b>           | <b>20 days</b>  | <b>12/24/12</b> | <b>1/18/13</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 20 | Prepare Environmental Re-evaluation          | 2 wks           | 12/24/12        | 1/4/13         |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 21 | GDOT review & approve                        | 2 wks           | 1/7/13          | 1/18/13        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 22 | GDOT & County RW Agreement                   | 2 wks           | 2/1/13          | 2/22/13        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 23 | RW Acquisition                               | 42 wks          | 2/25/13         | 12/13/13       |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 24 | GDOT Certifies RW                            | 5 wks           | 12/16/13        | 1/17/14        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 25 | Final Plan Preparation                       | 58 wks          | 8/27/12         | 10/4/13        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 26 | GDOT Review                                  | 6 wks           | 10/7/13         | 11/15/13       |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 27 | Revise Final Plans                           | 4 wks           | 11/18/13        | 12/13/13       |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 28 | Schedule Field Plan Review                   | 6 wks           | 12/16/13        | 1/24/14        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 29 | Final Field Plan Review                      | 0 days          | 1/24/14         | 1/24/14        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 30 | Revise Final Plans                           | 2 wks           | 1/27/14         | 2/7/14         |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 31 | Submit Final Package                         | 0 days          | 2/7/14          | 2/7/14         |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 32 | <b>Environmental Re-evaluation</b>           | <b>20 days</b>  | <b>1/13/14</b>  | <b>2/7/14</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 33 | Prepare Environmental Re-evaluation          | 2 wks           | 1/13/14         | 1/24/14        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 34 | GDOT Review & Approve                        | 2 wks           | 1/27/14         | 2/7/14         |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 35 | GDOT Authorizes County to Bid Project        | 6 wks           | 2/10/14         | 3/21/14        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 36 | Bidding Process                              | 9 wks           | 3/24/14         | 5/23/14        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 37 | GDOT & County Execute Construction Agreement | 10 wks          | 5/26/14         | 8/1/14         |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |
| 38 | Construction                                 | 26 wks          | 8/4/14          | 1/30/15        |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |  |  |

219-001

**Benefit Cost Analysis Work Sheet  
CONGESTION Projects**

STP00-0186-01(038)  
731830  
Fulton

Campbellton Road @ Boat Rock Road / New Hope Road Intersection Improvement

**Congestion Benefit = Tb + Cmb + Fb**

**Person Time Savings Benefit (Tb)**

|           |                 |
|-----------|-----------------|
| *Db (hrs) | 0.04            |
| ADT       | 18,500          |
| Tb (\$s)  | \$25,437,500.00 |

**Commercial or Truck Time Savings Benefit (Cmb)**

|                 |                |
|-----------------|----------------|
| Db (hrs)        | 0.04           |
| % Truck Traffic | 0.04           |
| ADT             | 18,500         |
| Cmb             | \$5,376,100.00 |

**Fuel Savings Benefit (Fb)**

|          |                |
|----------|----------------|
| ADT      | 18,500         |
| Fb (\$s) | \$8,864,583.33 |

|                                 |                        |
|---------------------------------|------------------------|
| <b>Total Congestion Benefit</b> | <b>\$39,678,183.33</b> |
| <b>Total Project Cost</b>       | <b>\$3,961,238.57</b>  |
| <b>B/C Ratio</b>                | <b>10.02</b>           |

219-001

P.I. Number 731830

County Fulton

Date 4/27/2011

Project Number STP-186-1(38)

**Special Provision, Section 109-Measurement and Payment  
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

|                  |       |
|------------------|-------|
| ENTER FPL DIESEL | 4.25  |
| ENTER FPM DIESEL | 9.563 |

|                    |   |
|--------------------|---|
| ENTER FPL UNLEADED | 4 |
| ENTER FPM UNLEADED | 9 |

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

|                            |
|----------------------------|
| <b>INCREASE ADJUSTMENT</b> |
| <b>125.00%</b>             |

|                            |
|----------------------------|
| <b>INCREASE ADJUSTMENT</b> |
| <b>125.00%</b>             |

| ROADWAY ITEMS                                                            | QUANTITY | DIESEL FACTOR | GALLONS DIESEL | UNLEADED FACTOR | GALLONS UNLEADED | REMARKS |
|--------------------------------------------------------------------------|----------|---------------|----------------|-----------------|------------------|---------|
| Excavations paid as specified by Sections 205 (CUBIC YARD)               |          | 0.29          |                | 0.15            |                  |         |
| Excavations paid as specified by Sections 206 (CUBIC YARD)               |          | 0.29          |                | 0.15            |                  |         |
| GAB paid as specified by the ton under Section 310 (TON)                 | 2198.000 | 0.29          | 637.42         | 0.24            | 527.52           |         |
| Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)    |          | 2.90          |                | 0.71            |                  |         |
| Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)    | 2127.000 | 2.90          | 6168.30        | 0.71            | 1510.17          |         |
| PCC Pavement paid as specified by the square yard under Section 430 (SY) |          | 0.25          |                | 0.20            |                  |         |

| BRIDGE ITEMS                          | Quantity | Unit Price | QF/1000 | Diesel Factor | Gallons Diesel | Unleaded Factor | Gallons Unleaded | REMARKS |
|---------------------------------------|----------|------------|---------|---------------|----------------|-----------------|------------------|---------|
| Bridge Excavation (CY) Section 211    |          |            |         | 8.00          |                | 1.50            |                  |         |
| Class __ Concrete (CY) Section 500    |          |            |         | 8.00          |                | 1.50            |                  |         |
| Class __ Concrete (CY) Section 500    |          |            |         | 8.00          |                | 1.50            |                  |         |
| Class __ Concrete (CY) Section 500    |          |            |         | 8.00          |                | 1.50            |                  |         |
| Superstru Con Class__(CY) Section 500 |          |            |         | 8.00          |                | 1.50            |                  |         |
| Superstru Con Class__(CY) Section 500 |          |            |         | 8.00          |                | 1.50            |                  |         |
| Superstru Con Class__(CY) Section 500 |          |            |         | 8.00          |                | 1.50            |                  |         |
| Concrete Handrail (LF) Section 500    |          |            |         | 8.00          |                | 1.50            |                  |         |
| Concrete Barrier (LF) Section 500     |          |            |         | 8.00          |                | 1.50            |                  |         |

| BRIDGE ITEMS | Quantity | Unit Price | QF/1000 | Diesel Factor | Gallons Diesel | Unleaded Factor | Gallons Unleaded | REMARKS |
|--------------|----------|------------|---------|---------------|----------------|-----------------|------------------|---------|
|--------------|----------|------------|---------|---------------|----------------|-----------------|------------------|---------|

219-001

|                                              |  |                |  |                         |  |                |  |
|----------------------------------------------|--|----------------|--|-------------------------|--|----------------|--|
| Stru Steel Plan Quantity (LB)<br>Section 501 |  |                |  | 8.00                    |  | 1.50           |  |
| Stru Steel Plan Quantity (LB)<br>Section 501 |  |                |  | 8.00                    |  | 1.50           |  |
| PSC Beams____ (LF)<br>Section 507            |  |                |  | 8.00                    |  | 1.50           |  |
| PSC Beams____ (LF)<br>Section 507            |  |                |  | 8.00                    |  | 1.50           |  |
| PSC Beams____ (LF)<br>Section 507            |  |                |  | 8.00                    |  | 1.50           |  |
| Stru Reinf Plan Quantity(LB)<br>Section 511  |  |                |  | 8.00                    |  | 1.50           |  |
| Stru Reinf Plan Quantity(LB)<br>Section 511  |  |                |  | 8.00                    |  | 1.50           |  |
| Bar Reinf Steel (LB) Section<br>511          |  |                |  | 8.00                    |  | 1.50           |  |
| Piling____ inch (LF)<br>Section 520          |  |                |  | 8.00                    |  | 1.50           |  |
| Piling____ inch (LF)<br>Section 520          |  |                |  | 8.00                    |  | 1.50           |  |
| Piling____ inch (LF)<br>Section 520          |  |                |  | 8.00                    |  | 1.50           |  |
| Piling____ inch (LF)<br>Section 520          |  |                |  | 8.00                    |  | 1.50           |  |
| Piling____ inch (LF)<br>Section 520          |  |                |  | 8.00                    |  | 1.50           |  |
| Piling____ inch (LF)<br>Section 520          |  |                |  | 8.00                    |  | 1.50           |  |
| Drilled Caisson,____ (LF)<br>Section 524     |  |                |  | 8.00                    |  | 1.50           |  |
| Drilled Caisson,____ (LF)<br>Section 524     |  |                |  | 8.00                    |  | 1.50           |  |
| Drilled Caisson,____ (LF)<br>Section 524     |  |                |  | 8.00                    |  | 1.50           |  |
| Pile Encasement,____(LF)<br>Section 547      |  |                |  | 8.00                    |  | 1.50           |  |
| Pile Encasement,____(LF)<br>Section 547      |  |                |  | 8.00                    |  | 1.50           |  |
| <b>SUM QF DIESEL=</b>                        |  | <b>6805.72</b> |  | <b>SUM QF UNLEADED=</b> |  | <b>2037.69</b> |  |
| <b>DIESEL PRICE ADJUSTMENT(\$)</b>           |  |                |  | <b>\$33,262.96</b>      |  |                |  |
| <b>UNLEADED PRICE ADJUSTMENT(\$)</b>         |  |                |  | <b>\$9,373.37</b>       |  |                |  |

219-6020

## ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS  
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL  ENTER APM

INCREASE ADJUSTMENT

| L.I.N.   | TYPE     | TACK (GALLONS) | TACK (TONS) | REMARKS |
|----------|----------|----------------|-------------|---------|
| 413-1000 | PG 58-22 | 200            | 0.8590      |         |

TMT =

## 400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL  ENTER APM

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT

| L.I.N. / Spec Number | MIX TYPE      | HMA  | JMF AC% | AC                                  | REMARKS |
|----------------------|---------------|------|---------|-------------------------------------|---------|
| 402-1811             | 4.75 mm       | 70   | 5.00    | 3.50                                |         |
| 402-3141             | 12.5 mm SP    | 1235 | 5.00    | 61.75                               |         |
| 402-3190             | 19 mm SP      | 1100 | 5.00    | 55.00                               |         |
| 402-3121             | 9.5 mm SP TP2 | 2198 | 5.00    | 109.90                              |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | 5.00    |                                     |         |
|                      |               |      | TMT =   | <input type="text" value="230.15"/> |         |

219-002

## ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

| Use this side for Asphalt Emulsion Only |      |                                           |
|-----------------------------------------|------|-------------------------------------------|
| L.I.N.                                  | TYPE | ASPHALT EMULSION (GALLONS)                |
|                                         |      |                                           |
| TMT =                                   |      | <input style="width: 100%;" type="text"/> |
| REMARKS:                                |      |                                           |

| Use this side for Asphalt Cement Only |      |                                           |
|---------------------------------------|------|-------------------------------------------|
| L.I.N.                                | TYPE | TACK (GALLONS)                            |
|                                       |      |                                           |
| TMT =                                 |      | <input style="width: 100%;" type="text"/> |
| REMARKS:                              |      |                                           |

### ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$33,262.96

UNLEADED PRICE ADJUSTMENT(\$) \$9,373.37

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$400.99

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$107,434.02

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

|          |                                           |
|----------|-------------------------------------------|
| REMARKS: | <input style="width: 100%;" type="text"/> |
|----------|-------------------------------------------|

219-001



**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council Approval of Staff's Recommendation on Z19-002  
Rezoning

**DATE:** September 24, 2019

**SUBJECT:** Council Approval of Staff's Recommendation on Z19-002  
Rezoning

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description                       | Type       | Upload Date |
|-----------------------------------|------------|-------------|
| Z19-002 Rezoning 7195 Butner Road | Cover Memo | 9/19/2019   |

# GOVERNMENT OF THE CITY OF SOUTH FULTON

ODIE DONALD II  
CITY MANAGER



SHAYLA REED  
DIRECTOR  
COMMUNITY DEVELOPMENT &  
REGULATORY AFFAIRS

## MEMORANDUM

**TO:** City Planning Commission  
**FROM:** Planning & Zoning Division  
**SUBJECT:** **Z19-002 for 7195 Butner Rd. (Butner Estates)**  
**DATE:** September 24, 2019

---

Applicant seeks to rezone from **AG-1 (Agricultural District)** to **CUP (Community Unit Plan District)**

**STAFF RECOMMENDATION: WITHDRAWAL**

**PLANNING COMMISSION RECOMMENDATION: DENIAL**

**APPLICANT REQUESTED WITHDRAWAL ON SEPTEMBER 3, 2019**

cc: Diane White, City Clerk

Z19-002 for a Rezoning at 7195 Butner Rd (Butner Estates)  
September 24, 2019  
Page 1 of 9

---

---

**APPLICATION INFORMATION**

---

Applicant Information: Urveco Dos LLC  
Felipe Castellanos  
133 Johnson Ferry Road  
Suite 501  
Marietta, GA 30068

---

Status of Applicant: Agent

---

City Council District(s): 2

---

Parcel ID Number: 14F0155 LL0579

---

Area of Property: The property is composed of approximately 44.2 acres.

---

Current/Past Use of the Property: The property currently has no development except rough roads in place.

---

Prior Zoning Cases/History: The parcel is zoned AG-1 with no case associated with it.

---

Surrounding Zoning: North:  
• AG-1 (Agricultural District)  
East:  
• AG-1 (Agricultural District)  
South:  
• CUP (Community Unit Plan District)  
West:  
• CUP (Community Unit Plan District)

---

2035 Future Land Use Designation: Rural Neighborhood

---

Compatibility with Fulton County The Comprehensive Plan's intent is to preserve the residential character of this area.

---

Overlay District: Cliftondale Overlay

---

Public Utilities: Water service is provided to these sites by City of Atlanta.  
Sewer service is available to the site by Fulton County.  
Any extension of sewer service is the responsibility of the developer.

---

Public Services: Police and Fire services are available to this site by City of South Fulton

---

Transportation: Street: Butner Road  
Public Transit: MARTA is not available to the site.

---

Bike/Pedestrian Access: Sidewalks will be provided within the subdivision as well as the front of the subdivision.

---

Parking Required: 2 car garages

---

Topography/Drainage: The property is located along Butner Road does not display any drainage issues.

---

**STAFF COMMENTS**

Engineering: *If the City Council approves the petition, it is recommended to apply the following conditions: Any emergency services secondary access to development shall be within a publicly dedicated right of way connecting to a public right of way subject to Fire Marshall and City Engineer approval.*

*Improve Butner Road to provide a Left Turn Lane and Deceleration lane at proposed entrance, subject to approval of Traffic Engineer.*

Additional Comments:

Petition site plan should be revised to delineate and label all state and local stream buffers within the site boundaries. As of 5-08-2019 base flow discharging to the ENE and wretched vegetation conditions exist establishing a stream buffer near the northwest corner of the site. Stream buffer appears to extend eastward into site an undetermined distance. Revise proposed plan to accurately delineate and label stream buffer and to show a proposal that can feasibly comply with the Stream Buffer Ordinance.

Petition site plan should be revised to delineate and label Cliftondale Overlay District standard 50ft buffer and 10ft improvement setback along Butner Rd. Proposed lots shall not include the buffer and improvement setback.

Establishment of buffers around one or more perimeters should be considered, although a buffer along western perimeter is not feasible due to presence of power easement.

2019-5-08 site visit: at north end of site conditions establishing a stream buffer are noted. Normal flow of water and wretched vegetation noted. Feature flows ENE leaving site near where site plan dated 12-11-2018 submitted by applicant bears label "Detention Pond". Upstream extents of feature not determined during site visit due to density of vegetation along feature.

---

Arborist: None

Environmental:

Public works: COMMENTS ON PUBLIC SERVICES AND UTILITIES

**NOTE:** Various Fulton County departments or divisions that may or may not be affected by the proposed development provide the following information. Comments herein are based on the applicant's conceptual site plan and are intended as general non-binding information and in no manner suggest a final finding by the commenter. All projects, if approved, are required to complete the City of South Fulton Plan Review process prior to the commencement of any construction activity.

**WATER AND WASTEWATER (SEWER):**

**WATER:**

Anticipated water demand: 270 gallons per day (gpd) per residential lot x 81 lots= 21,870 gallons per day (gpd).

Z19-002 for a Rezoning at 7195 Butner Rd (Butner Estates)

September 24, 2019

Page 3 of 9

This project is within the City of Atlanta water jurisdiction.

**SEWER:**

Basin: Deep (Camp) Creek

Treatment Plant: Camp Creek (Fulton County Government) Anticipated sewer demand:

19,683 gallons per day

There are two sanitary sewer manhole northeast of the northeast property corner of the 44.261 acre tract (7195 Butner Road) (Sewer manholes# SMDC0237600 and# SMDC0237610) located in in Land Lots 154, 157, District 14FF and there is a sanitary sewer manhole approximately 375 feet west of the western property line of the 44.261 acre tract (7195 Butner Road) (Sewer manhole# SMDC0237010) located in in Land Lot 156, District 14FF all along an 8 inch sewer line that can service this project. It will be the developer's responsibility to run to sewer line from the existing Fulton County Government sanitary sewer manhole to the proposed project as well as acquiring any needed sewer easements (minimum width of 20 feet) if needed. This is a distance from the existing manhole to the developer's location. The developer may also be asked to run a 20-foot-wide sewer easement and 8-inch sewer line up to an adjacent property so Fulton County Government can provide sanitary sewer service to upstream users in the future per the Fulton County Sanitary Sewer Regulations.

Comments: This information does not guarantee that adequate sewer capacity is available at this time or will be available upon application of permits. Please contact the Department of Public Works for more information.

---

Transportation: None

MARTA: None

Fulton County Schools: None

Fire: The requirement would be two or more egress access roads for lots greater than 29. All access must adhere to specifications for emergency access in appendix D of ifc 2012, and all hydrants must have a fire flow and the results submitted to fire marshal office.

---

Legal: None

---



---

## PUBLIC PARTICIPATION

---

### ZONING IMPACT ANALYSIS

**1. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property;**

It is Staff's opinion that the proposed use will not adversely affect adjacent and nearby uses if developed.

**2. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property;**

The proposed residential use will not adversely affect the surrounding properties as most nearby parcels are similarly zoned residential.

**3. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;**

Z19-002 for a Rezoning at 7195 Butner Rd (Butner Estates)  
September 24, 2019  
Page 5 of 9

The existing site is zoned AG-1 which has a minimum lot size of 1 acre. This would limit the use to approximately half the lots proposed by the applicant. The proposed zoning of CUP proposal expands the economic possibilities of the site.

**4. Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools;**

The proposed use for the subject site will not cause excessive burden on the existing streets, transportation facilities, utilities, or schools.

**5. Whether the zoning proposal is in conformity with the policies and intent of the land use plan;**

The 2035 Comprehensive Plan's Future Land Use Map designates the area as Rural Neighborhood. The proposed development is conducive to such designation.

**6. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; and**

The subject property which is currently zoned AG-1.

**7. Whether the zoning proposal will permit a use which can be considered environmentally adverse to the natural resources, environment and citizens of City of South Fulton.**

The Environmental Site Assessment submitted by the applicant confirms that there are no adverse environmental effects projected by the site's proposed development.

---

**PLANNER'S RECOMMENDATION**

Based upon the findings and conclusions herein, Staff recommends **APPROVAL WITH CONDITIONS** of the request to rezone the property from AG-1 (Agricultural District) to CUP (Community Unit Plan).

**CONDITIONS:**

1. Provide a staggered setback of all dwelling facades. Staggered setbacks shall be determined by the placement of the dwellings on either side of the dwelling in question. Said setback shall provide a minimum 3-foot variation for single family detached dwellings as measured from the back of curb.
2. The front exterior facade of all homes shall be brick, stone, or other masonry materials (or some combination of these materials). The remaining exterior

sides must be, Hardi-Board, clapboards, cedar shakes or shingles, or some combination of these materials. Vinyl or aluminum siding is prohibited. There shall be no exposed foundations.

3. The minimum design standards are:
  - Minimum lot width at building line: 60 feet\*
  - Minimum front yard: 20 feet
  - Minimum side corner yard: 15 feet
  - Minimum side yard: 7 feet
  - Minimum rear yard: 25 feet
  - Minimum building separation: 14 feet

---

## **PLANNING COMMISSION RECOMMENDATION : DENIAL OF PETITION REQUEST**

---

### **PLANNER'S RECOMMENDATION**

The applicant has proposed to make changes to the site plans to address the community's comments. The applicant has recently disclosed to staff their intent to purchase additional property north of the subject property to combine and provide additional homes. The applicant submitted to staff a conceptual site plan on August 9, 2019 depicting the overview of the design layout once the purchased property is combined. The initial intent of 81 homes has increased to 183 homes, adding two additional entrances. The applicant has requested three deferrals since the submittal of this zoning petition. It is staff's opinion the applicant has shown consistent unreadiness. Staff recommends **WITHDRAWAL** of the request to rezone the property from AG-1 (Agricultural District) to CUP (Community Unit Plan). The hearing date will be August 20, 2019 for the Planning Commission and September 24, 2019 for Mayor and Council.

### **CONDITIONS:**

1. Provide a staggered setback of all dwelling facades. Staggered setbacks shall be determined by the placement of the dwellings on either side of the dwelling in question. Said setback shall provide a minimum 3-foot variation for single family detached dwellings as measured from the back of curb.
2. The front exterior facade of all homes shall be brick, stone, or other masonry materials (or some combination of these materials). The remaining exterior sides must be, Hardi-Board, clapboards, cedar shakes or shingles, or some combination of these materials. Vinyl or aluminum siding is prohibited. There shall be no exposed foundations.
3. The minimum design standards are:
  - Minimum lot width at building line: 60 feet\*
  - Minimum front yard: 20 feet
  - Minimum side corner yard: 15 feet
  - Minimum side yard: 7 feet
  - Minimum rear yard: 25 feet
  - Minimum building separation: 14 feet

---

### **PREPARED BY:**

Dana Gray, Planner II

### **REVIEWED BY:**

Keedra Jackson, Senior Planner  
Shayla Reed, Director







May 9, 2019

Dana Gray  
 Planner II  
 Community Development Services  
 City of South Fulton  
 5440 Fulton Industrial Boulevard S.W., Suite A  
 Atlanta, GA 30336-0308

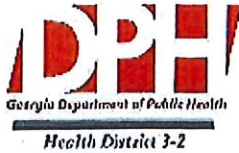
RE: Zoning Comments for May 2019 (Z19-002)

Dear Mr. Gray:

The following are comments by the Environmental Health Services (EHS) Division and the Environmental Justice (EJ) Program of the Fulton County Board of Health. These comments are in reference to the zoning case which was previously received from your office.

| CASE NO. | ZONING COMMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Z19-002  | <p><b><u>EHS Comments</u></b></p> <ul style="list-style-type: none"> <li>• Prior to the approval of any plat by the appropriate jurisdiction, the Environmental Health Services Division of the Fulton County Board of Health shall review and approve the plat regarding water supply and sewage disposal. No person may sell, offer for sale, lease, begin construction or otherwise begin the physical improvement of an exemption plat development, nor shall a building permit be issued in any form until all requirements set forth by the Fulton County Board of Health have been met.</li> <li>• The Fulton County Board of Health will require that the owner/developer connect the proposed development to public water and public sanitary sewer which are available to the site.</li> </ul> <p><b><u>General Public Health and EJ Comments</u></b></p> <ul style="list-style-type: none"> <li>• Since this development is for residential use, the Fulton County Board of Health does not anticipate any adverse health impacts as a result of</li> </ul> |





Kathleen E. Toomey, M.D., Commissioner | Brian Kemp, Governor

May 9, 2019

Dana Gray  
 Planner II  
 Community Development Services  
 City of South Fulton  
 5440 Fulton Industrial Boulevard S.W., Suite A  
 Atlanta, GA 30336-0308

RE: Zoning Comments for May 2019 (Z19-002)

Dear Mr. Gray:

The following are comments by the Environmental Health Services (EHS) Division and the Environmental Justice (EJ) Program of the Fulton County Board of Health. These comments are in reference to the zoning case which was previously received from your office.

| CASE NO. | ZONING COMMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Z19-002  | <p><b><u>EHS Comments</u></b></p> <ul style="list-style-type: none"> <li>• Prior to the approval of any plat by the appropriate jurisdiction, the Environmental Health Services Division of the Fulton County Board of Health shall review and approve the plat regarding water supply and sewage disposal. No person may sell, offer for sale, lease, begin construction or otherwise begin the physical improvement of an exemption plat development, nor shall a building permit be issued in any form until all requirements set forth by the Fulton County Board of Health have been met.</li> <li>• The Fulton County Board of Health will require that the owner/developer connect the proposed development to public water and public sanitary sewer which are available to the site.</li> </ul> <p><b><u>General Public Health and EJ Comments</u></b></p> <ul style="list-style-type: none"> <li>• Since this development is for residential use, the Fulton County Board of Health does not anticipate any adverse health impacts as a result of</li> </ul> |



1 of 2

10 Park Place South SE | Atlanta, GA 30303 | Phone 404 613 1205 | Fax 404 612 2285 | www.fultoncountyga.gov

Z19-002 for a Rezoning at 7195 Butner Road  
 Planning Commission June 18, 2019  
 Mayor and Council September 24, 2019



## APPLICANT'S CHECKLIST

DOCUMENTS AND QUANTITIES REQUIRED

**ALL ITEMS ARE DUE AT THE TIME OF FILING.  
INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.**

*Applications will not be accepted after 3:00 PM on each due date.*

| ITEM #                                                                                 | REQUIRED ITEM                                    | NUMBER OF COPIES                                                                             | CHECK<br>✓ |
|----------------------------------------------------------------------------------------|--------------------------------------------------|----------------------------------------------------------------------------------------------|------------|
| 1.                                                                                     | Pre-Application Review Form                      | 1 original and 2 copies <span style="float: right;">BZE</span>                               | ✓          |
| 2.                                                                                     | Site Plan Checklist                              | 1 original and 1 copy                                                                        | ✓          |
| 3.                                                                                     | Application Form                                 | 1 original and 2 copies; plus<br>1 additional copy if project includes a DRI or MARTA review | ✓          |
| 4.                                                                                     | Legal Description (8½" x 11")                    | 4 copies                                                                                     | ✓          |
| 5.                                                                                     | Deed                                             | 2 copies                                                                                     | ✓          |
| 6.                                                                                     | Letter of Intent (8½" x 11")                     | 9 copies; plus<br>1 additional copy if project includes a DRI or MARTA review                | ✓          |
| 7.                                                                                     | Site Plan                                        | 9 copies; plus<br>1 additional copy if project includes a DRI or MARTA review                | ✓          |
| 8.                                                                                     | Environmental Site Analysis                      | 3 copies                                                                                     | ✓          |
| 9.                                                                                     | Impact Analysis (8½" x 11")                      | 3 copies                                                                                     | ✓          |
| 10.                                                                                    | Disclosure Form(s)                               | 2 copies                                                                                     | ✓          |
| 11.                                                                                    | Public Participation Plan                        | 2 copies                                                                                     | ✓          |
| 12.                                                                                    | Public Participation Report                      | 2 copies (see schedule for due date)                                                         | ✓          |
| <b>THE FOLLOWING ITEMS MAY BE REQUIRED. SEE THE FOLLOWING INFORMATION FOR DETAILS.</b> |                                                  |                                                                                              |            |
| 13.                                                                                    | Adjacent Property Owner List                     | 1 copy                                                                                       |            |
| 14.                                                                                    | Traffic Impact Study                             | 3 copies                                                                                     |            |
| 15.                                                                                    | Metropolitan River Protection                    | 2 copies                                                                                     |            |
| 16.                                                                                    | Development of Regional Impact Review Form (DRI) | 2 copies                                                                                     |            |
| 17.                                                                                    | Environmental Impact Report                      | 3 copies                                                                                     |            |
| 18.                                                                                    | Noise Study Report                               | 3 copies                                                                                     |            |

### APPLICATION REQUIREMENTS

**ALL APPLICATION SUBMITTALS MUST BE DONE IN PERSON AT 5440 FULTON INDUSTRIAL BOULEVARD BETWEEN 8:30 A.M. AND 3:00 P.M. INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.**

**ITEM 1. PRE-APPLICATION MEETING AND REVIEW FORM:** Prior to submitting a rezoning request, you are required to meet with Staff to review your proposal and issue a pre-application review form, which becomes part of your application packet. **At least 10 business days before your goal due date, email Brianna Rindge (brianna.rindge@cityofsouthfultonga.gov) with your conceptual site plan and letter of intent attached to make an appointment.**



# APPLICATION FOR REZONING & USE PERMIT

City of South Fulton Community Development Services  
City of South Fulton City Hall  
5440 Fulton Industrial Boulevard  
Atlanta, GA 30336

19007834

DATE: 12/12/18

TAX PARCEL IDENTIFICATION NUMBER(S): 14F0155 LL0579

## SECTION I REZONING REQUEST

Office use only:  
ZONING CASE #: \_\_\_\_\_ ROAD FRONTAGE: \_\_\_\_\_

PROPERTY ADDRESS (if available): 7195 Butner Road College Park GA 30349

The undersigned, having an interest in the property herein described, respectfully petitions that said property be rezoned from AG-1 Existing Zoning(s) to CUP Community Unit Plan Proposed Zoning(s)

## SECTION II USE PERMIT REQUEST

Office use only:  
USE PERMIT CASE # \_\_\_\_\_ ROAD FRONTAGE: \_\_\_\_\_

Under the provisions of Article XIX of the Zoning Resolution, application is hereby made to obtain a Use Permit as follows:

CURRENT ZONING: AG-1

USE PERMIT REQUEST: CUP Community Unit Plan

## SECTION IV OWNER/PETITIONER

**NOTICE: Part 1 and/or Part 2 below must be signed and notarized when the petition is submitted. Please complete Section IV as follows:**

- a) If you are the sole owner of the property and not the petitioner complete Part 1.
- b) If you are the petitioner and not the sole owner of the property complete Part 2.
- c) If you are the sole owner and petitioner complete Part 1.
- d) If there are multiple owners each must complete a separate Part 1 and include it in the application.

219-002

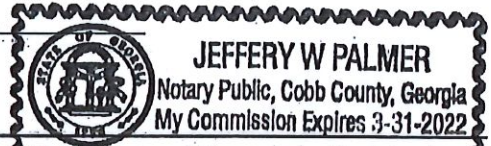
**Part 1. Owner states under oath that he/she is the owner of the property described in the attached legal description, which is made part of this application.**

Uverco Dos, LLC  
TYPE OR PRINT OWNER'S NAME  
133 Johnson Ferry Road Suite 501  
ADDRESS  
Marietta GA 30068  
CITY & STATE ZIP CODE  
[Signature]  
OWNER'S SIGNATURE  
felipe@proterra.us  
EMAIL ADDRESS

Sworn to and subscribed before me this the

12 Day of December 20 18,  
[Signature]  
NOTARY PUBLIC

404-707-7775  
PHONE NUMBER



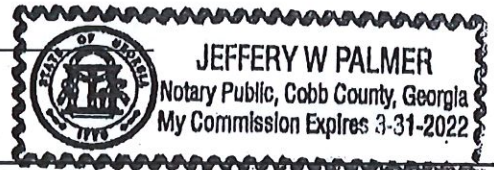
**PART 2. Petitioner states under oath that: (1) he/she is the executor or attorney-in-fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); or (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").**

Felipe Castellanos por Urveco Dos LLC  
TYPE OR PRINT PETITIONER'S NAME  
133 Johnson Ferry Road Suite 501  
ADDRESS  
Marietta GA 30068  
CITY & STATE ZIP CODE  
[Signature]  
PETITIONER'S SIGNATURE  
felipe @proterra.us  
EMAIL ADDRESS

Sworn to and subscribed before me this the

12 Day of December 20 18,  
[Signature]  
NOTARY PUBLIC

(404)707-7775  
PHONE NUMBER



**SECTION V ATTORNEY / AGENT**

Check One: [ ] Attorney [  ] Agent

Felipe Castellanos  
TYPE OR PRINT ATTORNEY / AGENT NAME

SIGNATURE OF ATTORNEY / AGENT

133 Johnson Ferry Road  
ADDRESS

Marietta GA 30068  
CITY & STATE ZIP CODE

[Signature]  
PETITIONER'S SIGNATURE

felipe@proterra.us  
EMAIL ADDRESS

404-707-7775  
PHONE NUMBER



## ENVIRONMENTAL SITE ANALYSIS (ESA) FORM A

Provide a complete Environmental Site Analysis document fully addressing all items as required in sections 1 through 3 below. Attach this Form A to the front of the completed Environmental Site Analysis document (and any subsequent revisions) prior to submission. For additional information and questions, please contact the Fulton County Office of Environmental Affairs at 404-613-0250.

ESA Revision Number: \_\_\_\_\_

Applicant: Uverco Dos, LLC

Phone Number: 404-707-7775

1. **CONFORMANCE WITH THE COMPREHENSIVE PLAN.** Describe the proposed project and the existing environmental conditions on the site. Describe adjacent properties. Include a site plan that depicts the proposed project.

Describe how the project conforms to the Comprehensive Land Use Plan. Include the portion of the Comprehensive Plan Land Use Map which supports the project's conformity to the Plan. Evaluate the proposed project with respect to the land use suggestion of the Comprehensive Plan as well as any pertinent Plan policies. Information regarding Fulton County's Comprehensive Plan may be found online at [www.fultoncountyga.gov/fcpcsd-home](http://www.fultoncountyga.gov/fcpcsd-home).

2. **ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT.** For each environmental site feature listed below, indicate the presence or absence of that feature on the property. Describe how the proposed project may encroach or adversely affect an environmental site feature. Information on environmental site features may be obtained from the indicated source(s). Cite the source of information regarding the presence or absence of environmental site features (e.g. according to the City of South Fulton website ([www.cityofsouthfultonga.gov](http://www.cityofsouthfultonga.gov)), wetland areas are located on the northwest portion of the site).

a. Wetlands

- U. S. Fish and Wildlife Service, National Wetlands Inventory (<http://www.fws.gov/wetlands/>)
- Georgia Geologic Survey (404-656-3214)
- Fulton County Website ([www.fultoncountyga.gov/fcpcsd-home](http://www.fultoncountyga.gov/fcpcsd-home))
- Field observation and subsequent wetlands delineation/survey if applicable

b. Floodplain

- Federal Emergency Management Agency (<http://www.fema.org>)
- City of South Fulton Website ([www.cityofsouthfultonga.gov](http://www.cityofsouthfultonga.gov))
- Fulton County Community Development Services
- Field observation and verification

c. Streams/stream buffers

- Fulton County Website ([www.fultoncountyga.gov/fcpcsd-home](http://www.fultoncountyga.gov/fcpcsd-home))
- Field observation and verification

9 of 19



**IMPACT ANALYSIS  
FORM B**

Applicant: Urveco Dos LLC

*Analyze the impact of the proposed rezoning and answer the following questions:*

1. Does the zoning proposal permit a use that is suitable in view of the use and development of adjacent and nearby property? Yes; Property adjacent to the subject property are currently zone CUP
2. Does the zoning proposal adversely affect the existing use or usability of adjacent or nearby property? No: All property adjacent is CUP or residential zoning which is compatible with the request for CUP
3. Does the property to be rezoned have a reasonable economic use as currently zoned? No: the site will not be marketable as is currently zoned. All other sites adjacent to it on the market are CUP.
4. Will the zoning proposal result in a use that could cause an excessive or burdensome use of existing streets, transportation facilities, utilities or schools? No: The property density does not increase traffic or infrastructure excessively.
5. Is the zoning proposal in conformity with the policies and intent of the land use plan? Yes; The 2035 comprehensive plan is compatible. The use is residential that is what it is intended and it is the proposed use of this rezoning application.
6. Are there existing or changing conditions that affect the use and development of the property which support either approval or denial of the zoning proposal? The current zoning is not compatible with the adjacent properties and the currently marketed residential units that are zoned CUP. This application and its intended zoning will provide a uniform zoning for this particular area.
7. Does the zoning proposal permit a use that can be considered environmentally adverse to the natural resources, environment and citizens of City of South Fulton? No; This area is not a residential character area and it will remain so by respecting all its environmental provisions stated by the city, the county and the state.

*Attach additional sheets as needed.*

219-002





## DISCLOSURE REPORT FORM C

Office use only:

REZONING PETITION #: \_\_\_\_\_ CITY COUNCIL MEETING DATE: \_\_\_\_\_

**Within the (2) years immediately preceding the filing of this zoning petition have you, as the applicant, owner and/or opponent for the rezoning petition, or an attorney or agent of the applicant or opponent for the rezoning petition, made any campaign contributions aggregating \$250.00 or more or made gifts having an aggregate value of \$250.00 to a member of City Council.**

**CIRCLE ONE:**                      YES                      **NO**

If the answer is YES, proceed to sections 1 through 4.  
If the answer is NO, complete only section 4.

1.        **CIRCLE ONE:**                      Party to Petition                      In Opposition to Petition

If party to petition, complete sections 2, 3, and 4 below.  
If in opposition, proceed to sections 3 and 4 below.

2.        List all individuals or business entities which have an ownership interest in the property which is the subject of this rezoning petition: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3.        **CAMPAIGN CONTRIBUTIONS:**

| Name of Government Official | Total Dollar Amount | Date of Contribution | Enumeration and Description of Gift Valued at \$250.00 or more |
|-----------------------------|---------------------|----------------------|----------------------------------------------------------------|
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |
|                             |                     |                      |                                                                |

4.        The undersigned acknowledges that this disclosure is made in accordance with the Official Code of Georgia, Section 36-67A-1 et. seq. Conflict of interest in zoning actions, and that the information set forth herein is true to the undersigned's best knowledge, information and belief.

Name (print)    Urveco Dos, L.L.C. Felipe Castellanos, Acting Partner

Signature: \_\_\_\_\_ Date: 12/12/18

Z19-002

**PUBLIC PARTICIPATION PLAN  
FORM D**

Applicant: Uverco Dos, LLC

1. The following individuals (property owners within a quarter mile of the property), homeowner's associations, political jurisdictions, other public agencies, etc., will be notified in accordance with the requirements of Article 28.4.7 of the Fulton County Zoning Resolution:

---

---

---

---

---

2. The individuals and others listed in 1. above will be notified of the requested rezoning/use permit using the following method(s): (e.g., letters, meeting notices, telephone calls, e-mails, etc.)

---

---

---

---

---

3. Individuals and others listed in 1. above will be allowed to participate in the following manner: (At least one meeting at a convenient time and location is required.)

---

---

---

---

*Attach additional sheets as needed.*



**PUBLIC PARTICIPATION PLAN REPORT  
FORM E**

Applicant: Uverco Dos, LLC Petition No. \_\_\_\_\_

Date: 12/12/18

1. The following parties were notified of the requested rezoning/use permit:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. The following meetings were held regarding this petition: (Include the date, time, and meeting location.)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. The following issues and concerns were expressed:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. The applicant's response to issues and concerns was as follows:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. Applicants are required to attach copies of sign-in sheets from meetings as well as meeting announcements, i.e., notices, flyers, letters, and any other documentation which supports the opportunity for public input.

*Attach additional sheets as needed.*

219-002



## SITE PLAN CHECKLIST FORM F

*Site plans for rezoning and use permit must be folded, drawn to scale, no larger than 30" x 42", and shall, at a minimum, include the following information:*

| ITEM # | DESCRIPTION                                                                                                                                                                                                                                                                                                | CHECK    |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 1      | Key and/or legend and site location map with North arrow                                                                                                                                                                                                                                                   | X        |
| 2      | <del>Boundary survey</del> of subject property which includes dimensions along property lines that match the metes and bounds of the property's written legal description and clearly indicates the point of beginning                                                                                     | SURVEYOR |
| 3      | Acreage of subject property                                                                                                                                                                                                                                                                                | X        |
| 4      | Location of land lot lines and identification of land lots                                                                                                                                                                                                                                                 | SURVEYOR |
| 5      | Existing, proposed new dedicated and future reserved rights-of-way of all streets, roads, and railroads adjacent to and on the subject property                                                                                                                                                            | N/A      |
| 6      | Proposed streets on the subject site                                                                                                                                                                                                                                                                       | X        |
| 7      | Posted speed limits on all adjoining roads                                                                                                                                                                                                                                                                 | X        |
| 8      | Current zoning of the subject site and adjoining properties                                                                                                                                                                                                                                                | X        |
| 9      | Existing buildings with square footages and heights (stories), wells, driveways, fences, cell towers, and any other structures or improvements on the subject property                                                                                                                                     | N/A      |
| 10     | Existing buildings with square footages and heights (stories), wells, driveways, fences, cell towers, and any other structures or improvements on adjacent properties within 400 feet of the subject site based on the County's aerial photography or an acceptable substitute as approved by the Director | SURVEYOR |
| 11     | Location of proposed buildings (except single family residential lots) with total square footage                                                                                                                                                                                                           | N/A      |
| 12     | Layout and minimum lot size of proposed single family residential lots                                                                                                                                                                                                                                     | X        |
| 13     | <del>Topography (surveyed for County)</del> on subject site and adjacent property within 200 feet as required to assess runoff effects; Onsite areas with slopes greater than thirty-three percent (33%) shall be labeled and identified through cross-hatching and/or separate colors.                    | SURVEYOR |
| 14     | Location of major overhead and underground electrical and petroleum transmission/conveyance lines                                                                                                                                                                                                          | X        |
| 15     | Required and/or proposed setbacks                                                                                                                                                                                                                                                                          | X        |
| 16     | 100-year flood plain horizontal limits and flood zone designations as shown on survey or FEMA FIRM maps                                                                                                                                                                                                    | X        |
| 17     | Required landscape strips, undisturbed buffers, and any other natural areas as required or proposed                                                                                                                                                                                                        | X        |
| 18     | Required and proposed parking spaces; Loading and unloading facilities                                                                                                                                                                                                                                     | N/A      |
| 19     | <del>Lake streams</del> and other waters on the site and associated buffers                                                                                                                                                                                                                                | X        |
| 20     | Proposed stormwater management facilities                                                                                                                                                                                                                                                                  | X        |
| 21     | Community wastewater facilities including preliminary areas reserved for septic drain fields and points of access                                                                                                                                                                                          | SURVEYOR |
| 22     | <del>Availability of water system and sanitary sewer system</del>                                                                                                                                                                                                                                          | X        |
| 23     | Tree lines, woodlands and open fields on subject site                                                                                                                                                                                                                                                      | SURVEYOR |
| 24     | Entrance site distance profile assuming the driver's eye at a height of 3.5 feet (See Fulton County Subdivision Regulations)                                                                                                                                                                               | SURVEYOR |
| 25     | Wetlands shown on the County's GIS maps or survey                                                                                                                                                                                                                                                          | X        |
| 26     | Airport noise contours on those properties within the <del>NRPA's Airport Noise</del> Contour Map.                                                                                                                                                                                                         | N/A      |

*Richard [Signature]*  
2-15-19



## SITE PLAN CHECKLIST FORM F

*Site plans for rezoning and use permit must be folded, drawn to scale, no larger than 30" x 42", and shall, at a minimum, include the following information:*

| ITEM # | DESCRIPTION                                                                                                                                                                                                                                                                                                | CHECK<br>✓ |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 1      | Key and/or legend and site location map with North arrow                                                                                                                                                                                                                                                   | X          |
| 2      | Boundary survey of subject property which includes dimensions along property lines that match the metes and bounds of the property's written legal description and clearly indicates the point of beginning                                                                                                | SURVEYOR   |
| 3      | Acreage of subject property                                                                                                                                                                                                                                                                                | X          |
| 4      | Location of land lot lines and identification of land lots                                                                                                                                                                                                                                                 | SURVEYOR   |
| 5      | Existing, proposed new dedicated and future reserved rights-of-way of all streets, roads, and railroads adjacent to and on the subject property                                                                                                                                                            | N/A        |
| 6      | Proposed streets on the subject site                                                                                                                                                                                                                                                                       | X          |
| 7      | Posted speed limits on all adjoining roads                                                                                                                                                                                                                                                                 | X          |
| 8      | Current zoning of the subject site and adjoining properties                                                                                                                                                                                                                                                | X          |
| 9      | Existing buildings with square footages and heights (stories), wells, driveways, fences, cell towers, and any other structures or improvements on the subject property                                                                                                                                     | N/A        |
| 10     | Existing buildings with square footages and heights (stories), wells, driveways, fences, cell towers, and any other structures or improvements on adjacent properties within 400 feet of the subject site based on the County's aerial photography or an acceptable substitute as approved by the Director | SURVEYOR   |
| 11     | Location of proposed buildings (except single family residential lots) with total square footage                                                                                                                                                                                                           | N/A        |
| 12     | Layout and minimum lot size of proposed single family residential lots                                                                                                                                                                                                                                     | X          |
| 13     | Topography (surveys for County) on subject site and adjacent property within 200 feet as required to assess runoff effects; Onsite areas with slopes greater than thirty-three percent (33%) shall be labeled and identified through cross-hatching and/or separate colors.                                | SURVEYOR   |
| 14     | Location of major overhead and underground electrical and petroleum transmission/conveyance lines                                                                                                                                                                                                          | X          |
| 15     | Required and/or proposed setbacks                                                                                                                                                                                                                                                                          | X          |
| 16     | 100-year flood plain horizontal limits and flood zone designations as shown on survey or FEMA FIRM maps                                                                                                                                                                                                    | X          |
| 17     | Required landscape strips, undisturbed buffers, and any other natural areas as required or proposed                                                                                                                                                                                                        | X          |
| 18     | Required and proposed parking spaces; Loading and unloading facilities                                                                                                                                                                                                                                     | N/A        |
| 19     | Streams and other waters on the site and associated buffers                                                                                                                                                                                                                                                | X          |
| 20     | Proposed stormwater management facilities                                                                                                                                                                                                                                                                  | X          |
| 21     | Community wastewater facilities including preliminary areas reserved for septic drain fields and points of access                                                                                                                                                                                          | SURVEYOR   |
| 22     | Availability of water system and sanitary sewer system                                                                                                                                                                                                                                                     | X          |
| 23     | Tree lines, woodlands and open fields on subject site                                                                                                                                                                                                                                                      | SURVEYOR   |
| 24     | Entrance site distance profile assuming the driver's eye at a height of 3.5 feet (See Fulton County Subdivision Regulations)                                                                                                                                                                               | SURVEYOR   |
| 25     | Wetlands shown on the County's GIS maps or survey                                                                                                                                                                                                                                                          | X          |
| 26     | Airport noise contours on those properties within the <del>Fulton County Airport Noise Contour Map</del>                                                                                                                                                                                                   | N/A        |

219-002

**Butner Estates  
Re-zoning  
Letter of Intent**

**Letter of Application** Identifying the proposed zoning classification, the reason for the Re-zoning request, existing and proposed use of the property, and detailed characteristics of the proposed use (e.g., floor area, height of buildings, number of units, mix of unit types, hours of operation, etc).

**Overview**

The current zoning classification for the parcel is AG-1 and the proposed zoning is CUP that is within the parameters of the future land use and matches the adjacent parcels calcification.

**Uses**

Proposed use within the site include 81 single family home lots.

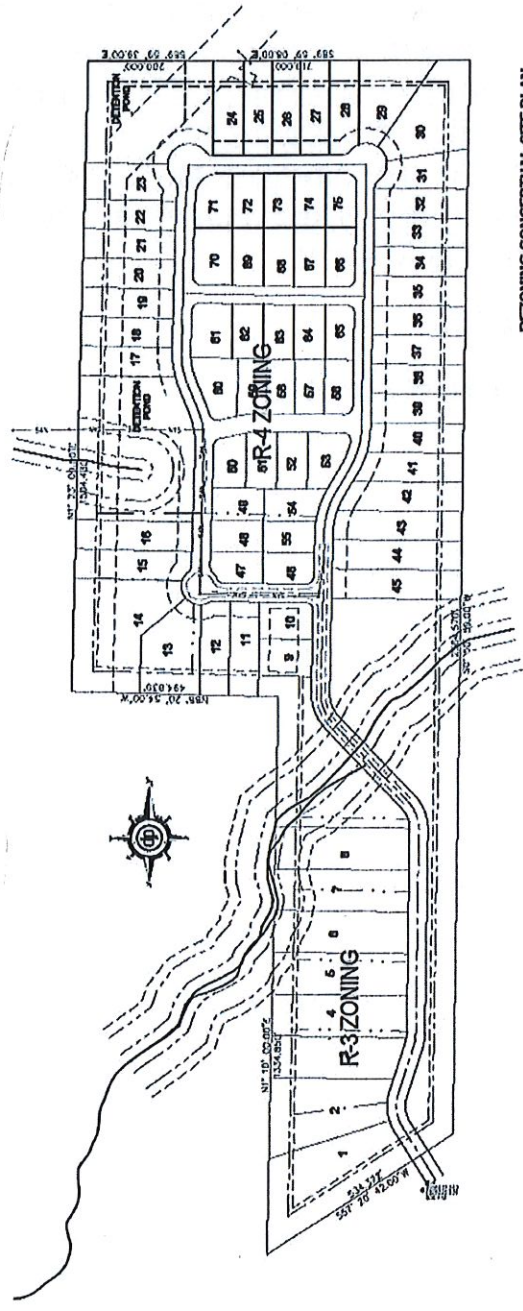
| Development Standards                                    | Proposed Development                             |
|----------------------------------------------------------|--------------------------------------------------|
| No Building Shall exceed 40 feet in height               | Maximum Height 40 ft                             |
| Minimum Area as Specified in Conditions                  | Minimum lot size shown is 8000 sqft              |
| Minimum CUP development size shall be 10 AC              | The CUP Development size is 44.22 Ac             |
| Maximum density allowed is 5 units per gross AC          | The density of subject site is 0.58 units per AC |
| Minimum lot width Per conditions                         | 60 ft                                            |
| Minimum CUP development frontage shall be 35 ft          | 534 ft Lot frontage                              |
| Minimum lot frontage shall be 20 feet adjoining a street | 20 Ft Minimum                                    |
| Minimum Heated floor are as specified in conditions      | 1,600 square feet                                |
| Minimum perimeter setback as specified                   | Per Site plan                                    |

proterra development llc  
 1700 W. Peachtree  
 Atlanta, Georgia 30339  
 FAX 404.333.1118  
 MFP@proterra.com

PROPOSED SUBDIVISION  
**BUTNER ESTATES - PHASE 2**  
 CITY OF SOUTH FULTON, GEORGIA

DATE: 10/10/18  
 DRAWN BY: [illegible]  
 CHECKED BY: [illegible]

Sheet No.  
**A-1**



REZONING CONCEPTUAL SITE PLAN  
 SCALE 1"=100'

NOTES:  
 1. THIS PLAN IS A CONCEPTUAL SITE PLAN AND IS NOT TO BE USED FOR CONSTRUCTION.  
 2. THE ZONING DESIGNATION IS SUBJECT TO THE CITY OF SOUTH FULTON ZONING ORDINANCE.  
 3. THE PROPERTY IS SUBJECT TO THE BUTNER ESTATES SUBDIVISION PLAT.  
 4. THE PROPERTY IS SUBJECT TO THE BUTNER ESTATES DEED.  
 5. THE PROPERTY IS SUBJECT TO THE BUTNER ESTATES EASEMENT.  
 6. THE PROPERTY IS SUBJECT TO THE BUTNER ESTATES COVENANTS.  
 7. THE PROPERTY IS SUBJECT TO THE BUTNER ESTATES RESTRICTIONS.  
 8. THE PROPERTY IS SUBJECT TO THE BUTNER ESTATES DECLARATION.

**Kenan Environmental**  
 52 New Hope Drive  
 McDonough, Ga. 30252  
 678-502-8231

**Butner Estates Phase 2  
 Environmental Site  
 Assessment**

**Site Layout**  
 Fulton County  
 Georgia

**Figure 7**

219-002

**EXHIBIT "A"**  
**LEGAL DESCRIPTION**

**FILENUMBER: 18-4639S**

**ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 155 AND 156 OF THE 14FF DISTRICT OF FULTON COUNTY, GEORGIA, CONTAINING 44.261 ACRES, AS FURTHER DESCRIBED AND DELINEATED ON THAT CERTAIN PLAT OF SURVEY FOR LILLIE B. WILSON ESTATE, BY JASON D. TURNER, G.R.L.S. NO. 2795, DATED JANUARY 13, 2015, RECORDED IN PLAT BOOK 380, PAGE 90, FULTON COUNTY, GEORGIA RECORDS, WHICH PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE.**

**Parcel ID Number: 14F-0155-LL-057-9.**

**Subject to any Easements or Restrictions of Record.**



PARCEL ID: 14F-0155-LL-057-9

Return Recorded Document to:  
Nogales & Associates, LLC  
1805 Herrington Rd, Bldg 3, Ste D  
Lawrenceville, GA 30043

**WARRANTY DEED**

STATE OF GEORGIA  
COUNTY OF Gwinnett

File #: 18-4639S

This Indenture made this 14th day of November, 2018 between

**Westmoore Lending Partners III, LLC, a Georgia limited liability company,**

as party or parties of the first part, hereinafter called Grantor, and

**Urveco Dos, LLC, a Georgia limited liability company,**

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

**WITNESSETH** that: Grantor, for and in consideration of the sum of **TEN AND 00/100'S (\$10.00) Dollars** and other good and valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

**SEE EXHIBIT "A" LEGAL DESCRIPTION ATTACHED.**

**This Deed is given subject to all easements and restrictions of record, if any.**

**TO HAVE AND TO HOLD** the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in **FEE SIMPLE**.

**AND THE SAID** Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever.

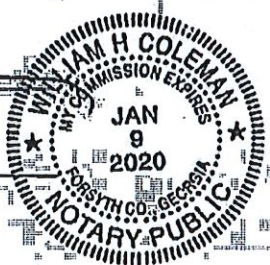
**IN WITNESS WHEREOF**, Grantor has hereunto set grantor's hand and seal this day and year first above written.

Signed, sealed and delivered in the presence of:

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
**Westmoore Lending Partners III, LLC** (Seal)  
**BY : The Westmoore Group, LLC, Manager**  
**BY : Jonathan M. Block, Manager**



SEAL/My Commission Expires:

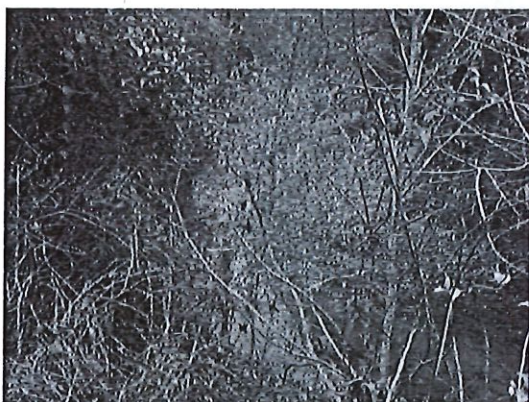
219-002

# Butner Estates

## Phase 2

City of South Fulton, Fulton County, Georgia

# Environmental Site Assessment

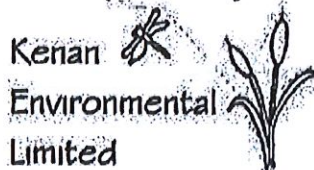


Prepared for:

Mr. Carlos Arenas

URVECO DOS LLC

Prepared by:



52 New Hope Drive  
McDonough, Ga. 30252  
678-502-8231

December 12, 2018

219-002

**Environmental Site Analysis for Butner Estates Phase 2  
Attachment for Form A**

**1. Conformance with the Comprehensive Plan**

The proposed project is the second phase of the Butner Estates subdivision that is located just west of intersection of Butner and West Stubbs Roads in the City of South Fulton in Georgia. The site is approximately 45 acres in size and is vacant land. It is currently zoned AG-1, but is under rezoning review for a residential designation. The most of the areas surrounding this 45-acre site are already developed as residential. To the west and the south there are large developed areas zoned Community Unit Plan (CUP). Both the 2030 and the 2035 Future Land Use Plan depict these areas as Rural Neighborhoods. The development of the Butner Estates Phase 2 subdivision complies with the future land use of Fulton County.

**2. Environmental Impacts of the Proposed Project**

**a. Wetlands**

No jurisdictional wetlands were located within the 45-acre project site. The site was evaluated under the auspice of the 1987 Wetland Delineation Manual. This is the standard that is followed by the U.S. Army Corps of Engineers to evaluate Waters of the U.S., specifically wetlands. A copy of the U.S. Fish and Wildlife National Wetland Inventory Map is attached to this submittal.

**b. Floodplain**

According to the FEMA Flood Panels 13121C0336F and 13121C0338F parcel is located in an area of minimal food hazard (Zone X). These areas typically are located above the 500-year flood limits and are protected by levee from the 100-year flood limits. A copy of these panels is attached to this submittal.

**c. Streams/Stream Buffers**

Two streams were identified within the parcel boundaries. Stream A is an unnamed perennial tributary of Deep Creek. It is 2-4 feet wide and 1-2 feet deep with a sand and slit bottom. Stream B is an intermittent unnamed tributary of Deep Creek. It is 1-2 feet wide and deep with a silt and sand bottom. These streams were identified on the USGS 7.5 Minute Topographic map and verified via ground truthing. Both streams require a minimum 75-foot undisturbed buffer on each side of the stream as measured from the top of bank as well as an additional 25-foot setback adjacent to the undisturbed buffer in which all impervious surfaces shall be prohibited.

The proposed site plan depicts one single road crossing over Stream A. Since this stream is under the jurisdiction of the U.S. Army Corps of Engineers, a permit authorization to cross this stream is required. This will require a Nationwide Permit 39 authorization. The single road crossing is exempt from the stream buffer as long as it is a perpendicular crossing. Copies the USGS Quad Map and the proposed site plan are included with this submittal.

- d. **Slopes Exceeding 33 percent over a 10-foot rise in elevation**  
Slopes of this steepness were not located within the project site.

- e. **Vegetation**  
Vegetation identified is typical of that found within the Georgia Piedmont Physiographic area. The site appears to be previously cleared and there are few slash pine (*Pinus ellottii*) and laurel oak (*Quercus hemisphaerica*).

According to U.S. Fish and Wildlife Service IPaC report for this site, Michaux's Sumac (*Rhus michauxii*) may potentially be affected by this project. This species is listed as endangered by the U.S. Fish and Wildlife Service. There was no evidence of this species found during ground truthing of the site. It is believed that this species was placed on the endangered species list due to habitat destruction. No critical habitat rules have been published for the Michaux's sumac and no conservation plans have been created for Michaux's sumac.

- f. **Wildlife Species**  
According to U.S. Fish and Wildlife Service IPaC report for this site, no protected wildlife species are identified within the project area. A copy of the IPaC report is included with this submittal.

- g. **Archeological/Historical Sites**  
Data from the Georgia Natural, Archeological, and Historical Resources GIS was reviewed to identify potential resources. No sites were identified within the project boundaries.

### 3. Project Implementation Measures

- a. **Protection of Environmentally Sensitive Areas**  
All streams will be protected with 75-foot stream buffers, as required by Fulton County Ordinance. The single road crossing will be designed to impact the minimal amount of stream possible.
- b. **Protection of Water Quality**  
All rules and regulations in the Georgia Blue Book for Water Quality will be accommodated during the design and construction of the Butner Estate subdivision Phase 2. Erosion and Sediment control measures will also be implemented during design and construction in accordance with the Georgia Green Book.
- c. **Minimization of Negative Impacts on Existing Infrastructure**  
There is no existing infrastructure, so N/A.
- d. **Minimization of Archeological/Historically Significant Areas**  
No Archeological or Historically significant areas are present within the project boundaries, so N/A.
- e. **Minimization of Negative Impacts on Environmentally Stressed Areas**  
N/A

**f. Creation and Preservation of Greenspace and Open Space**

Stream buffer areas with an exception of the one single perpendicular road crossing will be preserved. The subdivision will be designed to include the required green and open spaces as required by the City of South Fulton and Fulton County.

**g. Protection of Citizens from the Negative Impacts of Noise and Lighting**

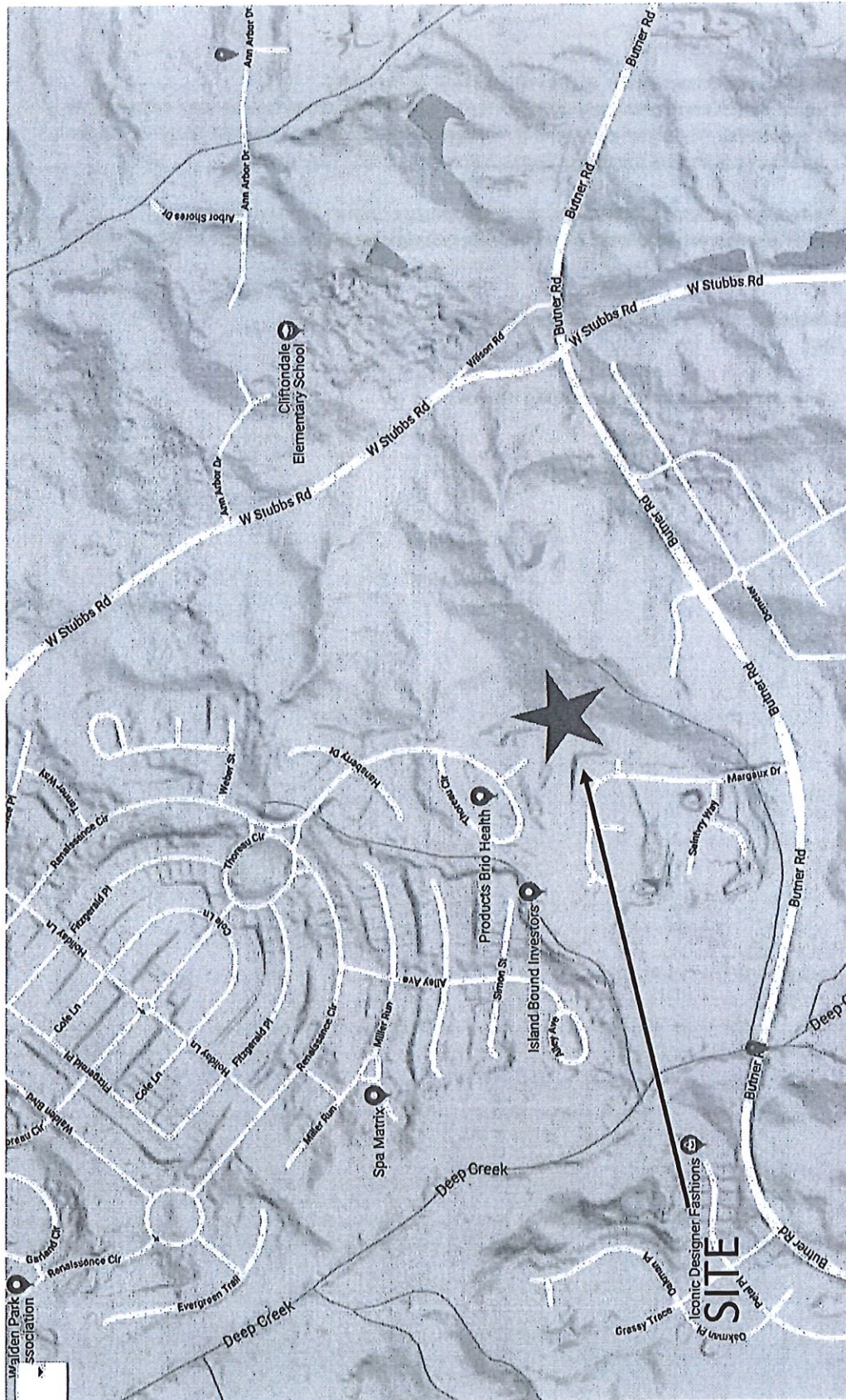
This is a proposed residential development; no negative impacts of noise and light should be anticipated.

**h. Protection of Parks and Recreational Green Space**

N/A

**i. Minimization of Impacts to Wildlife Habitats**

N/A



|                                                                                                |                                                                            |                                            |                     |
|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------|---------------------|
| <p>Kenan<br/>Environmental<br/>52 New Hope Drive<br/>McDonough, Ga. 30252<br/>678-502-8231</p> | <p><b>Butner Estates Phase 2<br/>Environmental<br/>Site Assessment</b></p> | <p>Vicinity Map<br/>Fulton County, GA.</p> | <p>Figure<br/>1</p> |
|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|--------------------------------------------|---------------------|

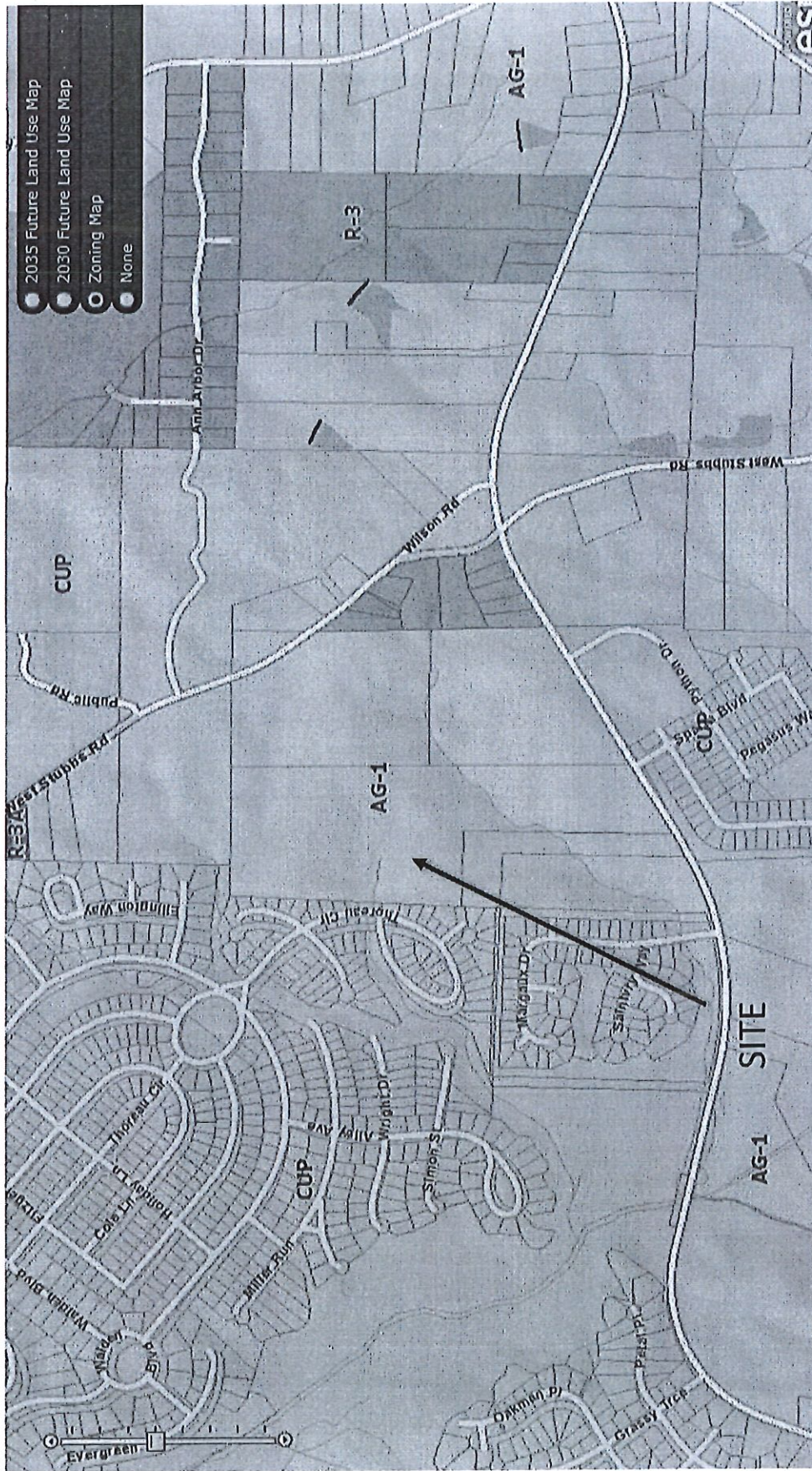
219-002



**SITE**

|                                                                                                                              |                                                                                              |                                                            |                                     |
|------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------|
| <p><b>Kenan Environmental</b><br/>         52 New Hope Drive<br/>         McDonough, Ga. 30252<br/>         678-502-8231</p> | <p><b>Butner Estates Phase 2<br/>         Environmental<br/>         Site Assessment</b></p> | <p><b>Location Map<br/>         Fulton County, GA.</b></p> | <p><b>Figure<br/>         2</b></p> |
|------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------|

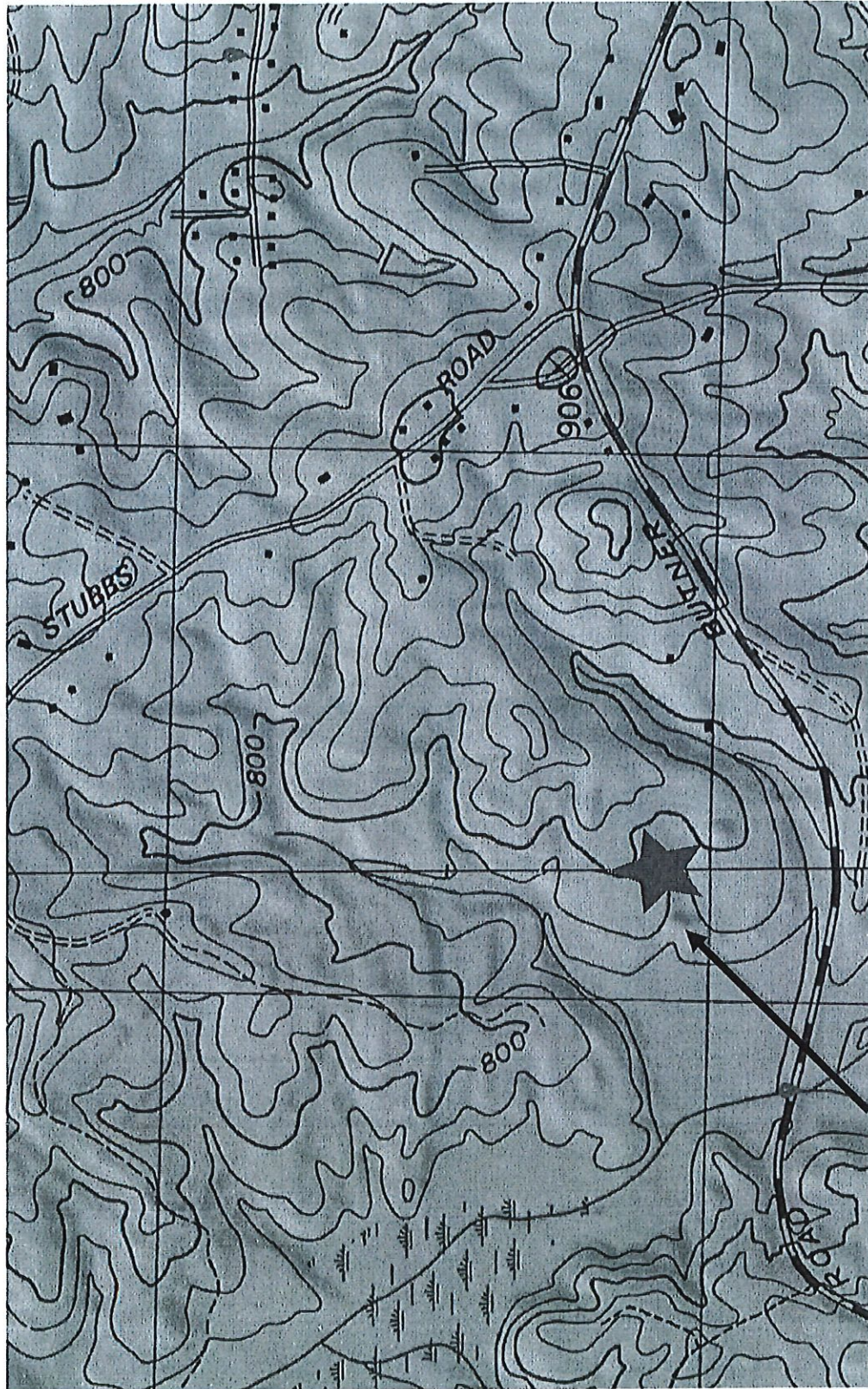
219-002



|                                                                                                |                                                                     |                                       |                     |
|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------|---------------------|
| <p>Kenan<br/>Environmental<br/>52 New Hope Drive<br/>McDonough, Ga. 30252<br/>678-502-8231</p> | <p>Butner Estates Phase 2<br/>Environmental Site<br/>Assessment</p> | <p>Fulton County<br/>Land Use Map</p> | <p>Figure<br/>3</p> |
|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------|---------------------|

219-002





**SITE**

|                                                                                     |                                                            |                                   |             |
|-------------------------------------------------------------------------------------|------------------------------------------------------------|-----------------------------------|-------------|
| Kenan<br>Environmental<br>52 New Hope Drive<br>McDonough, Ga. 30252<br>678-502-8231 | Butner Estates Phase 2<br>Environmental Site<br>Assessment | USGS 7.5 Minute<br>Quadrangle Map | Figure<br>4 |
|-------------------------------------------------------------------------------------|------------------------------------------------------------|-----------------------------------|-------------|



**SITE**

|                                                                                                   |                                                                    |                       |                        |
|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|-----------------------|------------------------|
| <p><b>Kenan Environmental</b><br/>52 New Hope Drive<br/>McDonough, Ga. 30252<br/>678-502-8231</p> | <p><b>Butner Estates Phase 2 Environmental Site Assessment</b></p> | <p><b>NWI MAP</b></p> | <p><b>Figure 5</b></p> |
|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|-----------------------|------------------------|

219-002



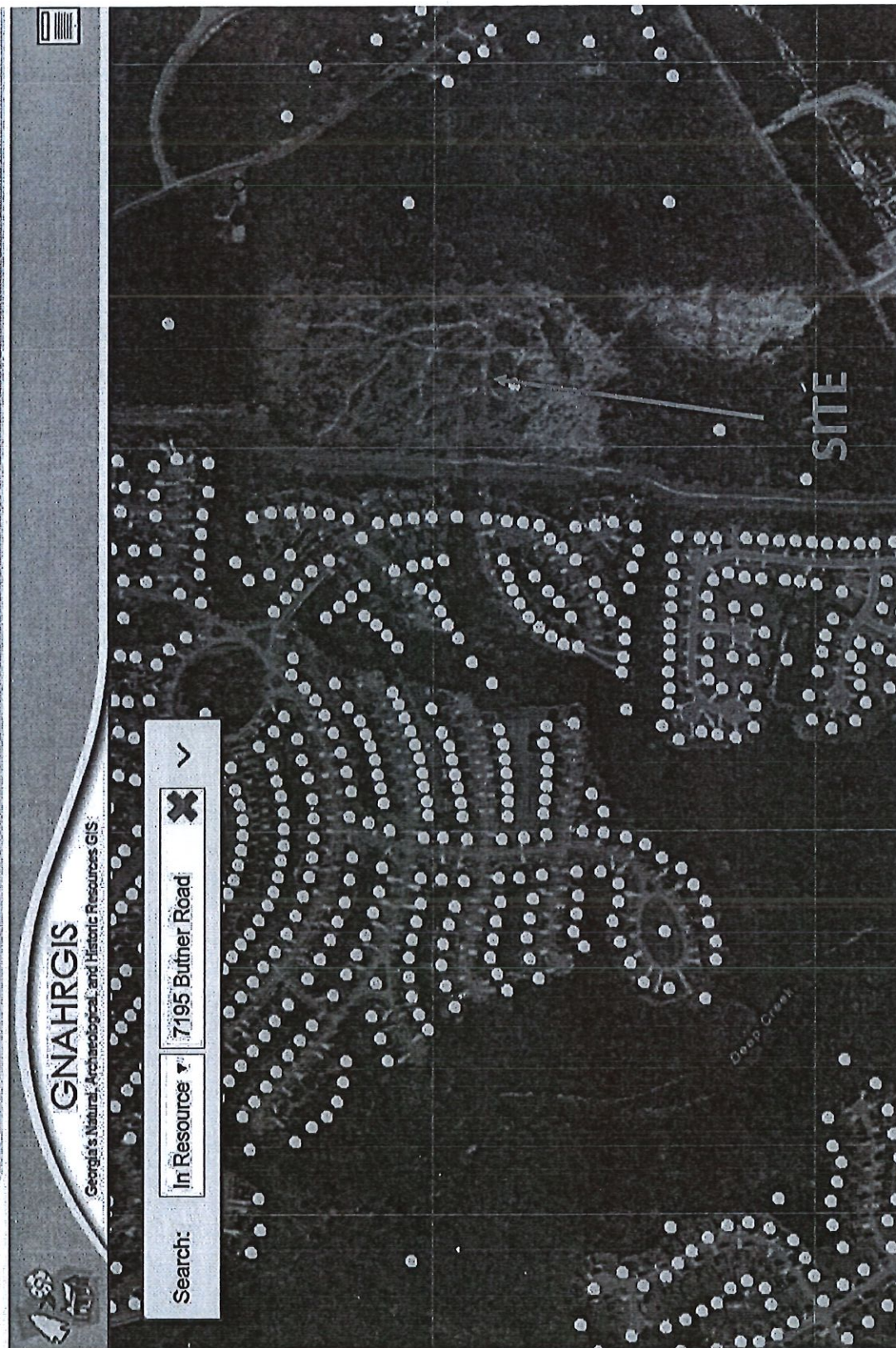
**SITE**

Kenan  
 Environmental  
 52 New Hope Drive  
 McDonough, Ga. 30252  
 678-502-8231

Butner Estates Phase 2  
 Environmental Site  
 Assessment

FEMA Flood Map  
 Fulton County  
 Georgia

Figure  
 6



Kenan  
 Environmental  
 52 New Hope Drive  
 McDonough, Ga. 30252  
 678-502-8231

Butner Estates Phase 2  
 Environmental Site  
 Assessment

GNAHRGIS

Figure  
 8

# IPaC

## IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

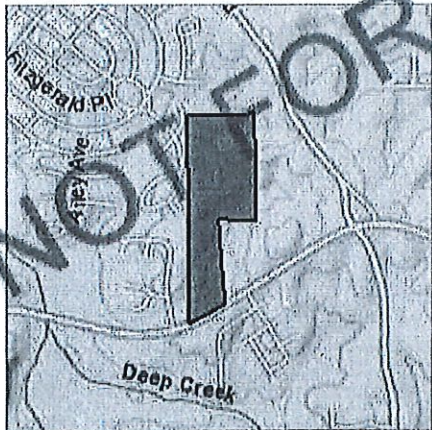
### Project information

NAME

Butner Estates Phase II

LOCATION

Fulton County, Georgia



### Local office

Georgia Ecological Services Field Office

☎ (706) 613-9493

📠 (706) 613-6059

355 East Hancock Avenue  
Room 320

219-002

NOT FOR CONSULTATION

# Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act requires Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Log in to IPaC.
2. Go to your My Projects list.
3. Click PROJECT HOME for this project.
4. Click REQUEST SPECIES LIST.

Listed species<sup>1</sup> and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries<sup>2</sup>).

Species and critical habitats under the sole responsibility of NOAA Fisheries are not shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Flowering Plants

NAME

STATUS

Michaux's Sumac *Rhus michauxii*

Endangered

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/5217>

## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

## Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.



For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Bald Eagle *Haliaeetus leucocephalus*

Breeds Sep 1 to Jul 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Red-headed Woodpecker *Melanerpes erythrocephalus*

Breeds May 10 to Sep 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

## Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For



**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the E-bird Explore Data Tool.

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

#### Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

#### What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

#### Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Facilities

### National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

## Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

## Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

RIVERINE  
RSUBH

A full description for each wetland code can be found at the National Wetlands Inventory website

### Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery, thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

### Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercled worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

**Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

January /12/2018  
REF: Butner Estates  
7195 Butner Rd  
College Park Ga 30349

**Impact Analysis** of the anticipated impact of the proposed use on the surrounding properties,

Standards and factors governing review of proposed amendments to official zoning maps. The following standards and factors are found to be relevant to the exercise of the City zoning powers and shall govern the review of all proposed amendments to the official zoning maps:

- A. Whether the zoning proposal is in conformity with the policy and intent of the Comprehensive Plan.
- B. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties.
- C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.
- D. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby properties.
- F. Whether the zoning proposal will result in a use which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

#### **Analysis**

- A. CUP zoning designations are compatible with Character/Zoning Area Comprehensive Plan.
- B. The proposed site plan respects the adjacent development types. As noted on the plan, single family housing across Butner rd and adjacent to the property are currently zone CUP.
- C. The current zoning designation is AG-1. and site previously partially developed proposing 40 single family homes site, did not successfully achieve market condition as all other developed sites surrounding the property are zone CUP and are consistent with market trend in the area.
- D. The proposed site plan will not adversely affect the existing usability of adjacent or nearby properties because it will be same use and zoning as the adjacent properties.
- E. This parcel does not contain historic buildings, sites, districts or archeological resources.
- F. The proposed site plan promotes highly connected new streets throughout the parcel. The addition of a variety of housing options will increase the amount of people in the school district, including children, but will not be enough to affect local schools.

Carlos Arenas  
Proterra Development LLC  
URVECO DOS LLC  
133 Johnson Ferry Rd  
Marietta, GA 30068  
7/8/2019

Dana Gray  
Community Development Services

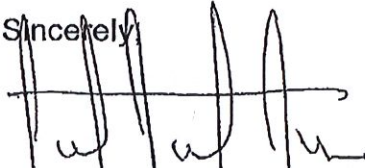
5440 Fulton Industrial Boulevard  
Atlanta, GA 30336  
City, ST ZIP Code

Dear Dana:

We would like to request the city for a 30 days deferral to be heard by the Planning Commission and Council in order to address staff comments and community concerns.

If you have any questions please do not hesitate to reach out to me to the email or phone below.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carlos Arenas', written over a horizontal line.

Carlos Arenas  
Proterra Development LLC  
URVECO DOS LLC

[Carlos@proterra.us](mailto:Carlos@proterra.us)

M 404-957-3207

O 404-857-1369 ext 8009



**Keedra Jackson**

---

**From:** Dana Gray  
**Sent:** Thursday, August 22, 2019 3:42 PM  
**To:** Keedra Jackson  
**Subject:** FW: regarding Butner Estates  
**Attachments:** Deferral Req 7195 Butner Rd 5-17-19.pdf

**Dana Gray**

Planner II  
Community Development Services

5440 Fulton Industrial Boulevard  
Atlanta, GA 30336  
470-809-7201  
<http://www.cityofsouthfultonga.gov/>



**From:** Alejandro Arenas <carlos@proterra.us>  
**Sent:** Friday, May 17, 2019 4:19 PM  
**To:** Dana Gray <Dana.Gray@cityofsouthfultonga.gov>; Felipe Castellanos <felipe@proterra.us>  
**Subject:** Re: regarding Butner Estates

No, Mr Gray , thank you it is always a pleasure working with you.

have a nice weekend

please see attached deferral request

On Fri, May 17, 2019 at 1:02 PM Dana Gray <[Dana.Gray@cityofsouthfultonga.gov](mailto:Dana.Gray@cityofsouthfultonga.gov)> wrote:

Thank you very much.

Enjoy the rest of your family day,

**Dana Gray**

Planner II

Community Development Services

5440 Fulton Industrial Boulevard

Atlanta, GA 30336

470-809-7201

<http://www.cityofsouthfultonga.gov/>



**From:** Alejandro Arenas <[carlos@proterra.us](mailto:carlos@proterra.us)>

**Sent:** Friday, May 17, 2019 12:37 PM

**To:** Dana Gray <[Dana.Gray@cityofsouthfultonga.gov](mailto:Dana.Gray@cityofsouthfultonga.gov)>; Felipe Castellanos <[felipe@proterra.us](mailto:felipe@proterra.us)>

**Subject:** Re: regarding Butner Estates

Dana

We would like to ask the city for a 30 days deferral to be heard by the Planning Commission on June 18, 2019 and Mayor and Council on July 23, 2019.

To be able to address staff comments and community concerns.

best regards

carlos arenas

## Keedra Jackson

---

**From:** Dana Gray  
**Sent:** Thursday, August 22, 2019 3:42 PM  
**To:** Keedra Jackson  
**Subject:** FW: 7195 Butner rd  
**Attachments:** Butner Road Concept Plan.pdf

### **Dana Gray**

Planner II  
Community Development Services

5440 Fulton Industrial Boulevard  
Atlanta, GA 30336  
470-809-7201  
<http://www.cityofsouthfultonga.gov/>



**From:** Alejandro Arenas <carlos@proterra.us>  
**Sent:** Friday, August 9, 2019 11:53 AM  
**To:** Dana Gray <Dana.Gray@cityofsouthfultonga.gov>; Felipe Castellanos <felipe@proterra.us>  
**Subject:** 7195 Butner rd

Dana:

Sorry I did not send you this yesterday but i did not make it back to the office , please see attached combination of the two plats please let me know when we can get together to go over it.

Have a nice weekend

Regards

Carlos



# Proterra Development

---

**To:** Mrs. Shayla Reed, Director  
Community Development & Regulatory Affairs  
Government of the City of South Fulton

**Subject:** Z19-002 for 7195 Butner Road

**Date:** September 3, 2019

---

Dear Mrs. Reed:

I am in receipt of your memorandum regarding Z19-002 for 7195 Butner Road. At this time, I will like to withdraw this application for rezoning without prejudice. I am hoping you honor this request so I can address this application at a later time. It is my desire to give the community the opportunity to discuss this project at length as their input is very important to me.

I thank you in advance for the prompt response you give to my request to withdraw this application for rezoning without prejudice. You may contact me directly at any time if you wish to discuss this issue with me .

Cordially,

Felipe Castellanos

[felipe@proterra.us](mailto:felipe@proterra.us)

(404) 707-7775

**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** City Manager's August 2019 Report

**DATE:** September 24, 2019

**SUBJECT:** City Manager's August 2019 Report

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description                            | Type       | Upload Date |
|----------------------------------------|------------|-------------|
| City Manager's August Report           | Cover Memo | 9/18/2019   |
| City Manager FY19 Budget & Performance | Cover Memo | 9/18/2019   |



GOVERNMENT OF THE CITY OF SOUTH FULTON

# CITY MANAGER MONTHLY

August 2019

*Report*



Greetings Honorable Mayor and City Council Members,

I am honored to present a summary of the City's monthly administrative activities. South Fulton is one of Georgia's largest cities, with a population of more than 100,000 residents, home to more than 1,800 businesses, covering a diverse geographic area of more than 85 square miles. Leveraging Council's five key priorities (1. Improve Parks and Recreation 2. Improve Public Safety 3. Economic Development 4. Updating Comprehensive & Land Use Plans 5. Create Branding & Messaging) for the City, our staff is committed to ensuring our residents receive world class customer service, and access to resources that support a safe, inclusive, innovative, and economically vibrant city.

The City continues to raise the bar for service delivery and administrative excellence, receiving recognition regionally and nationwide. In October the City will be highlighted as a part of the International City/County Management Association's October Conference in Nashville, Tennessee noting the City's ascension from vision to reality. Additionally, Chief Freddie Broome was recognized as the 2019 Georgia Fire Chief of the Year. has begun to explore a variety of activities intended to establish a stronger sense of place. This recognition is a direct result of the priorities set by Mayor and Council to deliver world class services on behalf of our more than 100,000 residents. This report highlights the continued efforts that have resulted in the efficient delivery of services in line with your collective vision. Please review a summary of the City's successful outcomes from August of FY2019.

In Service,

Odie Donald II  
City Manager



**1. IMPROVE PARKS AND RECREATION**

**Department Highlights/Accomplishments**

- **The Atlanta Hawks Foundation along with the City of South Fulton Hosted a Back to School Celebration at Welcome All Park:** On Thursday, August 1, 2019, the Atlanta Hawks Community Outreach Team along with the Atlanta Hawks Cheerleaders and their mascot, Harry the Hawk, surprised area kids and summer campers with the chance to score an Atlanta Hawks backpack filled with school supplies. Children participated in a variety of activities and were given free vision screenings where more than 25 youth received a free pair of eyeglasses.
  
- **New Adult Basketball League:** The City of South Fulton Parks & Recreation Department is excited to announce its new Adult Basketball League. The department is currently accepting team registrations, maximum of 10 players per team, that consist of both employees and citizens. The league is scheduled to play at Burdett Gym, Sandtown Park and Welcome All Park. There will be a total of seven regular season games followed by playoffs. The first game is scheduled for Saturday, September 21, 2019 at Welcome All Park.
  
- **August Program Registration Numbers:**
  - After-School Program – 276
  - Open Gym – 334
  - Open Swim – 438
  - Fitness – 607
  - Club 55 Card Day – 155
  - Line Dancing – 410

**Project Status**

| <b>Project</b>           | <b>Status</b> | <b>Task Remaining</b>                                        |
|--------------------------|---------------|--------------------------------------------------------------|
| City-wide Concessions    | In Progress   | RFP pending                                                  |
| Tennis Court Resurfacing | In Progress   | Bid to close on August 30, 2019; Selection committee pending |





## **2. IMPROVE PUBLIC SAFETY - CODE ENFORCEMENT, POLICE AND FIRE**

### **Code Enforcement and Code Board**

#### **SeeClickFix Violations**

- 345 Cases (YTD Open)
- 281 Cases (YTD Closed)
  - 39 Acknowledged
  - 104 Archived-Closed
  - 14 Open
  - 61 Closed

#### **Violations Reported in Edmunds**

- 1,194 Cases (YTD)
  - 696 Open Cases
  - 401 Closed Cases
- 296 Cases (August 2019)
  - 118 Open Cases
  - 80 Closed Cases

#### **Code Enforcement Board**

- 286 Cases (YTD)
- 22 Cases (August 2019)

*\*Average cases include maintenance of property (trash, debris, and high weeds), junk vehicles, and property maintenance violations.*

#### **Municipal Court**

- 83 Cases (YTD)
- 6 Cases (August 2019)



**Fire Department**

| <b>CRR - South Fulton Fire Rescue Monthly Report- August 2019</b> |                      |               |
|-------------------------------------------------------------------|----------------------|---------------|
| <b>Fire Rescue Activities</b>                                     | <b>Current Month</b> | <b>YTD</b>    |
| <b>COLUMN #1:</b>                                                 |                      |               |
| <b>Emergency Call Volume</b>                                      |                      |               |
| Fire                                                              | 32                   | 278           |
| Overpressure Rupture, Explosion, Overheat                         | 3                    | 8             |
| EMS/Rescue                                                        | 757                  | 5,550         |
| Hazardous Condition                                               | 32                   | 244           |
| Service Calls                                                     | 139                  | 1,011         |
| Good Intent Calls                                                 | 325                  | 2,478         |
| False Alarms & False Calls                                        | 83                   | 741           |
| Severe Weather/Natural Disaster                                   | 0                    | 10            |
| Special Incident Types                                            | 0                    | 5             |
| Non-Specific                                                      | 1                    | 3             |
| <b>Total</b>                                                      | <b>1,372</b>         | <b>11,664</b> |
| <b>Average Response Time</b>                                      | <b>7:03</b>          | <b>6:45</b>   |
| <b>COLUMN #2</b>                                                  |                      |               |
| <b>Community Risk Reduction (CRR) Activities</b>                  |                      |               |
| Company Level Inspections                                         | 371                  | 853           |
| CRR Final and Existing Business Inspection Requests               | 17                   | 237           |
| Company Level Inspections - Vacant Buildings                      | 0                    | 0             |
| <b>COLUMN #3</b>                                                  |                      |               |
| <b>Fire Safety Education</b>                                      |                      |               |
| Number of Classes                                                 | 4                    | 73            |
| Number of Students                                                | 29                   | 1,729         |
| Number of Special Events                                          | 3                    | 24            |
| Number of Persons Contacted                                       | 186                  | 6,406         |
| Number of Facilities Visited and Educated                         | 8                    | 58            |
| Number of Apparatus Requests                                      | 14                   | 70            |



|                                                         |             |                     |
|---------------------------------------------------------|-------------|---------------------|
| <b>COLUMN #4</b>                                        |             |                     |
| Homes Visited                                           | 7           | 48                  |
| Smoke Detectors Installed (via fire station requests)   | 14          | 120                 |
| Smoke Detectors Given to the Public (via Fire Stations) | 0           | 4                   |
| <b>COLUMN #5</b>                                        |             |                     |
| <b>Fee Schedule Collection</b>                          |             |                     |
| Fire Safety Inspections                                 | \$ 3,300.00 | \$ 9,000.00         |
| Personal Care Homes/ Day Care Inspections               | \$ 400.00   | \$ 6,850.00         |
| Fire Alarm Reviews                                      | \$ -        | \$ 180.00           |
| Fire Sprinkler Review                                   | \$ 505.50   | \$ 770.45           |
| Blasting Permits                                        | \$ 300.00   | \$ 1,000.00         |
| Open Records Request                                    | \$ 35.00    | \$ 115.00           |
| Special Events                                          | \$ 720.00   | \$ 1,395.00         |
| Combustible Permits                                     | \$ -        | \$ -                |
| Fireworks Permits                                       | \$ -        | \$ 500.00           |
| Business Inspections                                    | \$ -        | \$ 450.00           |
| Burn Permits                                            | \$ -        | \$ -                |
| Tent Permit                                             | \$ -        | \$ -                |
| Fire Extinguisher Training                              | \$ -        | \$ -                |
| <b>2019 Year-To Date Total</b>                          |             | <b>\$ 20,260.45</b> |

**Department Updates**

- On August 6, 2019 Fire Personnel along with other City departments participated in National Night Out.
- On August 26, 2019, Firefighters from Station #13 participated in Touch-A-Truck at Angel’s Academy. Held in conjunction with the lessons that the Pre-K and Kindergarten students learned about community helpers, students were able to meet fire personnel.
- The South Fulton Fire Rescue Department created their first departmental social media page on Facebook and created a Safety Tips Flyer.



**Police Department**

| 28 DAY COMPSTAT                       |           |           |           |           |           |           |           |            |
|---------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Crime by MONTH                        | Sunday    | Monday    | Tuesday   | Wednesday | Thursday  | Friday    | Saturday  | Total      |
| AGG ASSAULT-GUN                       | 3         | 2         | 4         | 3         |           |           | 6         | 18         |
| AGG ASSAULT-OTHER WEAPON              | 3         |           | 2         | 4         | 3         | 1         | 2         | 15         |
| AGG BATTERY                           |           | 1         |           |           |           |           |           | 1          |
| BURGLARY-FORCED ENTRY-RESIDENCE       | 1         |           |           |           |           | 2         |           | 3          |
| BURGLARY-FORCED ENTRY-NONRESIDENCE    | 1         |           |           | 1         |           | 2         | 1         | 5          |
| BURGLARY-NO FORCED ENTRY-RESIDENCE    |           |           | 2         | 1         | 1         | 1         | 2         | 7          |
| BURGLARY-NO FORCE ENTRY-NON RESIDENCE |           |           |           |           | 1         |           | 1         | 2          |
| ARSON                                 |           |           |           |           |           |           |           | 0          |
| MURDER                                |           |           |           |           | 2         | 1         | 1         | 4          |
| RAPE                                  |           | 2         |           |           |           | 1         |           | 3          |
| ROBBERY-BUSINESS                      | 1         |           |           | 1         | 2         |           | 1         | 5          |
| ROBBERY-STREET                        | 4         | 3         |           | 2         |           |           | 1         | 10         |
| THEFT-ARTICLES FROM VEHICLE           | 7         | 11        | 15        | 10        | 13        | 3         | 5         | 64         |
| THEFT-OTHER OFFENSES                  | 19        | 22        | 18        | 21        | 10        | 5         | 12        | 107        |
| THEFT BY TAKING AUTO                  | 3         | 13        | 10        | 8         | 9         | 3         | 3         | 49         |
| <b>TOTALS</b>                         | <b>42</b> | <b>54</b> | <b>51</b> | <b>51</b> | <b>41</b> | <b>19</b> | <b>35</b> | <b>293</b> |

**Department Updates**

- The South Fulton Police Department had four (4) Police Officers graduate from the Field Training Program.
- The South Fulton Police Department invited 30 Police candidates to participate in the police physical agility test on August 8, 2019.
- The South Fulton Police Department Special Operations Division conducted a traffic detail on August 23, 2019 that resulted in:
  - 20 Traffic Citations
  - Two (2) Felony Arrests
  - One (1) Vehicle Seizure
  - Two (2) Misdemeanor Arrests
  - Recovery of two (2) stolen vehicles



### **3. ECONOMIC DEVELOPMENT**

#### **Business License**

- **August 2019 Business Licenses Processed**
  - 25 New Business Licenses
  - 45 Renewed Business Licenses
  
- **Total Business Licenses Processed**
  - 795 (YTD)
  - 70 (August 2019)

#### **Permits and Buildings**

- **2019 Issued Building Permits**
  - 1,816 Permits
    - 1,085 Residential
    - 89 Commercial/Industrial
    - 642 Miscellaneous\*
  
- **August 2019 Issued Building Permits**
  - 271 Permits
    - 154 Residential
    - 8 Commercial/Industrial
    - 109 Miscellaneous\*
  
- **Land Disturbance Permits**
  - 22 Permits (YTD)
  - 2 Permits (August 2019)

*\*Miscellaneous permits would include, but are not limited to, fence, pool, plumbing, trade, and electrical.*



**Geographic Information System**

|                    | Map Requests | Addressing | Demographics | Data Analysis | Deed/Plat Research | Total Requests |
|--------------------|--------------|------------|--------------|---------------|--------------------|----------------|
| <b>2017 Total</b>  | 19           | 18         | 5            | 22            | 12                 | 76             |
| <b>2018 Total</b>  | 165          | 90         | 21           | 175           | 75                 | 526            |
| <b>2019 August</b> | 18           | 12         | 0            | 10            | 16                 | 56             |
| <b>2019 YTD</b>    | <b>125</b>   | <b>80</b>  | <b>5</b>     | <b>111</b>    | <b>82</b>          | <b>403</b>     |

**Online GIS Application Views**

- Public Facing
  - Public Works Information Viewer – 74
  - Zoning and Land Use Viewer – 211
  - Property Information Viewer – 735
  - Undeveloped Properties Viewer – 9
  
- Internal Only
  - Fire Information Viewer – 35
  - FID Viewer – 1

**Department Updates**

- GIS personnel continues to provide support to the City of South Fulton Complete Count Committee.
- Updated addresses and parcels in the City online map viewers.
- Pending Council Requests:
  - City Facilities Map – Pending (awaiting feedback from legal)



## **4. PLANNING – REVIEW AND UPDATE**

### **COMPREHENSIVE AND LAND USE PLAN**

#### **Moratorium**

On June 12, 2018, a 90-day moratorium was implemented for Districts 2, 3, 4, 5 and 6. This moratorium was extended on September 18, 2018. On December 27, 2018, a second moratorium extension occurred leading to an expected release date on March 27, 2019. On March 26, 2019, a Resolution was adopted to impose a moratorium on the acceptance of applications and/or petitions for rezoning and variances for Districts 3, 5 and 6 for 45 days. As of today, there have been a total 101 zoning related requests that have been affected by the Moratorium. Of these 105 requests:

- 22 projects are located within Council District 2;
- 23 projects are located within Council District 3;
- 27 projects are located within Council District 4;
- 11 projects are located within Council District 5;
- 9 projects are located within Council District 6;
- 2 projects are located within Council District 7;
- 9 projects are within an unspecified Council district; and
- 2 unknown.

#### **Zoning Applications & Certifications**

Staff has processed a total of 63 zoning applications, 96 zoning certifications and 28 open records reports as of August 31, 2019.

#### **Zoning Cases**

There was one (1) zoning application received during the month of August and four (4) Text Amendments were created.

- 1 Rezoning
- 0 Use Permit
- 0 Modifications
- 0 Variance
- 0 Administrative Variance
- 4 Text Ad



## 5. CREATE AND IMPLEMENT BRANDING AND MESSAGING

### I. Website Launch






| Host      | Statistics                                                      | Progress                                                    |
|-----------|-----------------------------------------------------------------|-------------------------------------------------------------|
| CivicPlus | Visits: 25,607<br>Pageviews: 64,874<br>Unique pageviews: 48,253 | Updated website with live streaming of FY20 Budget Hearings |

### II. “The South Fulton Monthly” E-Newsletter

| Current Number of Subscribers | Frequency | Host             | Next Issue  |
|-------------------------------|-----------|------------------|-------------|
| 5,093                         | Monthly   | Constant Contact | October 3rd |

Link to latest Issue: <https://conta.cc/2LKRu5I>

### III. COSF Social Media

|                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p><b>Twitter</b><br/>                     -Followers: 879<br/>                     -Tweets: 57<br/>                     -Likes &amp; Retweets: 249</p> |  <p><b>Instagram</b><br/>                     -Followers: 1,202<br/>                     -Posts: 69<br/>                     -Engagement (Likes &amp; Comment): 831</p> |  <p><b>Facebook</b><br/>                     -Followers: 1,512<br/>                     - Posts: 72<br/>                     - Engagement (Reactions, Shares &amp; Comments): 671</p> |  <p><b>Nextdoor</b><br/>                     -Members: 24,885<br/>                     -New Members: 416<br/>                     -Posts: 17</p> |  <p><b>YouTube</b><br/>                     -Views: 1,695<br/>                     -Impressions: 12,113<br/>                     -Subscribers: 740</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|





#### IV. Mayor's Community Walk

- a. The Mayor's Monthly Walk will resume in September 2019 and continue to December 2019.
- b. Mayor's Community Walk Monthly Reports:
  - Mayor's Community Walk June 7th 30-Day Report:  
<https://www.cityofsouthfultonga.gov/DocumentCenter/View/1138/Mayors-Community-Walk-June-7th-30-Day-Report-7-30-18>
  - Mayor's Community Walk June 27th 30-Day Report:  
<https://www.cityofsouthfultonga.gov/DocumentCenter/View/1142/Mayors-Community-Walk-June-27th-30-Day-Report-Final>
  - Mayors Community Walk July 25th 30-Day Report:  
<https://www.cityofsouthfultonga.gov/DocumentCenter/View/1146/Mayors-Community-Walk-July-25th-30-Day-Report-Final>
  - Mayors Community Walk August 22nd 30-Day Report:  
<https://www.cityofsouthfultonga.gov/DocumentCenter/View/1150/Mayors-Community-Walk-August-22nd-30-Day-Report-Final>
  - Mayors Community Walk October 24th 30-Day Report:  
<https://www.cityofsouthfultonga.gov/DocumentCenter/View/1153/Mayors-Community-Walk-October-24th-30-Day-Report-Final>
  - Mayors Community Walk November 28<sup>th</sup> 30-Day Report:  
<https://www.cityofsouthfultonga.gov/DocumentCenter/View/1455/Mayors-Community-Walk-November-28th-30-Day-Report-Final>

Should you need further information regarding this correspondence, please contact Odie Donald II at [odie.donald@cityofsouthfultonga.gov](mailto:odie.donald@cityofsouthfultonga.gov).



# CALENDAR OF EVENTS



# CITY OF SOUTH FULTON SEPTEMBER CALENDAR 2019

| Sunday | Monday                                                  | Tuesday                                                                                                                                                       | Wednesday                                                                    | Thursday                                                                                                           | Friday                                                            | Saturday                          |
|--------|---------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----------------------------------|
| 1      | 2<br>Labor Day                                          | 3<br>COSF Economic Development Strategic Plan Community Input Meeting at 6PM                                                                                  | 4<br>COSF Economic Development Strategic Plan Community Input Meeting at 6PM | 5<br>COSF Economic Development Strategic Plan Community Input Meeting at 6PM<br>COSF Business Showcase 5PM-8PM     | 6                                                                 | 7                                 |
| 8      | 9                                                       | 10<br>Historic & Cultural Landmarks Commission Meeting 12PM<br>City Council Work Session 5PM<br>City Council Meeting 7PM<br>FY2020 Public Budget Hearings 7PM | 11<br>SWOT Analysis Session at 6PM                                           | 12<br>Zoning Board of Appeals Meeting 1PM<br>SWOT Analysis Session at 6PM<br>Planning Commission Meeting at 6:30PM | 13                                                                | 14                                |
| 15     | 16<br>District 1 Quarterly Townhall Meeting 6:00PM      | 17<br>Special Election for FulCo Dist. 6 Seat                                                                                                                 | 18<br>Chat & Chew- Re-Imagine Aging 6:30PM                                   | 19<br>SWOT Analysis Session at 6PM                                                                                 | 20                                                                | 21<br>Jazz on the Grass 6PM – 8PM |
| 22     | 23                                                      | 24<br>City Council Work Session 5PM<br>City Council Meeting 7PM                                                                                               | 25                                                                           | 26                                                                                                                 | 27<br>COSF Office of the Chaplain Citywide Blood Drive 11AM – 4PM | 28                                |
| 29     | 30<br>South Fulton Development Authority Meeting at 6PM |                                                                                                                                                               |                                                                              |                                                                                                                    |                                                                   |                                   |

**Sept. 2nd:** Labor Day

**Sept 3rd:** COSF Economic Development Strategic Plan Community Input Meeting at 6PM at Welcome All Park (4255 Will Lee Rd South Fulton, GA) [Click Here](#)

**Sept. 4th:** COSF Economic Development Strategic Plan Community Input Meeting at 6PM at Burdett Community Center (2945 Burdett Road College Park, GA 30049) [Click Here](#)

**Sept. 5<sup>th</sup>:** COSF Economic Development Strategic Plan Community Input Meeting at 6PM at South Fulton Tennis Center (5645 Mason Road South Fulton, GA 30049) [Click Here](#)

**Sept. 5<sup>th</sup>:** COSF Business Showcase from 5PM -8PM at South Fulton Tennis Center (5645 Mason Road South Fulton, GA 30049) [Click Here](#)

**Sept. 10<sup>th</sup>:** Historic Landmarks Commission Meeting 12PM at Welcome All Park; City Council Work Session 5PM & City Council Meeting 7PM at Fulton County South Service Center

**Sept. 10<sup>th</sup>:** FY2020 Public Budget Hearings at City Council Meeting [Click Here](#)

**Sept. 11<sup>th</sup>:** COSF Economic Development Strategic Plan SWOT Analysis Session at 6PM [Click Here](#)

**Sept. 12<sup>th</sup>:** COSF Economic Development Strategic Plan SWOT Analysis Session at 6PM [Click Here](#)

**Sept 12th:** Community Zoning Information Meeting at 6PM at the South Fulton Service Center (5600 Stonewall Tell Rd South Fulton, GA 30349)

**Sept 12th:** Planning Commission Meeting at 6:30PM at South Fulton Service Center (5600 Stonewall Tell Road South Fulton, GA 30349)

# EVENTS

**Sept. 16<sup>th</sup>:** District 1 Quarterly Townhall Meeting from 6:00PM -7:30PM at Decision Point Ministries (545 Campbellton Road SW Atlanta, GA 30331) [Click Here](#)

**Sept. 17<sup>th</sup>:** Special Election Fulton County Board of Commissioner District 6 Seat

**Sept. 18<sup>th</sup>:** FY2020 Public Budget Hearing and Adoption at City Hall (5440 Fulton Industrial Blvd. South Fulton, GA 30336) [Click Here](#)

**Sept. 18<sup>th</sup>:** Chat & Chew with Councilwoman Catherine Rowell at Milk & Honey (5495 Cascade Road, Suite 100, Atlanta, GA 30331) at 6:30PM [Click Here](#)

**Sept 19<sup>th</sup>:** Zoning Board of Appeals Meeting 1PM at South Fulton Service Center (5600 Stonewall Tell Rd South Fulton, GA 30349)

**Sept. 19<sup>th</sup>:** COSF Economic Development Strategic Plan SWOT Analysis Session at 6PM [Click Here](#)

**Sept. 21<sup>st</sup>:** Jazz on the Grass at New Life Presbyterian Church (6600 Old National Highway College Park, GA 30349) 6PM – 8PM [Click Here](#)

**Sept. 24<sup>th</sup>:** City Council Work Session 5pm & City Council Meeting 7PM at Fulton County South Service Center

**Sept. 27<sup>th</sup>:** COSF Office of the Chaplain Citywide Blood Drive at Welcome All Park 11AM – 4PM

[Click Here](#)

**Sept. 28<sup>th</sup>:** Man Up PSA Screening & Seminar at New Life Presbyterian Church (6600 Old National Highway College Park, GA 30349) Seminar from 9AM-11AM; PSA Screening 11AM – 1PM

[Click Here](#)

**Sept. 28<sup>th</sup>:** 2<sup>nd</sup> Annual Yeek Fest in partnership with Dist. 3 Councilwoman Helen Z. Willis at Welcome All Park 12PM – 8PM [Click Here](#)

**Sept. 30<sup>th</sup>:** South Fulton Development Authority Meeting at Fairfield Inn & Suites by Marriott (7775 Ella Lane Fairburn, GA 30213) at 6PM



# **PUBLIC WORKS REPORT**

**SeeClickFix Report  
Public Works Monthly Work Order List  
August 2019**

| <b>Id</b> | <b>Summary</b>                                                 | <b>Created</b> | <b>Closed</b> | <b>SLA Expires</b> | <b>Met SLA</b> |
|-----------|----------------------------------------------------------------|----------------|---------------|--------------------|----------------|
| 6427905   | Bridge Maintenance                                             | 8/7/19         | 8/7/19        | 1/21/21            | Y              |
| 6427916   | Bridge Maintenance                                             | 8/7/19         | 8/7/19        | 1/21/21            | Y              |
| 6429766   | Bridge maintenance                                             | 8/7/19         | 8/7/19        | N/A                | Y              |
|           |                                                                |                |               | <b>Total</b>       | <b>3</b>       |
| 6464421   | Capital Improvement Projects (CIP) - Public Works              | 8/13/19        | 8/26/19       | N/A                | Y              |
| 6508696   | Capital Improvement Projects (CIP) - Public Works              | 8/20/19        |               | N/A                | N/A            |
|           |                                                                |                |               | <b>Total</b>       | <b>2</b>       |
| 6419746   | Clogged Culvert (Drainage Maintenance - Field Operations)      | 8/6/19         | 8/7/19        | 8/19/19            | Y              |
| 6459176   | Clogged Culvert (Drainage Maintenance - Field Operations)      | 8/12/19        | 8/15/19       | 8/26/19            | Y              |
| 6467461   | Clogged Culvert (Drainage Maintenance - Field Operations)      | 8/13/19        | 8/13/19       | 8/27/19            | Y              |
| 6467466   | Clogged Culvert (Drainage Maintenance - Field Operations)      | 8/13/19        | 8/29/19       | N/A                | Y              |
| 6499439   | Clogged Culvert (Drainage Maintenance - Field Operations)      | 8/19/19        | 8/19/19       | 8/30/19            | Y              |
| 6507420   | Clogged Culvert (Drainage Maintenance - Field Operations)      | 8/20/19        | 9/3/19        | 9/3/19             | Y              |
| 6547430   | Clogged Culvert (Drainage Maintenance - Field Operations)      | 8/26/19        |               | 9/10/19            |                |
| 6555402   | Clogged Culvert (Drainage Maintenance - Field Operations)      | 8/27/19        |               | 9/11/19            |                |
|           |                                                                |                |               | <b>Total</b>       | <b>8</b>       |
| 6394180   | Clogged Inlet (Storm Water Issues - Field Operations)          | 8/1/19         | 8/5/19        | 8/6/19             | Y              |
| 6458676   | Clogged Inlet (Storm Water Issues - Field Operations)          | 8/12/19        | 8/15/19       | 8/15/19            | Y              |
| 6465616   | Clogged Inlet (Storm Water Issues - Field Operations)          | 8/13/19        | 8/14/19       | 8/16/19            | Y              |
| 6526614   | Clogged Inlet (Storm Water Issues - Field Operations)          | 8/22/19        |               | N/A                |                |
| 6570799   | Clogged Inlet (Storm Water Issues - Field Operations)          | 8/29/19        | 8/30/19       | 9/4/19             | Y              |
| 6571281   | Clogged Inlet (Storm Water Issues - Field Operations)          | 8/29/19        |               | 9/4/19             |                |
|           |                                                                |                |               | <b>Total</b>       | <b>6</b>       |
| 6465161   | Construction                                                   | 8/13/19        |               | N/A                | N/A            |
| 6466931   | Construction                                                   | 8/13/19        |               | N/A                | N/A            |
| 6526744   | Construction                                                   | 8/22/19        |               | N/A                | N/A            |
|           |                                                                |                |               | <b>Total</b>       | <b>3</b>       |
| 6475007   | Curb/Gutter Installation (Roadway Construction - Field Operati | 8/14/19        |               | 9/26/19            |                |

|         |                                                             |         |         |              |           |
|---------|-------------------------------------------------------------|---------|---------|--------------|-----------|
| 6466885 | Curb/Gutter Maintenance (Roadway Maintenance - Field Oper   | 8/13/19 |         | 9/25/19      |           |
| 6482333 | Curb/Gutter Maintenance (Roadway Maintenance - Field Oper   | 8/15/19 |         | 9/27/19      |           |
|         |                                                             |         |         | <b>Total</b> | <b>3</b>  |
| 6444882 | Damaged Curb (Roadway Maintenance - Field Operations)       | 8/9/19  |         | N/A          | N/A       |
| 6533807 | Damaged Curb (Roadway Maintenance - Field Operations)       | 8/23/19 |         | 9/9/19       |           |
|         |                                                             |         |         | <b>Total</b> | <b>2</b>  |
| 6445480 | Damaged Guard Rail (Roadway Construction - Field Operatio   | 8/9/19  |         | 9/23/19      |           |
| 6526138 | Damaged Guard Rail (Roadway Construction - Field Operatio   | 8/22/19 |         | 10/4/19      |           |
|         |                                                             |         |         | <b>Total</b> | <b>2</b>  |
| 6493730 | Dead Animal Pickup on Private Property (Zone 5)             | 8/17/19 | 8/27/19 | 8/27/19      | Y         |
|         |                                                             |         |         | <b>Total</b> | <b>1</b>  |
| 6475556 | Deep Patch/Base Repair (Asphalt Paved Maintenance - Field C | 8/14/19 |         | 9/26/19      |           |
|         |                                                             |         |         | <b>Total</b> | <b>1</b>  |
| 6400191 | Down Tree Removal from Right of Way (Field Operations)      | 8/2/19  | 8/2/19  | 8/7/19       | Y         |
| 6422212 | Down Tree Removal from Right of Way (Field Operations)      | 8/6/19  | 8/6/19  | 8/9/19       | Y         |
| 6422525 | Down Tree Removal from Right of Way (Field Operations)      | 8/6/19  | 8/6/19  | 8/9/19       | Y         |
| 6476117 | Down Tree Removal from Right of Way (Field Operations)      | 8/14/19 | 8/29/19 | N/A          | Y         |
| 6482186 | Down Tree Removal from Right of Way (Field Operations)      | 8/15/19 | 8/21/19 | N/A          | Y         |
| 6482229 | Down Tree Removal from Right of Way (Field Operations)      | 8/15/19 | 8/16/19 | 8/20/19      | Y         |
| 6488544 | Down Tree Removal from Right of Way (Field Operations)      | 8/16/19 | 8/16/19 | 8/21/19      | Y         |
| 6502711 | Down Tree Removal from Right of Way (Field Operations)      | 8/19/19 |         | N/A          |           |
| 6518664 | Down Tree Removal from Right of Way (Field Operations)      | 8/21/19 | 8/28/19 | N/A          | Y         |
| 6519129 | Down Tree Removal from Right of Way (Field Operations)      | 8/21/19 | 8/21/19 | 8/26/19      | Y         |
| 6519292 | Down Tree Removal from Right of Way (Field Operations)      | 8/21/19 | 8/28/19 | N/A          | Y         |
| 6519347 | Down Tree Removal from Right of Way (Field Operations)      | 8/21/19 | 8/27/19 | N/A          | Y         |
| 6519462 | Down Tree Removal from Right of Way (Field Operations)      | 8/21/19 | 8/27/19 | N/A          | Y         |
| 6519519 | Down Tree Removal from Right of Way (Field Operations)      | 8/21/19 | 8/21/19 | 8/26/19      | Y         |
|         |                                                             |         |         | <b>Total</b> | <b>14</b> |
| 6445528 | Down Tree Removal from Roadway (Field Operations)           | 8/9/19  | 8/9/19  | 8/14/19      | Y         |
| 6488417 | Down Tree Removal from Roadway (Field Operations)           | 8/16/19 | 8/19/19 | 8/21/19      | Y         |
|         |                                                             |         |         | <b>Total</b> | <b>2</b>  |
| 6392369 | High Grass/Weeds in Right-of-Way (Field Operations)         | 8/1/19  | 8/8/19  | 8/14/19      | Y         |
| 6415679 | High Grass/Weeds in Right-of-Way (Field Operations)         | 8/5/19  | 8/16/19 | N/A          | Y         |

|         |                                                     |         |         |              |           |
|---------|-----------------------------------------------------|---------|---------|--------------|-----------|
| 6421864 | High Grass/Weeds in Right-of-Way (Field Operations) | 8/6/19  | 8/19/19 | 8/20/19      | Y         |
| 6421976 | High Grass/Weeds in Right-of-Way (Field Operations) | 8/6/19  |         | N/A          |           |
| 6430179 | High Grass/Weeds in Right-of-Way (Field Operations) | 8/7/19  | 8/21/19 | 8/21/19      | Y         |
| 6444151 | High Grass/Weeds in Right-of-Way (Field Operations) | 8/9/19  |         | N/A          |           |
| 6475525 | High Grass/Weeds in Right-of-Way (Field Operations) | 8/14/19 | 8/23/19 | 8/28/19      | Y         |
| 6528126 | High Grass/Weeds in Right-of-Way (Field Operations) | 8/22/19 |         | 9/6/19       |           |
| 6528340 | High Grass/Weeds in Right-of-Way (Field Operations) | 8/22/19 |         | 9/6/19       |           |
| 6582313 | High Grass/Weeds in Right-of-Way (Field Operations) | 8/31/19 |         | 9/16/19      |           |
|         |                                                     |         |         | <b>Total</b> | <b>10</b> |
| 6392970 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/1/19  | 8/5/19  | 8/6/19       | Y         |
| 6415831 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/5/19  | 8/5/19  | 8/8/19       | Y         |
| 6417028 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/5/19  | 8/8/19  | 8/8/19       | Y         |
| 6431471 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/7/19  | 8/11/19 | 8/12/19      | Y         |
| 6453906 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/11/19 | 8/12/19 | 8/14/19      | Y         |
| 6458195 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/12/19 | 8/12/19 | 8/15/19      | Y         |
| 6458291 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/12/19 | 8/12/19 | 8/15/19      | Y         |
| 6458422 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/12/19 | 8/15/19 | 8/15/19      | Y         |
| 6467151 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/13/19 | 8/14/19 | 8/16/19      | Y         |
| 6475121 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/14/19 | 8/19/19 | N/A          | Y         |
| 6475433 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/14/19 |         | N/A          |           |
| 6501804 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/19/19 | 8/28/19 | N/A          | Y         |
| 6509211 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/20/19 | 8/20/19 | 8/23/19      | Y         |
| 6518106 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/21/19 | 8/28/19 | N/A          | Y         |
| 6528128 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/22/19 | 8/30/19 | N/A          | Y         |
| 6544468 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/25/19 | 8/26/19 | 8/28/19      | Y         |
| 6555274 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/27/19 | 8/27/19 | 8/30/19      | Y         |
| 6556975 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/27/19 | 8/29/19 | 8/30/19      | Y         |
| 6571246 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/29/19 | 8/29/19 | 9/4/19       | Y         |
| 6571309 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/29/19 | 8/29/19 | 9/4/19       | Y         |
| 6571666 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/29/19 | 8/30/19 | 9/4/19       | Y         |
| 6575632 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/30/19 | 8/30/19 | 9/4/19       | Y         |
| 6577559 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/30/19 | 8/30/19 | 9/5/19       | Y         |
| 6577658 | Illegal Dumping in Right-of-Way (Field Operations)  | 8/30/19 | 8/30/19 | 9/5/19       | Y         |



|         |                                                          |         |         |              |           |
|---------|----------------------------------------------------------|---------|---------|--------------|-----------|
|         |                                                          |         |         | <b>Total</b> | <b>24</b> |
| 6428134 | Illegal Dumping In Roadway (Field Operations)            | 8/7/19  | 8/12/19 | N/A          | Y         |
| 6446576 | Illegal Dumping In Roadway (Field Operations)            | 8/9/19  | 8/11/19 | 8/12/19      | Y         |
| 6450636 | Illegal Dumping In Roadway (Field Operations)            | 8/10/19 | 8/13/19 | N/A          | Y         |
| 6466479 | Illegal Dumping In Roadway (Field Operations)            | 8/13/19 | 8/14/19 | 8/14/19      | Y         |
| 6466497 | Illegal Dumping In Roadway (Field Operations)            | 8/13/19 | 8/13/19 | 8/14/19      | Y         |
| 6481551 | Illegal Dumping In Roadway (Field Operations)            | 8/15/19 | 8/16/19 | 8/16/19      | Y         |
| 6482683 | Illegal Dumping In Roadway (Field Operations)            | 8/15/19 | 8/16/19 | 8/16/19      | Y         |
| 6495015 | Illegal Dumping In Roadway (Field Operations)            | 8/17/19 | 8/17/19 | 8/19/19      | Y         |
| 6502147 | Illegal Dumping In Roadway (Field Operations)            | 8/19/19 | 8/20/19 | 8/20/19      | Y         |
| 6502780 | Illegal Dumping In Roadway (Field Operations)            | 8/19/19 | 8/20/19 | 8/20/19      | Y         |
| 6519395 | Illegal Dumping In Roadway (Field Operations)            | 8/21/19 | 8/22/19 | 8/22/19      | Y         |
| 6519423 | Illegal Dumping In Roadway (Field Operations)            | 8/21/19 | 8/22/19 | 8/22/19      | Y         |
| 6525286 | Illegal Dumping In Roadway (Field Operations)            | 8/22/19 | 8/30/19 | N/A          | Y         |
| 6527271 | Illegal Dumping In Roadway (Field Operations)            | 8/22/19 | 8/27/19 | N/A          | Y         |
|         |                                                          |         |         | <b>Total</b> | <b>14</b> |
| 6520060 | Illegal Dumping on Private Property (Zone 11)            | 8/21/19 |         | 9/20/19      |           |
| 6428987 | Illegal Dumping on Private Property (Zone 4)             | 8/7/19  |         | 9/6/19       |           |
| 6393398 | Illegal Dumping on Private Property (Zone 5)             | 8/1/19  |         | N/A          |           |
| 6438013 | Illegal Dumping on Private Property (Zone 5)             | 8/8/19  |         | 9/9/19       |           |
| 6545637 | Illegal Dumping on Private Property (Zone 5)             | 8/26/19 |         | 9/24/19      |           |
|         |                                                          |         |         | <b>Total</b> | <b>5</b>  |
| 6422004 | Manhole Covers (Roadside Maintenance - Field Operations) | 8/6/19  | 8/6/19  | N/A          | Y         |
| 6573118 | Manhole Covers (Roadside Maintenance - Field Operations) | 8/29/19 | 8/30/19 | N/A          | Y         |
|         |                                                          |         |         | <b>Total</b> | <b>2</b>  |
| 6407614 | Other                                                    | 8/2/19  | 8/5/19  | N/A          | Y         |
| 6393846 | Other                                                    | 8/1/19  | 8/12/19 | N/A          | Y         |
| 6400880 | Other                                                    | 8/2/19  | 8/2/19  | N/A          | Y         |
| 6413443 | Other                                                    | 8/5/19  |         | N/A          |           |
| 6419969 | Other                                                    | 8/6/19  | 8/7/19  | N/A          | Y         |
| 6430746 | Other                                                    | 8/7/19  | 8/7/19  | N/A          | Y         |
| 6438808 | Other                                                    | 8/8/19  |         | N/A          |           |
| 6450353 | Other                                                    | 8/10/19 | 8/12/19 | N/A          | Y         |

|         |       |         |         |         |   |
|---------|-------|---------|---------|---------|---|
| 6457158 | Other | 8/12/19 |         | N/A     |   |
| 6458211 | Other | 8/12/19 |         | 2/5/19  |   |
| 6459683 | Other | 8/12/19 | 8/16/19 | N/A     | Y |
| 6472548 | Other | 8/14/19 | 8/14/19 | N/A     | Y |
| 6481569 | Other | 8/15/19 |         | N/A     |   |
| 6481587 | Other | 8/15/19 |         | N/A     |   |
| 6482281 | Other | 8/15/19 |         | N/A     |   |
| 6482912 | Other | 8/15/19 | 8/16/19 | N/A     | Y |
| 6486702 | Other | 8/16/19 |         | N/A     |   |
| 6488464 | Other | 8/16/19 |         | N/A     |   |
| 6494961 | Other | 8/17/19 | 8/17/19 | N/A     | Y |
| 6499530 | Other | 8/19/19 |         | N/A     |   |
| 6500422 | Other | 8/19/19 |         | N/A     |   |
| 6503135 | Other | 8/19/19 |         | N/A     |   |
| 6503148 | Other | 8/19/19 | 8/23/19 | 8/22/19 | N |
| 6503167 | Other | 8/19/19 |         | N/A     |   |
| 6503224 | Other | 8/19/19 |         | 9/3/19  |   |
| 6508663 | Other | 8/20/19 |         | N/A     |   |
| 6508850 | Other | 8/20/19 |         | N/A     |   |
| 6509671 | Other | 8/20/19 |         | N/A     |   |
| 6518617 | Other | 8/21/19 |         | 2/5/19  |   |
| 6525700 | Other | 8/22/19 | 9/3/19  | N/A     | Y |
| 6525982 | Other | 8/22/19 |         | 2/18/20 |   |
| 6539921 | Other | 8/24/19 | 8/26/19 | N/A     | Y |
| 6545593 | Other | 8/26/19 | 8/26/19 | 8/28/19 | Y |
| 6560655 | Other | 8/28/19 |         | N/A     |   |
| 6561656 | Other | 8/28/19 |         | 9/12/19 |   |
| 6562224 | Other | 8/28/19 | 8/29/19 | N/A     | Y |
| 6562967 | Other | 8/28/19 | 8/30/19 | N/A     | Y |
| 6569720 | Other | 8/29/19 |         | N/A     |   |
| 6570145 | Other | 8/29/19 |         | N/A     |   |
| 6570436 | Other | 8/29/19 |         | N/A     |   |
| 6572310 | Other | 8/29/19 | 9/3/19  | N/A     | Y |

|         |                                                        |         |         |              |           |
|---------|--------------------------------------------------------|---------|---------|--------------|-----------|
| 6577929 | Other                                                  | 8/30/19 | 8/30/19 | N/A          | Y         |
|         |                                                        |         |         | <b>Total</b> | <b>42</b> |
| 6394020 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/1/19  | 8/5/19  | 8/6/19       | Y         |
| 6394067 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/1/19  | 8/2/19  | 8/6/19       | Y         |
| 6395566 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/1/19  | 8/5/19  | 8/6/19       | Y         |
| 6399572 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/2/19  | 8/14/19 | N/A          | Y         |
| 6402381 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/2/19  | 8/5/19  | 9/7/19       | Y         |
| 6414740 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/5/19  | 8/16/19 | N/A          | Y         |
| 6422066 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/6/19  | 8/9/19  | 8/9/19       | Y         |
| 6429993 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/7/19  | 8/7/19  | 8/12/19      | Y         |
| 6436094 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/8/19  | 8/8/19  | 8/13/19      | Y         |
| 6436427 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/8/19  | 8/23/19 | N/A          | Y         |
| 6436453 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/8/19  | 8/8/19  | 8/13/19      | Y         |
| 6436493 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/8/19  | 8/8/19  | 8/13/19      | Y         |
| 6436520 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/8/19  | 8/8/19  | 8/13/19      | Y         |
| 6437297 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/8/19  | 8/13/19 | 8/13/19      | Y         |
| 6437429 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/8/19  | 8/12/19 | 8/13/19      | Y         |
| 6437443 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/8/19  | 8/8/19  | 8/13/19      | Y         |
| 6444235 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/9/19  | 8/13/19 | 8/14/19      | Y         |
| 6444823 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/9/19  | 8/14/19 | 8/14/19      | Y         |
| 6446233 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/9/19  | 8/14/19 | 8/14/19      | Y         |
| 6451359 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/10/19 | 8/14/19 | 8/14/19      | Y         |
| 6457432 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/12/19 | 8/13/19 | 8/15/19      | Y         |
| 6458837 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/12/19 |         |              |           |
| 6464153 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/13/19 | 8/13/19 | 8/15/19      | Y         |
| 6464168 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/13/19 | 8/13/19 | 8/15/19      | Y         |
| 6464241 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/13/19 | 8/13/19 | 8/15/19      | Y         |
| 6464279 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/13/19 | 8/13/19 | 8/15/19      | Y         |
| 6464329 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/13/19 | 8/13/19 | 8/15/19      | Y         |
| 6480803 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/15/19 | 8/20/19 | 8/20/19      | Y         |
| 6481814 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/15/19 | 8/20/19 | 8/20/19      | Y         |
| 6487710 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/16/19 | 8/30/19 | N/A          | Y         |
| 6493345 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/17/19 | 8/20/19 | 8/21/19      | Y         |

|         |                                                        |         |         |              |           |
|---------|--------------------------------------------------------|---------|---------|--------------|-----------|
| 6500483 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/19/19 |         | N/A          |           |
| 6504153 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/19/19 | 8/20/19 | 8/22/19      | Y         |
| 6516898 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/21/19 | 8/22/19 | 8/23/19      | Y         |
| 6516900 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/21/19 | 8/23/19 | 8/23/19      | Y         |
| 6519345 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/21/19 | 8/22/19 | 8/26/19      | Y         |
| 6519407 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/21/19 | 8/22/19 | 8/26/19      | Y         |
| 6526583 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/22/19 | 8/23/19 | 8/27/19      | Y         |
| 6549133 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/26/19 | 8/28/19 | N/A          | Y         |
| 6556065 | Pothole (Asphalt Paved Maintenance - Field Operations) | 8/27/19 |         | N/A          |           |
|         |                                                        |         |         | <b>Total</b> | <b>40</b> |
| 6402124 | Reception Call                                         | 8/2/19  | 8/5/19  | 8/5/19       | Y         |
| 6421481 | Reception Call                                         | 8/6/19  | 8/15/19 | N/A          | Y         |
| 6456805 | Reception Call                                         | 8/12/19 | 8/20/19 | N/A          | Y         |
| 6475223 | Reception Call                                         | 8/14/19 | 8/26/19 | N/A          | Y         |
| 6526189 | Reception Call                                         | 8/22/19 | 8/29/19 | N/A          | Y         |
| 6527431 | Reception Call                                         | 8/22/19 | 8/29/19 | N/A          | Y         |
| 6534163 | Reception Call                                         | 8/23/19 | 8/23/19 | 8/26/19      | Y         |
| 6547349 | Reception Call                                         | 8/26/19 |         | N/A          |           |
|         |                                                        |         |         | <b>Total</b> | <b>8</b>  |
| 6392404 | Remove / Pick-Up Litter (Field Operations)             | 8/1/19  | 8/5/19  | 8/5/19       | Y         |
| 6394126 | Remove / Pick-Up Litter (Field Operations)             | 8/1/19  | 8/1/19  | 8/6/19       | Y         |
| 6396561 | Remove / Pick-Up Litter (Field Operations)             | 8/1/19  | 8/2/19  | N/A          | Y         |
| 6412916 | Remove / Pick-Up Litter (Field Operations)             | 8/5/19  | 8/30/19 | N/A          | Y         |
| 6415483 | Remove / Pick-Up Litter (Field Operations)             | 8/5/19  | 8/9/19  | N/A          | Y         |
| 6438423 | Remove / Pick-Up Litter (Field Operations)             | 8/8/19  | 8/14/19 | N/A          | Y         |
| 6444335 | Remove / Pick-Up Litter (Field Operations)             | 8/9/19  | 8/15/19 | N/A          | Y         |
| 6444601 | Remove / Pick-Up Litter (Field Operations)             | 8/9/19  | 8/14/19 | 8/14/19      | Y         |
| 6465900 | Remove / Pick-Up Litter (Field Operations)             | 8/13/19 | 8/13/19 | N/A          | Y         |
| 6467026 | Remove / Pick-Up Litter (Field Operations)             | 8/13/19 | 8/16/19 | 8/16/19      | Y         |
| 6473284 | Remove / Pick-Up Litter (Field Operations)             | 8/14/19 | 8/19/19 | 8/19/19      | Y         |
| 6473732 | Remove / Pick-Up Litter (Field Operations)             | 8/14/19 | 8/19/19 | 8/19/19      | Y         |
| 6482901 | Remove / Pick-Up Litter (Field Operations)             | 8/15/19 | 8/16/19 | 8/20/19      | Y         |
| 6488299 | Remove / Pick-Up Litter (Field Operations)             | 8/16/19 | 8/21/19 | 8/21/19      | Y         |

|         |                                                           |         |         |              |           |
|---------|-----------------------------------------------------------|---------|---------|--------------|-----------|
| 6501728 | Remove / Pick-Up Litter (Field Operations)                | 8/19/19 | 8/29/19 | N/A          | Y         |
| 6503121 | Remove / Pick-Up Litter (Field Operations)                | 8/19/19 | 8/20/19 | N/A          | Y         |
| 6512779 | Remove / Pick-Up Litter (Field Operations)                | 8/20/19 | 8/21/19 | 8/23/19      | Y         |
| 6517820 | Remove / Pick-Up Litter (Field Operations)                | 8/21/19 | 8/22/19 | 8/26/19      | Y         |
| 6519675 | Remove / Pick-Up Litter (Field Operations)                | 8/21/19 | 8/29/19 | N/A          | Y         |
| 6527489 | Remove / Pick-Up Litter (Field Operations)                | 8/22/19 | 8/27/19 | 8/27/19      | Y         |
| 6528209 | Remove / Pick-Up Litter (Field Operations)                | 8/22/19 | 8/27/19 | 8/27/19      | Y         |
| 6528397 | Remove / Pick-Up Litter (Field Operations)                | 8/22/19 | 8/28/19 | N/A          | Y         |
| 6548212 | Remove / Pick-Up Litter (Field Operations)                | 8/26/19 | 8/28/19 | 8/29/19      | Y         |
| 6548609 | Remove / Pick-Up Litter (Field Operations)                | 8/26/19 | 8/27/19 | 8/29/19      | Y         |
| 6553884 | Remove / Pick-Up Litter (Field Operations)                | 8/27/19 | 8/27/19 | 8/30/19      | Y         |
| 6561239 | Remove / Pick-Up Litter (Field Operations)                | 8/28/19 | 8/28/19 | 9/3/19       | Y         |
| 6570878 | Remove / Pick-Up Litter (Field Operations)                | 8/29/19 |         | N/A          |           |
|         |                                                           |         |         | <b>Total</b> | <b>27</b> |
| 6414183 | Remove Dead Animals in Right-of-Way (Field Operations)    | 8/5/19  | 8/5/19  | 8/8/19       | Y         |
| 6415785 | Remove Dead Animals in Right-of-Way (Field Operations)    | 8/5/19  | 8/5/19  | 8/8/19       | Y         |
| 6473269 | Remove Dead Animals in Right-of-Way (Field Operations)    | 8/14/19 | 8/19/19 | 8/19/19      | Y         |
| 6473296 | Remove Dead Animals in Right-of-Way (Field Operations)    | 8/14/19 | 8/14/19 | 8/19/19      | Y         |
| 6482727 | Remove Dead Animals in Right-of-Way (Field Operations)    | 8/15/19 | 8/15/19 | 8/20/19      | Y         |
| 6528053 | Remove Dead Animals in Right-of-Way (Field Operations)    | 8/22/19 | 8/26/19 | 8/27/19      | Y         |
| 6535776 | Remove Dead Animals in Right-of-Way (Field Operations)    | 8/23/19 | 8/26/19 | 8/28/19      | Y         |
| 6583094 | Remove Dead Animals in Right-of-Way (Field Operations)    | 8/31/19 |         | 9/5/19       |           |
|         |                                                           |         |         | <b>Total</b> | <b>8</b>  |
| 6412904 | Remove Dead Animals in Roadway - Large (Field Operations) | 8/5/19  | 8/5/19  | 8/6/19       | Y         |
| 6436090 | Remove Dead Animals in Roadway - Large (Field Operations) | 8/8/19  | 8/8/19  | 8/9/19       | Y         |
| 6466688 | Remove Dead Animals in Roadway - Large (Field Operations) | 8/13/19 | 8/14/19 | 8/14/19      | Y         |
| 6466772 | Remove Dead Animals in Roadway - Large (Field Operations) | 8/13/19 | 8/13/19 | 8/14/19      | Y         |
| 6467016 | Remove Dead Animals in Roadway - Large (Field Operations) | 8/13/19 | 8/13/19 | 8/14/19      | Y         |
| 6508825 | Remove Dead Animals in Roadway - Large (Field Operations) | 8/20/19 | 8/21/19 | 8/21/19      | Y         |
| 6553499 | Remove Dead Animals in Roadway - Large (Field Operations) | 8/27/19 | 8/27/19 | 8/27/19      | Y         |
| 6556947 | Remove Dead Animals in Roadway - Large (Field Operations) | 8/27/19 | 8/28/19 | 8/28/19      | Y         |
| 6436836 | Remove Dead Animals in Roadway - Small (Field Operations) | 8/8/19  | 8/14/19 | N/A          | Y         |
| 6450354 | Remove Dead Animals in Roadway - Small (Field Operations) | 8/10/19 | 8/14/19 | 8/14/19      | Y         |

|         |                                                           |         |         |              |           |
|---------|-----------------------------------------------------------|---------|---------|--------------|-----------|
| 6510403 | Remove Dead Animals in Roadway - Small (Field Operations) | 8/20/19 | 8/20/19 | 8/23/19      | Y         |
| 6570114 | Remove Dead Animals in Roadway - Small (Field Operations) | 8/29/19 | 9/3/19  | 9/4/19       | Y         |
| 6577608 | Remove Dead Animals in Roadway - Small (Field Operations) | 8/30/19 | 8/30/19 | 9/5/19       | Y         |
|         |                                                           |         |         | <b>Total</b> | <b>13</b> |
| 6403279 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/2/19  | 8/16/19 | 8/16/19      | Y         |
| 6415230 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/5/19  | 8/7/19  | 8/19/19      | Y         |
| 6415233 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/5/19  | 8/16/19 | 8/19/19      | Y         |
| 6415238 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/5/19  | 8/7/19  | 8/19/19      | Y         |
| 6419863 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19      | Y         |
| 6419877 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/29/19 | N/A          | Y         |
| 6419888 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/7/19  | 8/19/19      | Y         |
| 6419912 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/19/19 | 8/19/19      | Y         |
| 6419925 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19      | Y         |
| 6419929 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/7/19  | 8/19/19      | Y         |
| 6419934 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/7/19  | 8/19/19      | Y         |
| 6419935 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/19/19 | 8/19/19      | Y         |
| 6419936 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/7/19  | 8/19/19      | Y         |
| 6419939 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/12/19 | 8/19/19      | Y         |
| 6419948 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19      | Y         |
| 6419951 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19      | Y         |
| 6419953 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/19/19 | 8/19/19      | Y         |
| 6419954 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/8/19  | 8/19/19      | Y         |
| 6419955 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/22/19 | N/A          | Y         |
| 6419956 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/20/19 | N/A          | Y         |
| 6419959 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/19/19 | 8/19/19      | Y         |
| 6419964 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/12/19 | 8/19/19      | Y         |
| 6419967 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19      | Y         |
| 6419968 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19      | Y         |
| 6419970 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/12/19 | 8/19/19      | Y         |
| 6419973 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19      | Y         |
| 6419975 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19      | Y         |
| 6419979 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19      | Y         |
| 6419983 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/19/19 | 8/19/19      | Y         |

|         |                                                           |         |         |         |   |
|---------|-----------------------------------------------------------|---------|---------|---------|---|
| 6419985 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/9/19  | 8/19/19 | Y |
| 6419986 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19 | Y |
| 6419988 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/12/19 | 8/19/19 | Y |
| 6419995 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/20/19 | N/A     | Y |
| 6419998 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19 | Y |
| 6420000 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/19/19 | 8/19/19 | Y |
| 6420001 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/19/19 | 8/19/19 | Y |
| 6420006 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19 | Y |
| 6420008 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/8/19  | 8/19/19 | Y |
| 6420009 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/12/19 | 8/19/19 | Y |
| 6420011 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/19/19 | 8/19/19 | Y |
| 6420022 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19 | Y |
| 6420033 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/12/19 | 8/19/19 | Y |
| 6420056 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/7/19  | 8/19/19 | Y |
| 6420068 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19 | Y |
| 6420083 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/12/19 | 8/19/19 | Y |
| 6420095 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/12/19 | 8/19/19 | Y |
| 6420115 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/7/19  | 8/19/19 | Y |
| 6420129 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/7/19  | 8/19/19 | Y |
| 6420141 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/9/19  | 8/19/19 | Y |
| 6420155 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/12/19 | 8/19/19 | Y |
| 6420187 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/15/19 | 8/19/19 | Y |
| 6420206 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/16/19 | 8/19/19 | Y |
| 6420329 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/12/19 | 8/19/19 | Y |
| 6423164 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/6/19  | 8/7/19  | 8/20/19 | Y |
| 6429722 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/7/19  | 8/8/19  | 8/21/19 | Y |
| 6456308 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/20/19 | 8/23/19 | Y |
| 6456310 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/14/19 | 8/23/19 | Y |
| 6456726 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/20/19 | 8/23/19 | Y |
| 6456729 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/23/19 | Y |
| 6456748 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6456753 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6456781 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |

|         |                                                           |         |         |         |   |
|---------|-----------------------------------------------------------|---------|---------|---------|---|
| 6456792 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6456809 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6456820 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6456836 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/14/19 | 8/26/19 | Y |
| 6456856 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/20/19 | 8/26/19 | Y |
| 6456865 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/21/19 | 8/26/19 | Y |
| 6456877 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/12/19 | 8/26/19 | Y |
| 6456894 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/20/19 | 8/26/19 | Y |
| 6456969 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/20/19 | 8/26/19 | Y |
| 6456987 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/20/19 | 8/26/19 | Y |
| 6457005 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6457032 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6457093 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6457114 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/14/19 | 8/26/19 | Y |
| 6457124 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/13/19 | 8/26/19 | Y |
| 6457130 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/13/19 | 8/26/19 | Y |
| 6457141 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/13/19 | 8/26/19 | Y |
| 6457164 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/13/19 | 8/26/19 | Y |
| 6457176 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/20/19 | 8/26/19 | Y |
| 6457198 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/12/19 | 8/26/19 | Y |
| 6457206 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/12/19 | 8/26/19 | Y |
| 6457216 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/13/19 | 8/26/19 | Y |
| 6457243 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/13/19 | 8/26/19 | Y |
| 6457262 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/13/19 | 8/26/19 | Y |
| 6457299 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/13/19 | 8/26/19 | Y |
| 6457317 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/13/19 | 8/26/19 | Y |
| 6457328 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6457334 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/20/19 | 8/26/19 | Y |
| 6457338 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/19/19 | 8/26/19 | Y |
| 6457349 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6457370 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/20/19 | 8/26/19 | Y |
| 6457388 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6457448 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |



|         |                                                           |         |         |         |   |
|---------|-----------------------------------------------------------|---------|---------|---------|---|
| 6457503 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6457527 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6457538 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/14/19 | 8/26/19 | Y |
| 6457545 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6457554 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/12/19 | 8/26/19 | Y |
| 6457565 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/16/19 | 8/26/19 | Y |
| 6457594 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/20/19 | 8/26/19 | Y |
| 6457637 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/26/19 | 8/26/19 | Y |
| 6457648 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/15/19 | 8/26/19 | Y |
| 6457919 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/12/19 | 8/15/19 | 8/26/19 | Y |
| 6493377 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/17/19 | 8/22/19 | 8/30/19 | Y |
| 6499549 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/23/19 | 8/30/19 | Y |
| 6499552 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/23/19 | 8/30/19 | Y |
| 6499554 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/21/19 | 8/30/19 | Y |
| 6499559 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/29/19 | 8/30/19 | Y |
| 6499564 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/21/19 | 8/30/19 | Y |
| 6499566 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/22/19 | 8/30/19 | Y |
| 6499574 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/23/19 | 8/30/19 | Y |
| 6499594 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/21/19 | 8/30/19 | Y |
| 6499609 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/21/19 | 8/30/19 | Y |
| 6499623 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/20/19 | 8/30/19 | Y |
| 6499641 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/20/19 | 8/30/19 | Y |
| 6499655 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/20/19 | 8/30/19 | Y |
| 6499787 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/23/19 | 8/30/19 | Y |
| 6499797 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/23/19 | 8/30/19 | Y |
| 6499802 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/23/19 | 8/30/19 | Y |
| 6499810 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/23/19 | 8/30/19 | Y |
| 6499817 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/21/19 | 8/30/19 | Y |
| 6499825 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/20/19 | 8/30/19 | Y |
| 6499831 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/21/19 | 8/30/19 | Y |
| 6499836 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/21/19 | 8/30/19 | Y |
| 6499845 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 | 8/29/19 | 8/30/19 | Y |
| 6502678 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/19/19 |         | 9/3/19  |   |

|         |                                                           |         |         |        |   |
|---------|-----------------------------------------------------------|---------|---------|--------|---|
| 6516697 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/21/19 | 8/21/19 | 9/4/19 | Y |
| 6519260 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/21/19 | 8/29/19 | 9/5/19 | Y |
| 6519270 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/21/19 | 8/30/19 | 9/5/19 | Y |
| 6519313 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/21/19 | 8/28/19 | 9/5/19 | Y |
| 6519392 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/21/19 | 8/22/19 | 9/5/19 | Y |
| 6519448 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/21/19 | 8/29/19 | 9/5/19 | Y |
| 6532726 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6532730 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6532731 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/28/19 | 9/6/19 | Y |
| 6532732 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/30/19 | 9/6/19 | Y |
| 6532733 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6532734 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6532892 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/27/19 | 9/6/19 | Y |
| 6532914 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/26/19 | 9/6/19 | Y |
| 6532916 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/29/19 | 9/6/19 | Y |
| 6532923 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6532927 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/29/19 | 9/6/19 | Y |
| 6532931 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6532946 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6532963 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/28/19 | 9/6/19 | Y |
| 6532970 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/28/19 | 9/6/19 | Y |
| 6532980 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/28/19 | 9/6/19 | Y |
| 6532984 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/28/19 | 9/6/19 | Y |
| 6532991 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/28/19 | 9/6/19 | Y |
| 6532996 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6533000 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6533003 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6533012 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/29/19 | 9/6/19 | Y |
| 6533016 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6533019 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6533021 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6533026 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 |         | 9/6/19 |   |
| 6533029 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio | 8/23/19 | 8/27/19 | 9/6/19 | Y |

|         |                                                              |         |         |              |            |
|---------|--------------------------------------------------------------|---------|---------|--------------|------------|
| 6533034 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/27/19 | 9/6/19       | Y          |
| 6533037 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/27/19 | 9/6/19       | Y          |
| 6533043 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/30/19 | 9/6/19       | Y          |
| 6533046 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/29/19 | 9/6/19       | Y          |
| 6533049 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/29/19 | 9/6/19       | Y          |
| 6533054 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/28/19 | 9/6/19       | Y          |
| 6533058 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/28/19 | 9/6/19       | Y          |
| 6533063 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/27/19 | 9/6/19       | Y          |
| 6533072 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 |         | 9/6/19       |            |
| 6533082 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 |         | 9/6/19       |            |
| 6533101 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/29/19 | 9/6/19       | Y          |
| 6533120 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/28/19 | 9/6/19       | Y          |
| 6533157 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 |         | 9/6/19       |            |
| 6533181 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/30/19 | 9/6/19       | Y          |
| 6533240 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/27/19 | 9/9/19       | Y          |
| 6533249 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/30/19 | 9/10/19      | Y          |
| 6533259 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/28/19 | 9/9/19       | Y          |
| 6533295 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/29/19 | 9/9/19       | Y          |
| 6533302 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/28/19 | 9/9/19       | Y          |
| 6533386 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/23/19 | 8/29/19 | 9/9/19       | Y          |
| 6571364 | Right-of-Way Mowing (Roadway Maintenance - Field Operatio    | 8/29/19 | 8/29/19 | 9/13/19      | Y          |
|         |                                                              |         |         | <b>Total</b> | <b>182</b> |
| 6507428 | Roads / Bridges Weight Restrictions Signs Down / Gone (Traff | 8/20/19 |         | 2/12/19      |            |
|         |                                                              |         |         | <b>Total</b> | <b>1</b>   |
| 6503016 | Roadside Maintenance (Field Operations)                      | 8/19/19 |         | 9/3/19       |            |
| 6568740 | Roadside Maintenance (Field Operations)                      | 8/29/19 | 8/29/19 | 9/12/19      | Y          |
| 6568770 | Roadside Maintenance (Field Operations)                      | 8/29/19 | 8/29/19 | 9/12/19      | Y          |
| 6429012 | Roadway Maintenance (Field Operations)                       | 8/7/19  | 8/7/19  | 8/21/19      | Y          |
| 6480088 | Roadway Maintenance (Field Operations)                       | 8/15/19 | 8/20/19 | 8/28/19      | Y          |
|         |                                                              |         |         | <b>Total</b> | <b>5</b>   |
| 6432493 | Rough Road (Unpaved Road Maintenance - Field Operations)     | 8/7/19  | 8/20/19 | 8/21/19      | Y          |
| 6445604 | Rough Road (Unpaved Road Maintenance - Field Operations)     | 8/9/19  |         |              |            |
| 6465943 | Rough Road (Unpaved Road Maintenance - Field Operations)     | 8/13/19 | 8/26/19 | 8/27/19      | Y          |

|         |                                                          |         |         |              |           |
|---------|----------------------------------------------------------|---------|---------|--------------|-----------|
| 6466737 | Rough Road (Unpaved Road Maintenance - Field Operations) | 8/13/19 | 8/26/19 | 8/27/19      | Y         |
| 6472414 | Rough Road (Unpaved Road Maintenance - Field Operations) | 8/14/19 | 8/14/19 | 8/27/19      | Y         |
| 6473117 | Rough Road (Unpaved Road Maintenance - Field Operations) | 8/14/19 | 8/27/19 | 8/28/19      | Y         |
| 6502740 | Rough Road (Unpaved Road Maintenance - Field Operations) | 8/19/19 |         | 9/3/19       |           |
| 6507892 | Rough Road (Unpaved Road Maintenance - Field Operations) | 8/20/19 |         | 9/3/19       |           |
| 6548241 | Rough Road (Unpaved Road Maintenance - Field Operations) | 8/26/19 |         | 9/10/19      |           |
| 6556398 | Rough Road (Unpaved Road Maintenance - Field Operations) | 8/27/19 |         | 9/11/19      |           |
|         |                                                          |         |         | <b>Total</b> | <b>10</b> |
| 6393138 | Sanitation (Public Works - Field Operations)             | 8/1/19  | 8/1/19  | N/A          | N/A       |
| 6420644 | Sanitation (Public Works - Field Operations)             | 8/6/19  | 8/6/19  | N/A          | N/A       |
| 6421124 | Sanitation (Public Works - Field Operations)             | 8/6/19  | 8/6/19  | N/A          | N/A       |
| 6422256 | Sanitation (Public Works - Field Operations)             | 8/6/19  | 8/6/19  | N/A          | N/A       |
| 6422974 | Sanitation (Public Works - Field Operations)             | 8/6/19  | 8/6/19  | N/A          | N/A       |
| 6428307 | Sanitation (Public Works - Field Operations)             | 8/7/19  | 8/7/19  | N/A          | N/A       |
| 6436544 | Sanitation (Public Works - Field Operations)             | 8/8/19  | 8/9/19  | N/A          | N/A       |
| 6438201 | Sanitation (Public Works - Field Operations)             | 8/8/19  | 8/8/19  | N/A          | N/A       |
| 6456733 | Sanitation (Public Works - Field Operations)             | 8/12/19 | 8/13/19 | N/A          | N/A       |
| 6464654 | Sanitation (Public Works - Field Operations)             | 8/13/19 | 8/13/19 | N/A          | N/A       |
| 6467496 | Sanitation (Public Works - Field Operations)             | 8/13/19 | 8/13/19 | N/A          | N/A       |
| 6482939 | Sanitation (Public Works - Field Operations)             | 8/15/19 | 8/15/19 | N/A          | N/A       |
| 6500871 | Sanitation (Public Works - Field Operations)             | 8/19/19 | 8/19/19 | N/A          | N/A       |
| 6501564 | Sanitation (Public Works - Field Operations)             | 8/19/19 | 8/19/19 | N/A          | N/A       |
| 6509749 | Sanitation (Public Works - Field Operations)             | 8/20/19 | 8/22/19 | N/A          | N/A       |
| 6510120 | Sanitation (Public Works - Field Operations)             | 8/20/19 | 8/22/19 | N/A          | N/A       |
| 6510522 | Sanitation (Public Works - Field Operations)             | 8/20/19 | 8/21/19 | N/A          | N/A       |
| 6511577 | Sanitation (Public Works - Field Operations)             | 8/20/19 | 8/21/19 | N/A          | N/A       |
| 6511586 | Sanitation (Public Works - Field Operations)             | 8/20/19 | 8/20/19 | N/A          | N/A       |
| 6517268 | Sanitation (Public Works - Field Operations)             | 8/21/19 | 8/21/19 | N/A          | N/A       |
| 6517272 | Sanitation (Public Works - Field Operations)             | 8/21/19 | 8/22/19 | N/A          | N/A       |
| 6517653 | Sanitation (Public Works - Field Operations)             | 8/21/19 | 8/21/19 | N/A          | N/A       |
| 6517697 | Sanitation (Public Works - Field Operations)             | 8/21/19 | 8/21/19 | N/A          | N/A       |
| 6517754 | Sanitation (Public Works - Field Operations)             | 8/21/19 | 8/21/19 | N/A          | N/A       |
| 6517954 | Sanitation (Public Works - Field Operations)             | 8/21/19 | 8/27/19 | N/A          | N/A       |

|         |                                              |         |         |     |     |
|---------|----------------------------------------------|---------|---------|-----|-----|
| 6518655 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/21/19 | N/A | N/A |
| 6518763 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/22/19 | N/A | N/A |
| 6518769 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/22/19 | N/A | N/A |
| 6518838 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/28/19 | N/A | N/A |
| 6519302 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/22/19 | N/A | N/A |
| 6519438 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/22/19 | N/A | N/A |
| 6519490 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/21/19 | N/A | N/A |
| 6519520 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/22/19 | N/A | N/A |
| 6519623 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/21/19 | N/A | N/A |
| 6519744 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/21/19 | N/A | N/A |
| 6519777 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/22/19 | N/A | N/A |
| 6519841 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/22/19 | N/A | N/A |
| 6519884 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/21/19 | N/A | N/A |
| 6519937 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/21/19 | N/A | N/A |
| 6519953 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/21/19 | N/A | N/A |
| 6520045 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/22/19 | N/A | N/A |
| 6520134 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/28/19 | N/A | N/A |
| 6520153 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/21/19 | N/A | N/A |
| 6520169 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/28/19 | N/A | N/A |
| 6520218 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/22/19 | N/A | N/A |
| 6520419 | Sanitation (Public Works - Field Operations) | 8/21/19 | 8/21/19 | N/A | N/A |
| 6525373 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6525600 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6526002 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/28/19 | N/A | N/A |
| 6526190 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6526453 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6526554 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6526688 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6526858 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6526944 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6527137 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6527166 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6527264 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |

|         |                                              |         |         |     |     |
|---------|----------------------------------------------|---------|---------|-----|-----|
| 6527361 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6527366 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6527442 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6527488 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6527674 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6527723 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6528095 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/26/19 | N/A | N/A |
| 6528124 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/22/19 | N/A | N/A |
| 6528217 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/23/19 | N/A | N/A |
| 6528387 | Sanitation (Public Works - Field Operations) | 8/22/19 | 8/23/19 | N/A | N/A |
| 6533126 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/23/19 | N/A | N/A |
| 6533291 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/28/19 | N/A | N/A |
| 6533362 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/23/19 | N/A | N/A |
| 6533365 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/23/19 | N/A | N/A |
| 6533425 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/23/19 | N/A | N/A |
| 6533524 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/23/19 | N/A | N/A |
| 6534150 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/26/19 | N/A | N/A |
| 6534458 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/28/19 | N/A | N/A |
| 6534482 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/26/19 | N/A | N/A |
| 6534794 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/26/19 | N/A | N/A |
| 6534861 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/26/19 | N/A | N/A |
| 6535002 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/26/19 | N/A | N/A |
| 6535025 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/26/19 | N/A | N/A |
| 6535210 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/26/19 | N/A | N/A |
| 6535427 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/23/19 | N/A | N/A |
| 6535457 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/23/19 | N/A | N/A |
| 6535461 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/26/19 | N/A | N/A |
| 6535483 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/23/19 | N/A | N/A |
| 6535604 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/23/19 | N/A | N/A |
| 6535749 | Sanitation (Public Works - Field Operations) | 8/23/19 | 8/26/19 | N/A | N/A |
| 6543191 | Sanitation (Public Works - Field Operations) | 8/25/19 | 8/26/19 | N/A | N/A |
| 6544279 | Sanitation (Public Works - Field Operations) | 8/25/19 | 8/26/19 | N/A | N/A |
| 6546419 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/26/19 | N/A | N/A |

|         |                                              |         |         |     |     |
|---------|----------------------------------------------|---------|---------|-----|-----|
| 6546430 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/27/19 | N/A | N/A |
| 6546586 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/27/19 | N/A | N/A |
| 6548511 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/26/19 | N/A | N/A |
| 6548693 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/26/19 | N/A | N/A |
| 6548718 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/29/19 | N/A | N/A |
| 6548762 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/26/19 | N/A | N/A |
| 6548836 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/26/19 | N/A | N/A |
| 6549065 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/29/19 | N/A | N/A |
| 6549229 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/26/19 | N/A | N/A |
| 6549296 | Sanitation (Public Works - Field Operations) | 8/26/19 | 8/27/19 | N/A | N/A |
| 6553937 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/27/19 | N/A | N/A |
| 6554611 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/27/19 | N/A | N/A |
| 6554865 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/27/19 | N/A | N/A |
| 6555181 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/27/19 | N/A | N/A |
| 6555255 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/27/19 | N/A | N/A |
| 6555388 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/27/19 | N/A | N/A |
| 6555501 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/27/19 | N/A | N/A |
| 6555775 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/27/19 | N/A | N/A |
| 6555917 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/27/19 | N/A | N/A |
| 6555946 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/28/19 | N/A | N/A |
| 6556166 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/28/19 | N/A | N/A |
| 6556236 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/29/19 | N/A | N/A |
| 6556361 | Sanitation (Public Works - Field Operations) | 8/27/19 | 8/28/19 | N/A | N/A |
| 6560896 | Sanitation (Public Works - Field Operations) | 8/28/19 | 8/28/19 | N/A | N/A |
| 6561779 | Sanitation (Public Works - Field Operations) | 8/28/19 | 8/28/19 | N/A | N/A |
| 6562842 | Sanitation (Public Works - Field Operations) | 8/28/19 | 8/29/19 | N/A | N/A |
| 6563013 | Sanitation (Public Works - Field Operations) | 8/28/19 | 8/29/19 | N/A | N/A |
| 6563499 | Sanitation (Public Works - Field Operations) | 8/28/19 | 8/28/19 | N/A | N/A |
| 6563502 | Sanitation (Public Works - Field Operations) | 8/28/19 | 8/29/19 | N/A | N/A |
| 6563728 | Sanitation (Public Works - Field Operations) | 8/28/19 | 8/28/19 | N/A | N/A |
| 6564000 | Sanitation (Public Works - Field Operations) | 8/28/19 | 8/28/19 | N/A | N/A |
| 6564042 | Sanitation (Public Works - Field Operations) | 8/28/19 | 8/28/19 | N/A | N/A |
| 6564202 | Sanitation (Public Works - Field Operations) | 8/28/19 | 8/29/19 | N/A | N/A |

|         |                                                   |         |         |              |            |
|---------|---------------------------------------------------|---------|---------|--------------|------------|
| 6569821 | Sanitation (Public Works - Field Operations)      | 8/29/19 | 8/29/19 | N/A          | N/A        |
| 6573209 | Sanitation (Public Works - Field Operations)      | 8/29/19 | 8/29/19 | N/A          | N/A        |
| 6576476 | Sanitation (Public Works - Field Operations)      | 8/30/19 | 8/30/19 | N/A          | N/A        |
| 6576487 | Sanitation (Public Works - Field Operations)      | 8/30/19 | 8/30/19 | N/A          | N/A        |
| 6577345 | Sanitation (Public Works - Field Operations)      | 8/30/19 |         | N/A          | N/A        |
| 6577431 | Sanitation (Public Works - Field Operations)      | 8/30/19 | 8/30/19 | N/A          | N/A        |
| 6577841 | Sanitation (Public Works - Field Operations)      | 8/30/19 | 8/30/19 | N/A          | N/A        |
| 6578173 | Sanitation (Public Works - Field Operations)      | 8/30/19 | 8/30/19 | N/A          | N/A        |
| 6578757 | Sanitation (Public Works - Field Operations)      | 8/30/19 | 8/30/19 | N/A          | N/A        |
|         |                                                   |         |         | <b>Total</b> | <b>133</b> |
| 6413067 | Sidewalk Cracking / Broken (Field Operations)     | 8/5/19  | 8/16/19 | 8/19/19      | Y          |
| 6413077 | Sidewalk Cracking / Broken (Field Operations)     | 8/5/19  | 8/16/19 | 8/19/19      | Y          |
| 6413095 | Sidewalk Cracking / Broken (Field Operations)     | 8/5/19  |         | N/A          |            |
| 6436080 | Sidewalk Cracking / Broken (Field Operations)     | 8/8/19  | 8/9/19  | N/A          | Y          |
| 6445657 | Sidewalk Cracking / Broken (Field Operations)     | 8/9/19  |         | N/A          |            |
| 6473153 | Sidewalk Cracking / Broken (Field Operations)     | 8/14/19 |         | N/A          |            |
| 6498507 | Sidewalk Cracking / Broken (Field Operations)     | 8/18/19 | 8/20/19 | N/A          | Y          |
| 6518560 | Sidewalk Cracking / Broken (Field Operations)     | 8/21/19 |         | 9/5/19       |            |
| 6518561 | Sidewalk Cracking / Broken (Field Operations)     | 8/21/19 |         | 9/5/19       |            |
| 6535883 | Sidewalk Cracking / Broken (Field Operations)     | 8/23/19 |         | 9/9/19       |            |
| 6535894 | Sidewalk Cracking / Broken (Field Operations)     | 8/23/19 |         | 9/9/19       |            |
| 6539900 | Sidewalk Cracking / Broken (Field Operations)     | 8/24/19 |         | 9/9/19       |            |
| 6555499 | Sidewalk Cracking / Broken (Field Operations)     | 8/27/19 |         | 9/11/19      |            |
|         |                                                   |         |         | <b>Total</b> | <b>13</b>  |
| 6481011 | Sign - Long Term Repair (Traffic Services)        | 8/15/19 |         | 2/10/19      |            |
|         |                                                   |         |         | <b>Total</b> | <b>1</b>   |
| 6394241 | Sign - Other Sign Down/Missing (Traffic Services) | 8/1/19  | 8/1/19  | 8/20/19      | Y          |
| 6421186 | Sign - Other Sign Down/Missing (Traffic Services) | 8/6/19  | 8/6/19  | 8/20/19      | Y          |
| 6427996 | Sign - Other Sign Down/Missing (Traffic Services) | 8/7/19  | 8/7/19  | 8/20/19      | Y          |
| 6430704 | Sign - Other Sign Down/Missing (Traffic Services) | 8/7/19  | 8/7/19  | 8/21/19      | Y          |
| 6438158 | Sign - Other Sign Down/Missing (Traffic Services) | 8/8/19  | 8/22/19 | 8/22/19      | Y          |
| 6456989 | Sign - Other Sign Down/Missing (Traffic Services) | 8/12/19 |         | 2/5/19       |            |
| 6466396 | Sign - Other Sign Down/Missing (Traffic Services) | 8/13/19 | 8/23/19 | 8/27/19      | Y          |



|         |                                                   |         |         |         |   |
|---------|---------------------------------------------------|---------|---------|---------|---|
| 6481277 | Sign - Other Sign Down/Missing (Traffic Services) | 8/15/19 | 8/15/19 | 8/29/19 | Y |
| 6481857 | Sign - Other Sign Down/Missing (Traffic Services) | 8/15/19 | 8/15/19 | 8/29/19 | Y |
| 6481894 | Sign - Other Sign Down/Missing (Traffic Services) | 8/15/19 | 8/15/19 | 8/29/19 | Y |
| 6481981 | Sign - Other Sign Down/Missing (Traffic Services) | 8/15/19 | 8/15/19 | 8/29/19 | Y |
| 6502457 | Sign - Other Sign Down/Missing (Traffic Services) | 8/19/19 | 8/20/19 | 9/3/19  | Y |
| 6517627 | Sign - Other Sign Down/Missing (Traffic Services) | 8/21/19 | 8/21/19 | 9/5/19  | Y |
| 6520322 | Sign - Other Sign Down/Missing (Traffic Services) | 8/21/19 | 8/23/19 | 9/5/19  | Y |
| 6520904 | Sign - Other Sign Down/Missing (Traffic Services) | 8/21/19 | 8/22/19 | 9/5/19  | Y |
| 6524795 | Sign - Other Sign Down/Missing (Traffic Services) | 8/22/19 | 8/27/19 | 9/5/19  | Y |
| 6524809 | Sign - Other Sign Down/Missing (Traffic Services) | 8/22/19 | 8/27/19 | 9/5/19  | Y |
| 6535843 | Sign - Other Sign Down/Missing (Traffic Services) | 8/23/19 | 8/30/19 | 9/9/19  | Y |
| 6548974 | Sign - Other Sign Down/Missing (Traffic Services) | 8/26/19 | 8/30/19 | 9/10/19 | Y |
| 6548985 | Sign - Other Sign Down/Missing (Traffic Services) | 8/26/19 | 8/30/19 | 9/10/19 | Y |
| 6553968 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6553971 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6553979 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6553991 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6553998 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554010 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554028 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554040 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554055 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554078 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554161 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554177 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554187 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554326 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554343 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554351 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554360 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554372 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6554406 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 9/11/19 | Y |
| 6556562 | Sign - Other Sign Down/Missing (Traffic Services) | 8/27/19 | 8/30/19 | 9/11/19 | Y |

|         |                                                        |         |         |              |           |
|---------|--------------------------------------------------------|---------|---------|--------------|-----------|
| 6562572 | Sign - Other Sign Down/Missing (Traffic Services)      | 8/28/19 | 8/30/19 | 9/12/19      | Y         |
| 6576781 | Sign - Other Sign Down/Missing (Traffic Services)      | 8/30/19 |         | 2/26/20      |           |
| 6577093 | Sign - Other Sign Down/Missing (Traffic Services)      | 8/30/19 | 8/30/19 | 9/16/19      | Y         |
|         |                                                        |         |         | <b>Total</b> | <b>43</b> |
| 6399641 | Sign - Preventative Maintenance (Traffic Services)     | 8/2/19  | 8/2/19  | 9/13/19      | Y         |
| 6436199 | Sign - Preventative Maintenance (Traffic Services)     | 8/8/19  | 8/23/19 | 9/20/19      | Y         |
| 6438196 | Sign - Preventative Maintenance (Traffic Services)     | 8/8/19  | 8/27/19 | 9/20/19      | Y         |
|         |                                                        |         |         | <b>Total</b> | <b>3</b>  |
| 6401699 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/2/19  | 8/2/19  | 8/16/19      | Y         |
| 6436187 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/8/19  | 8/8/19  | 8/9/19       | Y         |
| 6451936 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/10/19 | 8/12/19 | 8/12/19      | Y         |
| 6481351 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/15/19 | 8/15/19 | 8/16/19      | Y         |
| 6481419 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/15/19 | 8/15/19 | 8/16/19      | Y         |
| 6499599 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/19/19 | 8/19/19 | 8/19/19      | Y         |
| 6499774 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/19/19 | 8/19/19 | 8/19/19      | Y         |
| 6502481 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/19/19 | 8/20/19 | 8/20/19      | Y         |
| 6511026 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/20/19 | 8/20/19 | 8/21/19      | Y         |
| 6511839 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/20/19 | 8/20/19 | 8/21/19      | Y         |
| 6517440 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/21/19 | 8/21/19 | 8/22/19      | Y         |
| 6517500 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/21/19 | 8/21/19 | 8/22/19      | Y         |
| 6517730 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/21/19 | 8/21/19 | 8/22/19      | Y         |
| 6528113 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/22/19 | 8/22/19 | 8/23/19      | Y         |
| 6553530 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/27/19 | 8/27/19 | 8/27/19      | Y         |
| 6576374 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/30/19 | 8/30/19 | 9/3/19       | Y         |
| 6576648 | Sign - Stop/Yield Sign Down/Missing (Traffic Services) | 8/30/19 | 8/30/19 | 9/3/19       | Y         |
|         |                                                        |         |         | <b>Total</b> | <b>17</b> |
| 6411235 | Signal - In Flash or Dark (Traffic Issues)             | 8/4/19  | 8/5/19  | 8/5/19       | Y         |
| 6430732 | Signal - In Flash or Dark (Traffic Issues)             | 8/7/19  | 8/7/19  | 8/8/19       | Y         |
| 6436456 | Signal - In Flash or Dark (Traffic Issues)             | 8/8/19  | 8/8/19  | 8/9/19       | Y         |
| 6444074 | Signal - In Flash or Dark (Traffic Issues)             | 8/9/19  | 8/9/19  | 8/12/19      | Y         |
| 6458010 | Signal - In Flash or Dark (Traffic Issues)             | 8/12/19 | 8/13/19 | 8/26/19      | Y         |
| 6458955 | Signal - In Flash or Dark (Traffic Issues)             | 8/12/19 | 8/12/19 | 8/13/19      | Y         |
| 6458960 | Signal - In Flash or Dark (Traffic Issues)             | 8/12/19 | 8/12/19 | 8/13/19      | Y         |

|         |                                              |         |         |              |           |
|---------|----------------------------------------------|---------|---------|--------------|-----------|
| 6472814 | Signal - In Flash or Dark (Traffic Issues)   | 8/14/19 | 8/14/19 | 8/15/19      | Y         |
| 6473900 | Signal - In Flash or Dark (Traffic Issues)   | 8/14/19 | 8/15/19 | 8/15/19      | Y         |
| 6481130 | Signal - In Flash or Dark (Traffic Issues)   | 8/15/19 | 8/15/19 | 8/16/19      | Y         |
| 6481198 | Signal - In Flash or Dark (Traffic Issues)   | 8/15/19 | 8/15/19 | 8/16/19      | Y         |
| 6481244 | Signal - In Flash or Dark (Traffic Issues)   | 8/15/19 | 8/15/19 | 8/16/19      | Y         |
| 6481260 | Signal - In Flash or Dark (Traffic Issues)   | 8/15/19 | 8/15/19 | 8/16/19      | Y         |
| 6547746 | Signal - In Flash or Dark (Traffic Issues)   | 8/26/19 | 8/26/19 | 8/27/19      | Y         |
| 6548233 | Signal - In Flash or Dark (Traffic Issues)   | 8/26/19 | 8/26/19 | 8/27/19      | Y         |
| 6563252 | Signal - In Flash or Dark (Traffic Issues)   | 8/28/19 | 8/29/19 | 9/12/19      | Y         |
| 6568586 | Signal - In Flash or Dark (Traffic Issues)   | 8/29/19 | 8/29/19 | 8/29/19      | Y         |
|         |                                              |         |         | <b>Total</b> | <b>17</b> |
| 6444049 | Signal - Long Term Repair (Traffic Services) | 8/9/19  | 8/9/19  | 2/4/20       | Y         |
| 6511893 | Signal - Long Term Repair (Traffic Services) | 8/20/19 |         | 2/13/19      |           |
|         |                                              |         |         | <b>Total</b> | <b>2</b>  |
| 6399695 | Signal - Other (Traffic Services)            | 8/2/19  | 8/2/19  | 8/15/19      | Y         |
| 6412515 | Signal - Other (Traffic Services)            | 8/5/19  | 8/5/19  | 8/16/19      | Y         |
| 6437372 | Signal - Other (Traffic Services)            | 8/8/19  |         | 9/20/19      |           |
| 6444339 | Signal - Other (Traffic Services)            | 8/9/19  | 8/9/19  | 8/23/19      | Y         |
| 6456831 | Signal - Other (Traffic Services)            | 8/12/19 | 8/12/19 | 9/24/19      | Y         |
| 6463991 | Signal - Other (Traffic Services)            | 8/13/19 | 8/15/19 | 8/26/19      | Y         |
| 6481142 | Signal - Other (Traffic Services)            | 8/15/19 | 8/15/19 | 8/29/19      | Y         |
| 6488761 | Signal - Other (Traffic Services)            | 8/16/19 | 8/16/19 | 8/30/19      | Y         |
| 6498492 | Signal - Other (Traffic Services)            | 8/18/19 | 8/19/19 | 8/30/19      | Y         |
| 6507375 | Signal - Other (Traffic Services)            | 8/20/19 | 8/26/19 | 8/22/19      | Y         |
| 6511276 | Signal - Other (Traffic Services)            | 8/20/19 | 8/20/19 | 9/4/19       | Y         |
| 6535113 | Signal - Other (Traffic Services)            | 8/23/19 | 8/23/19 | 9/9/19       | Y         |
| 6548256 | Signal - Other (Traffic Services)            | 8/26/19 |         | 9/10/19      |           |
| 6554044 | Signal - Other (Traffic Services)            | 8/27/19 |         | 9/11/19      |           |
| 6556707 | Signal - Other (Traffic Services)            | 8/27/19 | 8/30/19 | 9/11/19      | Y         |
| 6561633 | Signal - Other (Traffic Services)            | 8/28/19 | 8/29/19 | 9/12/19      | Y         |
| 6576995 | Signal - Other (Traffic Services)            | 8/30/19 |         | 9/16/19      |           |
| 6583110 | Signal - Other (Traffic Services)            | 8/31/19 |         | 9/16/19      |           |
|         |                                              |         |         | <b>Total</b> | <b>18</b> |

|         |                                                           |         |         |              |           |
|---------|-----------------------------------------------------------|---------|---------|--------------|-----------|
| 6488896 | Signal - Preventative Maintenance (Traffic Services)      | 8/16/19 | 8/26/19 | 12/27/19     | Y         |
| 6488917 | Signal - Preventative Maintenance (Traffic Services)      | 8/16/19 |         | 12/27/19     |           |
| 6488930 | Signal - Preventative Maintenance (Traffic Services)      | 8/16/19 |         | 12/27/19     |           |
| 6488938 | Signal - Preventative Maintenance (Traffic Services)      | 8/16/19 |         | 12/27/19     |           |
| 6488945 | Signal - Preventative Maintenance (Traffic Services)      | 8/16/19 |         | 12/27/19     |           |
| 6488951 | Signal - Preventative Maintenance (Traffic Services)      | 8/16/19 | 8/30/19 | 12/27/19     | Y         |
| 6488959 | Signal - Preventative Maintenance (Traffic Services)      | 8/16/19 | 8/30/19 | 12/27/19     | Y         |
| 6488965 | Signal - Preventative Maintenance (Traffic Services)      | 8/16/19 | 8/27/19 | 12/27/19     | Y         |
| 6576639 | Signal - Preventative Maintenance (Traffic Services)      | 8/30/19 | 8/30/19 | 1/13/20      | Y         |
| 6415256 | Sink Holes (Drainage Maintenance - Field Operations)      | 8/5/19  | 8/7/19  | 8/19/19      | Y         |
| 6454625 | Sink Holes (Drainage Maintenance - Field Operations)      | 8/11/19 | 8/23/19 | 8/23/19      | Y         |
| 6457660 | Sink Holes (Drainage Maintenance - Field Operations)      | 8/12/19 | 8/26/19 | 8/26/19      | Y         |
| 6465641 | Sink Holes (Drainage Maintenance - Field Operations)      | 8/13/19 | 8/13/19 | 8/27/19      | Y         |
| 6498310 | Sink Holes (Drainage Maintenance - Field Operations)      | 8/18/19 | 8/29/19 | 8/30/19      | Y         |
| 6534466 | Sink Holes (Drainage Maintenance - Field Operations)      | 8/23/19 |         | 9/9/19       |           |
| 6534473 | Sink Holes (Drainage Maintenance - Field Operations)      | 8/23/19 |         | 9/9/19       |           |
| 6571784 | Sink Holes (Drainage Maintenance - Field Operations)      | 8/29/19 | 9/3/19  | 9/13/19      | Y         |
| 6577101 | Sink Holes (Drainage Maintenance - Field Operations)      | 8/30/19 |         | 9/16/19      |           |
|         |                                                           |         |         | <b>Total</b> | <b>18</b> |
| 6570363 | Street Flooding (Drainage Maintenance - Field Operations) | 8/29/19 | 8/30/19 | N/A          | Y         |
|         |                                                           |         |         | <b>Total</b> | <b>1</b>  |
| 6472618 | Street Lights Out (Traffic Services)                      | 8/14/19 | 8/20/19 | 8/16/19      | N         |
| 6527963 | Street Lights Out (Traffic Services)                      | 8/22/19 | 8/23/19 | 8/27/19      | Y         |
|         |                                                           |         |         | <b>Total</b> | <b>2</b>  |
| 6414764 | Traffic Calming Requests (Traffic Services)               | 8/5/19  |         | 1/29/19      |           |
| 6437707 | Traffic Calming Requests (Traffic Services)               | 8/8/19  |         | 2/3/19       |           |
| 6472633 | Traffic Calming Requests (Traffic Services)               | 8/14/19 |         | 2/6/19       |           |
| 6489397 | Traffic Calming Requests (Traffic Services)               | 8/16/19 |         | 2/11/19      |           |
| 6498484 | Traffic Calming Requests (Traffic Services)               | 8/18/19 |         | 2/11/19      |           |
| 6502385 | Traffic Calming Requests (Traffic Services)               | 8/19/19 |         | 2/12/19      |           |
|         |                                                           |         |         | <b>Total</b> | <b>6</b>  |
| 6510816 | Traffic Operations - Other (Traffic Services)             | 8/20/19 | 8/20/19 | 9/4/19       | Y         |
|         |                                                           |         |         | <b>Total</b> | <b>1</b>  |

|         |                                                             |         |         |                  |            |
|---------|-------------------------------------------------------------|---------|---------|------------------|------------|
| 6395081 | Tree Danger/Removal (Roadside Maintenance - Field Operatic  | 8/1/19  | 8/5/19  | 8/6/19           | Y          |
| 6480239 | Tree Danger/Removal (Roadside Maintenance - Field Operatic  | 8/15/19 | 8/15/19 | N/A              | Y          |
| 6519427 | Tree Danger/Removal (Roadside Maintenance - Field Operatic  | 8/21/19 |         | N/A              |            |
| 6554296 | Tree Danger/Removal (Roadside Maintenance - Field Operatic  | 8/27/19 | 8/27/19 | 8/30/19          | Y          |
| 6562623 | Tree Danger/Removal (Roadside Maintenance - Field Operatic  | 8/28/19 |         | 9/3/19           |            |
|         |                                                             |         |         | <b>Total</b>     | <b>5</b>   |
| 6395659 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/1/19  | 8/14/19 | 8/15/19          | Y          |
| 6395664 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/1/19  | 8/14/19 | 8/15/19          | Y          |
| 6427906 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/7/19  | 8/8/19  | 8/20/19          | Y          |
| 6429641 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/7/19  | 8/21/19 | N/A              | Y          |
| 6429653 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/7/19  | 8/21/19 | N/A              | Y          |
| 6445525 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/9/19  | 8/27/19 | N/A              | Y          |
| 6456663 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/12/19 | 8/23/19 | N/A              | Y          |
| 6456692 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/12/19 | 8/29/19 | N/A              | Y          |
| 6456722 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/12/19 | 8/13/19 | 8/23/19          | Y          |
| 6465733 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/13/19 | 8/27/19 | 8/27/19          | Y          |
| 6473318 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/14/19 | 8/30/19 | 8/28/19          | N          |
| 6480176 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/15/19 | 8/27/19 | N/A              | Y          |
| 6480220 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/15/19 | 8/16/19 | 8/28/19          | Y          |
| 6482863 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/15/19 | 8/16/19 | 8/29/19          | Y          |
| 6488994 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/16/19 | 8/16/19 | 8/30/19          | Y          |
| 6498499 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/18/19 |         | N/A              |            |
| 6507334 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/20/19 |         | 9/3/19           |            |
| 6508008 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/20/19 |         | 9/3/19           |            |
| 6519283 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/21/19 | 8/23/19 | 9/5/19           | Y          |
| 6519444 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/21/19 |         | 9/5/19           |            |
| 6528125 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/22/19 | 8/23/19 | 9/6/19           | Y          |
| 6560617 | Tree Hindering Sight Distance (Roadside Maintenance - Field | 8/28/19 |         | 9/11/19          |            |
|         |                                                             |         |         | <b>Total</b>     | <b>22</b>  |
|         |                                                             |         |         | <b>Sub Total</b> | <b>740</b> |

| <b>Work Sheet Summary (*excludes AV and AM)</b> |            |
|-------------------------------------------------|------------|
| Total SCF Requests                              | <b>740</b> |

|                                                         |     |
|---------------------------------------------------------|-----|
| Total Work Requests did not meet SLA                    | 5   |
| Total Work Orders                                       | 721 |
| Total Work Orders met SLA                               | 716 |
| Total Work Requests w/o SLA or not due in current month | 418 |
| Total SCF Requests Closed/Archived                      | 730 |
| Total Work Orders % Complete                            | 99% |
| Total SCF Requests % Complete                           | 99% |
| Total Work Order/Requests Open or In-Progress           | 122 |
| Total Call Center Requests                              | 857 |

**Comments**

(1) Many items don't have an SLA date based on their category

(2) Individuals using SeeClickFix may have miss categorized requests

(3) Note: There were 112 SCF requests created in July, but closed in August and 609 closed in August 2019

(4) A few in-progress requests were not completed within SLA because report show completed in Aug (they were labeled as not within SLA

(5) We continue to work with System Administrator to ensure the accuracy of SCF reports



# **OPEN RECORDS & COUNCIL REQUEST SUMMARY**

# AUGUST 2019

|                                            | <b>Total Requests</b> | <b>Requests Completed</b> | <b>Completion Percentage</b> |
|--------------------------------------------|-----------------------|---------------------------|------------------------------|
| <b>OPEN RECORDS REQUESTS</b>               |                       |                           |                              |
| City Clerk                                 | --                    | --                        | --                           |
| Communications                             | --                    | --                        | --                           |
| Community Development & Regulatory Affairs | 26                    | 26                        | 100%                         |
| Destination South Fulton                   | 15                    | 15                        | 100%                         |
| Facilities                                 | --                    | --                        | --                           |
| Finance                                    | 1                     | 1                         | 100%                         |
| Fire                                       | 5                     | 5                         | 100%                         |
| Human Resources                            | --                    | --                        | --                           |
| Information Technology                     | --                    | --                        | --                           |
| Legal                                      | 2                     | 2                         | 100%                         |
| Municipal Court                            | --                    | --                        | --                           |
| Other                                      | --                    | --                        | --                           |
| Police                                     | 78                    | 78                        | 100%                         |
| Public Works                               | 4                     | 4                         | 100%                         |
| <b>Total</b>                               | <b>133</b>            | <b>133</b>                | <b>100%</b>                  |
| <b>2019 YTD Total</b>                      | <b>1002</b>           | <b>956</b>                | <b>95.4%</b>                 |
| <b>COUNCIL REQUESTS</b>                    |                       |                           |                              |
|                                            | <b>Total Requests</b> | <b>Requests Completed</b> | <b>Completion Percentage</b> |
| City Manager                               | 26                    | 26                        | 100%                         |
| Communications                             | --                    | --                        | --                           |
| Community Development & Regulatory Affairs | 14                    | 14                        | 100%                         |
| Destination South Fulton                   | 3                     | 2                         | 66.6%                        |
| Facilities                                 | 1                     | 1                         | 100%                         |
| Finance                                    | 1                     | 1                         | 100%                         |
| Fire                                       | 3                     | 3                         | 100%                         |
| GIS                                        | 1                     | 1                         | 100%                         |
| Human Resources                            | 1                     | 1                         | 100%                         |
| Legal                                      | --                    | --                        | --                           |
| Parks & Recreation                         | 2                     | 2                         | 100%                         |
| Police                                     | 8                     | 8                         | 100%                         |
| Programs & Performance                     | 2                     | 2                         | 100%                         |
| Public Works                               | 23                    | 22                        | 95.6%                        |
| <b>Total</b>                               | <b>85</b>             | <b>83</b>                 | <b>97.6%</b>                 |
| <b>2019 YTD Total</b>                      | <b>700</b>            | <b>608</b>                | <b>86.8%</b>                 |



**2 In-Progress/Pending Council Request:**

- 1 – Destination South Fulton (Economic Development)
  - Pending staff completion and updates
  
- 1 – Public Works
  - Pending staff completion and updates



# **COSF 311 DASHBOARD**

# Summary Dashboard | Citywide CRC (FY19 to date)



NUMBER OF REQUESTS OPEN

10,454



NUMBER OF REQUESTS CLOSED

9721 / 93%

Goal: 90%



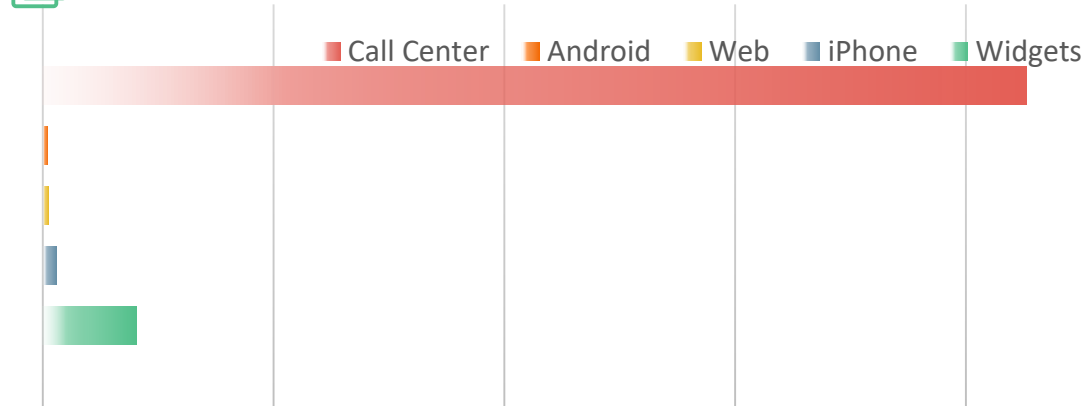
AVERAGE TIME TO CLOSE

8.1 days

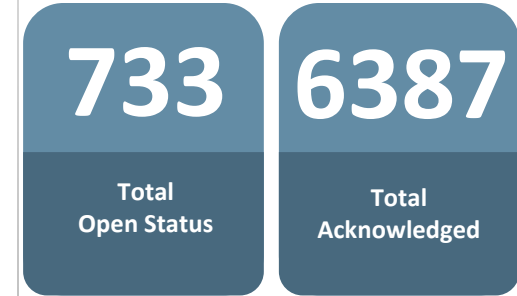
Goal: varies based on SLA



REQUESTS BY SOURCE



OVERALL STATUS OF REQUESTS

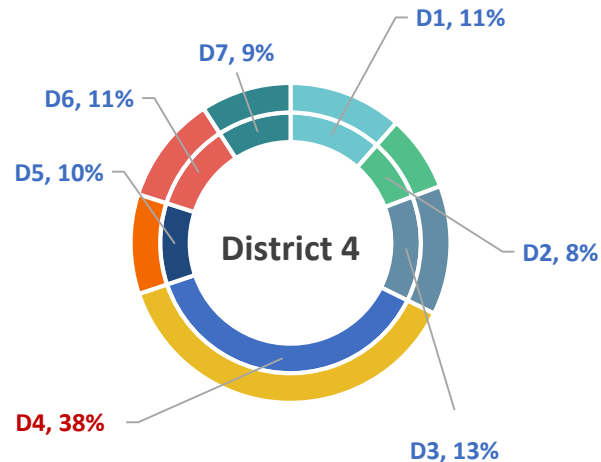


Average time to acknowledge a request is 1.4 days.

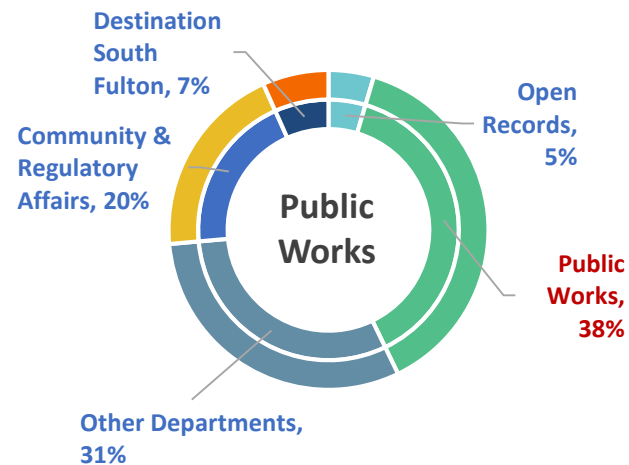
Goal: 1 day



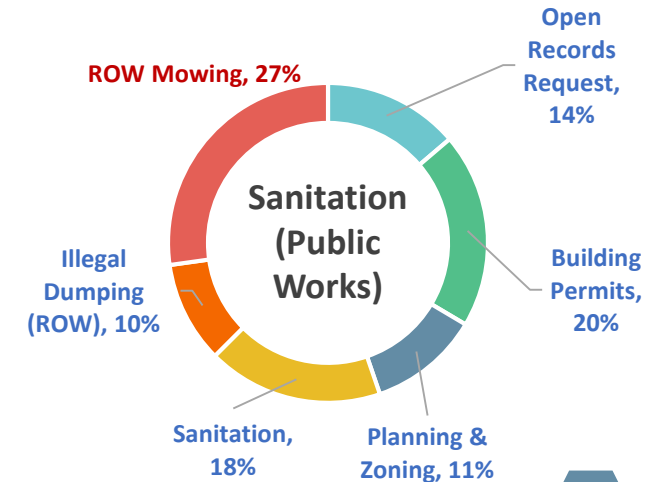
% REQUESTS BY DISTRICT



% REQUESTS BY DEPARTMENT



TOP REQUESTED (ISSUES)



# Summary Dashboard | Citywide CRC *(August 1 - August 31, 2019)*



NUMBER OF REQUESTS OPEN

1469



NUMBER OF REQUESTS CLOSED

1268 / 86%

Goal: 90%



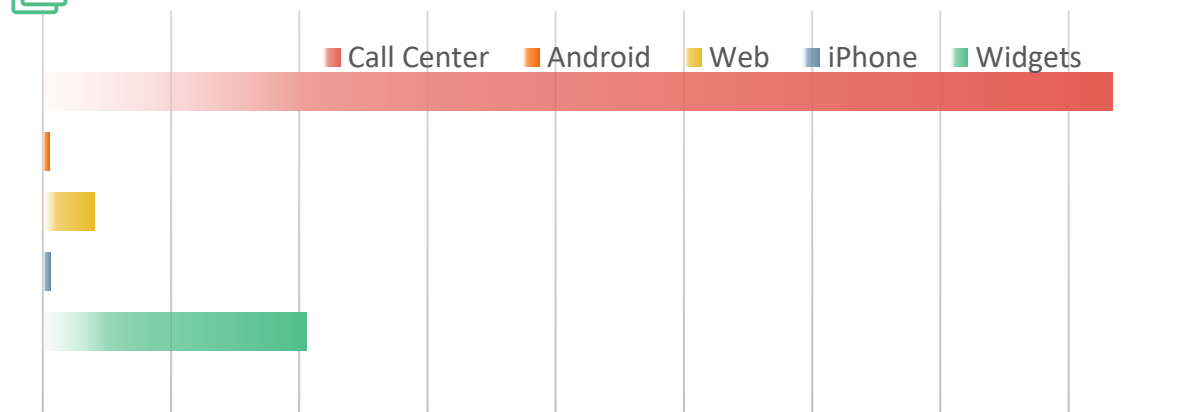
AVERAGE TIME TO CLOSE

3.5 days

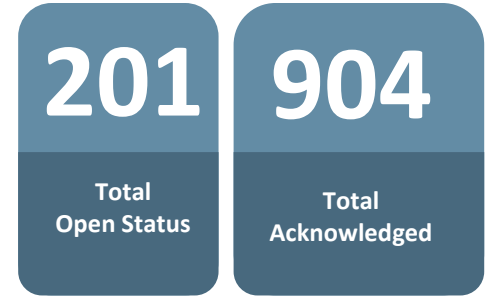
Goal: varies based on SLA



REQUESTS BY SOURCE



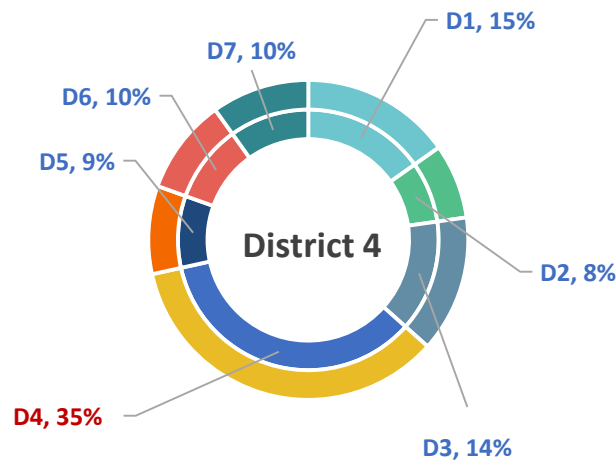
OVERALL STATUS OF REQUESTS



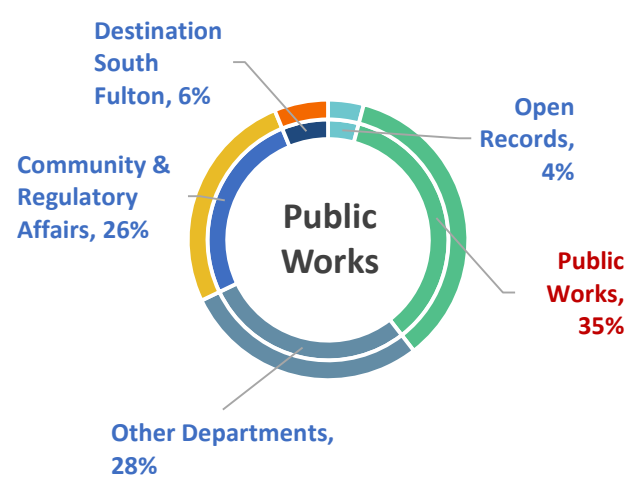
**!** Average time to acknowledge a request is 1 day.  
Goal: 1 day



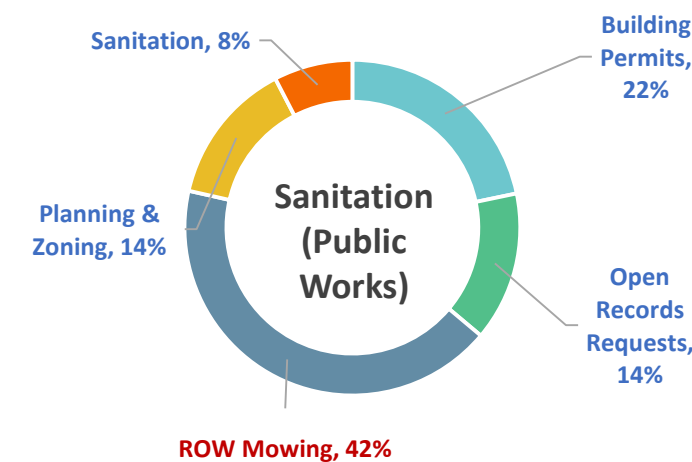
% REQUESTS BY DISTRICT



% REQUESTS BY DEPARTMENT



TOP REQUESTED (ISSUES)



# Dashboard | Airport Noise Complaints *(FY2019 to date)*



TOTAL NUMBER OF REQUESTS

22

| District | # of Requests |
|----------|---------------|
| 1        | 5             |
| 2        | 3             |
| 3        | 7             |
| 4        | 2             |
| 5        | 5             |
| 6        | 0             |
| 7        | 0             |

DISTRICT 1



DISTRICT 2



DISTRICT 3



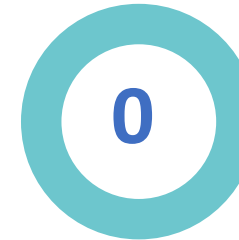
DISTRICT 4



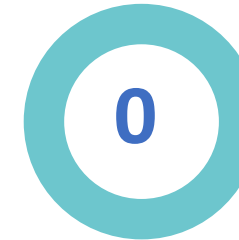
DISTRICT 5



DISTRICT 6



DISTRICT 7



# Dashboard | Citizen Response Center *(August 1 – August 31, 2019)*



NUMBER OF CALLS

8709



AVERAGE SPEED OF ANSWER

0m 40ss



Goal: 0:30



AVERAGE TALK TIME

3m 23ss



Goal: 3:00



ABANDONED CALL %

5.1%



Goal: 5%

|                                       | Jan-2019 | Feb-2019 | Mar-19  | Apr-19  | May-19  | Jun-19 | Jul-19  | Aug-19 | Sep-12 | Rolling 12-Month |
|---------------------------------------|----------|----------|---------|---------|---------|--------|---------|--------|--------|------------------|
| Inbound Call Volume                   | 155      | 835      | 1140    | 1716    | 1457    | 1166   | 1057    | 1193   |        | 8709             |
| Average Calls/Day                     | 7.0      | 38.0     | 51.8    | 57.2    | 47.0    | 38.9   | 34.1    | 38.5   |        | 39.8             |
| Average Speed of Answer<br>(KPI 0:30) | 1:05     | 0:46     | 0:45    | 0:36    | 0:27    | 0:36   | 0:29    | 0:36   |        | 0:40             |
| Average Talk Time (KPI 3:00)          | 0:03:38  | 0:03:34  | 0:03:24 | 3:28:00 | 3:12:00 | 3:14   | 0:03:12 | n/a    |        | 0:03:23          |
| Short Abandon Calls                   | 7        | 21       | 30      | 43      | 28      | 53     | 14      | 22     |        | 218              |
| Abandon Calls                         | 24       | 63       | 81      | 110     | 65      | 112    | 46      | 77     |        | 578              |
| Abandon % (KPI 5%)                    | 11%      | 5%       | 5%      | 4%      | 3%      | 5%     | 3%      | 5%     |        | 5.1%             |
| Non-Request Calls                     | 15       | 135      | 177     | 284     | 298     | 292    | 76      | 857    |        | 6237             |
| Total Requests in SCF                 | 95       | 686      | 801     | 1261    | 1051    | 745    | 741     | n/a    |        | 1277             |

# **COSF CRC Report**

## **District 1**

*October 1, 2018 - August 31, 2019*

*Prepared for Councilwoman Rowell by the Office of Programs and Performance*

Requests filtered by that have been created and within

**DTA:** Days to Acknowledge    **DTC:** Days to Close    **O&O:** Open and Overdue

| Assignee                                            | Created      | Ack        | Closed       | DTA        | DTC        | % in SLA | Overdue    | Open      | O&O       |
|-----------------------------------------------------|--------------|------------|--------------|------------|------------|----------|------------|-----------|-----------|
| Public Works                                        | 754          | 666        | 728          | 0.3        | 3.5        | 75%      | 37         | 26        | 0         |
| Code Enforcement - MB                               | 232          | 216        | 232          | 0.9        | 4.6        | 91%      | 12         | 0         | 0         |
| Economic Development - Permitting Manager           | 42           | 4          | 41           | 16.6       | 55.3       | 7%       | 33         | 1         | 1         |
| Planning and Zoning - DG                            | 34           | 3          | 9            | 0.5        | 2.5        | 3%       | 1          | 25        | 1         |
| Programs and Performance Administrator              | 32           | 0          | 32           | 0.0        | 0.1        | 91%      | 1          | 0         | 0         |
| Police Dept - EW                                    | 23           | 10         | 23           | 0.3        | 1.9        | 39%      | 10         | 0         | 0         |
| City Arborist                                       | 12           | 1          | 3            | 1.2        | 11.4       | 8%       | 2          | 9         | 9         |
| Parks - CW                                          | 9            | 1          | 0            | 8.2        | 0.0        | 0        | 0          | 9         | 9         |
| Economic Development - Business Licenses - LT       | 6            | 1          | 6            | 0.6        | 0.2        | 100%     | 0          | 0         | 0         |
| Public Works - AV                                   | 5            | 5          | 5            | 5.6        | 8.2        | 20%      | 2          | 0         | 0         |
| Community Development & Regulatory Affairs Director | 5            | 1          | 4            | 0.2        | 1.4        | 40%      | 1          | 1         | 1         |
| Fire Dept. - LM                                     | 4            | 1          | 4            | 7.0        | 22.8       | 25%      | 3          | 0         | 0         |
| GIS                                                 | 4            | 0          | 4            | 0.0        | 5.9        | 25%      | 3          | 0         | 0         |
| Public Works - AM                                   | 4            | 3          | 4            | 0.1        | 1.0        | 100%     | 0          | 0         | 0         |
| Planning and Zoning - BW                            | 4            | 0          | 2            | 0.0        | 82.6       | 0        | 2          | 2         | 1         |
| Fire Dept. - JB                                     | 4            | 4          | 4            | 1.4        | 12.1       | 25%      | 2          | 0         | 0         |
| Records Administrator - RP                          | 3            | 1          | 3            | 0.3        | 5.3        | 67%      | 1          | 0         | 0         |
| Programs and Performance - Customer Experience      | 3            | 0          | 1            | 0.0        | 9.8        | 0        | 1          | 2         | 2         |
| Parks - CJ                                          | 3            | 1          | 0            | 0.0        | 0.0        | 0        | 0          | 3         | 3         |
| Police Dept                                         | 3            | 2          | 3            | 0.8        | 20.4       | 33%      | 1          | 0         | 0         |
| Code Enforcement Administrator                      | 3            | 1          | 3            | 0.0        | 0.0        | 33%      | 0          | 0         | 0         |
| Code Enforcement - RA                               | 3            | 3          | 3            | 0.0        | 9.6        | 100%     | 0          | 0         | 0         |
| Finance and Administrative Services - FM            | 1            | 1          | 1            | 1.0        | 4.5        | 0        | 0          | 0         | 0         |
| Planning and Zoning - RH                            | 1            | 1          | 1            | 0.0        | 3.3        | 100%     | 0          | 0         | 0         |
| City Attorney                                       | 1            | 1          | 0            | 1.0        | 0.0        | 0        | 0          | 1         | 1         |
| Police Dept. - Traffic - CF                         | 1            | 0          | 0            | 0.0        | 0.0        | 0        | 0          | 1         | 0         |
| Police Dept - Traffic Unit                          | 1            | 1          | 1            | 0.0        | 1.8        | 0        | 0          | 0         | 0         |
| Francine Williams                                   | 1            | 1          | 1            | 0.0        | 0.1        | 100%     | 0          | 0         | 0         |
| Parks - WM                                          | 1            | 1          | 1            | 0.9        | 0.9        | 100%     | 0          | 0         | 0         |
| Code Enforcement - VW                               | 1            | 1          | 1            | 0.0        | 17.0       | 0        | 1          | 0         | 0         |
| Code Enforcement - RC                               | 1            | 1          | 1            | 0.0        | 42.3       | 0        | 1          | 0         | 0         |
| Code Enforcement - DD                               | 1            | 1          | 0            | 0.8        | 0.0        | 0        | 0          | 1         | 1         |
| <b>Totals</b>                                       | <b>1,204</b> | <b>935</b> | <b>1,123</b> | <b>7.6</b> | <b>5.8</b> | <b>0</b> | <b>115</b> | <b>81</b> | <b>29</b> |



| <b>Assignee</b>       | <b>Created</b> | <b>Ack</b> | <b>Closed</b> | <b>DTA</b> | <b>DTC</b> | <b>% in SLA</b> | <b>Overdue</b> | <b>Open</b> | <b>O&amp;O</b> |
|-----------------------|----------------|------------|---------------|------------|------------|-----------------|----------------|-------------|----------------|
| Code Enforcement - BN | 1              | 1          | 1             | 3.1        | 4.9        | 0               | 1              | 0           | 0              |
| Risk Management       | 1              | 1          | 1             | 0.0        | 0.0        | 100%            | 0              | 0           | 0              |
| <b>Totals</b>         | <b>1,204</b>   | <b>935</b> | <b>1,123</b>  | <b>0.6</b> | <b>5.8</b> | <b>0</b>        | <b>115</b>     | <b>81</b>   | <b>29</b>      |

# **COSF CRC Report**

## **District 2**

*October 1, 2018 - August 31, 2019*

*Prepared for Councilwoman Gumbs by the Office of Programs and Performance*

Requests filtered by that have been created and within

DTA: Days to Acknowledge DTC: Days to Close O&O: Open and Overdue

| Assignee                                            | Created    | Ack        | Closed     | DTA        | DTC      | % in SLA | Overdue    | Open      | O&O       |
|-----------------------------------------------------|------------|------------|------------|------------|----------|----------|------------|-----------|-----------|
| Public Works                                        | 516        | 451        | 502        | 0.4        | 3.3      | 78%      | 20         | 14        | 0         |
| Code Enforcement - RC                               | 86         | 41         | 85         | 6.4        | 20.7     | 43%      | 45         | 1         | 1         |
| Code Enforcement - MB                               | 26         | 25         | 26         | 0.3        | 6.8      | 88%      | 2          | 0         | 0         |
| Economic Development - Permitting Manager           | 26         | 4          | 26         | 15.9       | 37.1     | 23%      | 20         | 0         | 0         |
| Programs and Performance Administrator              | 22         | 0          | 22         | 0.0        | 0.0      | 95%      | 1          | 0         | 0         |
| Police Dept - EW                                    | 20         | 11         | 20         | 1.5        | 2.0      | 45%      | 6          | 0         | 0         |
| Planning and Zoning - DG                            | 19         | 1          | 5          | 0.0        | 2.0      | 0        | 1          | 14        | 1         |
| Police Dept - Traffic Unit                          | 17         | 13         | 16         | 3.5        | 14.2     | 24%      | 10         | 1         | 1         |
| City Arborist                                       | 11         | 3          | 2          | 21.5       | 0.7      | 9%       | 1          | 9         | 9         |
| Public Works - AV                                   | 7          | 4          | 6          | 10.7       | 5.4      | 43%      | 3          | 1         | 0         |
| Code Enforcement Administrator                      | 7          | 6          | 7          | 0.4        | 1.4      | 57%      | 1          | 0         | 0         |
| Code Enforcement - AJ                               | 7          | 5          | 3          | 10.4       | 11.1     | 43%      | 0          | 4         | 3         |
| Fire Dept. - LM                                     | 5          | 3          | 4          | 28.7       | 47.9     | 20%      | 3          | 1         | 0         |
| Police Dept                                         | 4          | 1          | 3          | 8.2        | 35.8     | 0        | 1          | 1         | 1         |
| Code Enforcement - TM                               | 4          | 2          | 1          | 17.9       | 7.3      | 25%      | 0          | 3         | 2         |
| Community Development & Regulatory Affairs Director | 3          | 0          | 2          | 0.0        | 0.0      | 33%      | 0          | 1         | 0         |
| Police Dept. - Traffic - CF                         | 3          | 0          | 0          | 0.0        | 0.0      | 0        | 0          | 3         | 1         |
| Economic Development - Business Licenses - LT       | 2          | 1          | 2          | 0.4        | 0.5      | 100%     | 0          | 0         | 0         |
| Parks - CJ                                          | 2          | 1          | 2          | 10.1       | 8.5      | 50%      | 1          | 0         | 0         |
| Code Enforcement - VW                               | 2          | 2          | 2          | 0.8        | 0.8      | 50%      | 1          | 0         | 0         |
| Fire Dept. - JB                                     | 1          | 1          | 1          | 0.5        | 7.3      | 0        | 0          | 0         | 0         |
| HR - TS                                             | 1          | 0          | 1          | 0.0        | 1.9      | 100%     | 0          | 0         | 0         |
| Deputy Clerk                                        | 1          | 1          | 1          | 0.5        | 5.0      | 0        | 0          | 0         | 0         |
| Francine Williams                                   | 1          | 1          | 1          | 0.8        | 26.0     | 0        | 1          | 0         | 0         |
| Planning and Zoning - BW                            | 1          | 0          | 0          | 0.0        | 0.0      | 0        | 0          | 1         | 1         |
| Code Enforcement- SB                                | 1          | 1          | 1          | 0.3        | 0.3      | 100%     | 0          | 0         | 0         |
| Code Enforcement - MM                               | 1          | 1          | 1          | 0.0        | 30.0     | 0        | 0          | 0         | 0         |
| Programs and Performance - Customer Experience      | 1          | 0          | 0          | 0.0        | 0.0      | 0        | 0          | 1         | 1         |
| Code Enforcement - BN                               | 1          | 0          | 1          | 0.0        | 0.0      | 100%     | 0          | 0         | 0         |
| Public Works - AM                                   | 1          | 1          | 1          | 0.1        | 0.3      | 0        | 0          | 0         | 0         |
| Public Works - AV                                   | 1          | 1          | 1          | 0.7        | 2.7      | 0        | 1          | 0         | 0         |
| Police Dept. - DLR                                  | 1          | 1          | 1          | 0.8        | 4.2      | 0        | 1          | 0         | 0         |
| <b>Totals</b>                                       | <b>801</b> | <b>582</b> | <b>746</b> | <b>7.1</b> | <b>0</b> | <b>0</b> | <b>119</b> | <b>55</b> | <b>21</b> |

# **COSF CRC Report**

## **District 3**

*October 1, 2018 - August 31, 2019*

*Prepared for Councilwoman Willis by the Office of Programs and Performance*

Requests filtered by that have been created and within

**DTA:** Days to Acknowledge    **DTC:** Days to Close    **O&O:** Open and Overdue

| Assignee                                       | Created      | Ack        | Closed       | DTA        | DTC        | % in SLA | Overdue    | Open      | O&O       |
|------------------------------------------------|--------------|------------|--------------|------------|------------|----------|------------|-----------|-----------|
| Public Works                                   | 856          | 760        | 842          | 0.3        | 3.1        | 81%      | 39         | 14        | 0         |
| Code Enforcement - JH                          | 98           | 92         | 93           | 1.0        | 10.9       | 74%      | 10         | 5         | 2         |
| Economic Development - Permitting Manager      | 95           | 11         | 92           | 0.2        | 45.0       | 25%      | 58         | 3         | 2         |
| Code Enforcement - RC                          | 75           | 37         | 75           | 5.2        | 13.8       | 67%      | 23         | 0         | 0         |
| Planning and Zoning - DG                       | 45           | 1          | 11           | 0.1        | 3.3        | 0        | 1          | 34        | 0         |
| Programs and Performance Administrator         | 41           | 0          | 41           | 0.0        | 0.1        | 93%      | 1          | 0         | 0         |
| Police Dept - EW                               | 17           | 14         | 17           | 0.2        | 1.8        | 47%      | 5          | 0         | 0         |
| Code Enforcement - MM                          | 16           | 9          | 16           | 3.1        | 8.9        | 81%      | 3          | 0         | 0         |
| Police Dept - Traffic Unit                     | 11           | 7          | 10           | 0.6        | 17.1       | 9%       | 9          | 1         | 1         |
| Economic Development - Business Licenses - LT  | 7            | 4          | 7            | 0.2        | 0.8        | 86%      | 1          | 0         | 0         |
| Public Works - AM                              | 7            | 5          | 5            | 0.1        | 17.5       | 29%      | 1          | 2         | 2         |
| City Arborist                                  | 7            | 3          | 3            | 0.7        | 4.5        | 14%      | 2          | 4         | 4         |
| Code Enforcement - TM                          | 5            | 5          | 2            | 10.9       | 28.6       | 0        | 2          | 3         | 2         |
| Police Dept                                    | 5            | 2          | 5            | 1.2        | 27.4       | 20%      | 4          | 0         | 0         |
| Code Enforcement - VW                          | 4            | 1          | 4            | 0.0        | 1.5        | 50%      | 2          | 0         | 0         |
| Code Enforcement - LR                          | 4            | 2          | 4            | 0.8        | 15.4       | 50%      | 1          | 0         | 0         |
| Police Dept. - DLR                             | 4            | 4          | 4            | 1.5        | 1.9        | 100%     | 0          | 0         | 0         |
| Fire Dept. - LM                                | 3            | 3          | 3            | 11.3       | 14.2       | 67%      | 1          | 0         | 0         |
| Parks - CW                                     | 3            | 1          | 1            | 15.0       | 18.1       | 0        | 1          | 2         | 2         |
| Court Administrator - LC                       | 3            | 0          | 0            | 0.0        | 0.0        | 0        | 0          | 3         | 0         |
| Code Enforcement Administrator                 | 3            | 3          | 3            | 0.0        | 12.4       | 33%      | 2          | 0         | 0         |
| Public Works - AV                              | 3            | 1          | 2            | 0.5        | 5.6        | 33%      | 1          | 1         | 0         |
| Programs and Performance - Customer Experience | 3            | 0          | 1            | 0.0        | 26.1       | 0        | 1          | 2         | 2         |
| Planning and Zoning - BW                       | 2            | 0          | 2            | 0.0        | 71.0       | 0        | 2          | 0         | 0         |
| Parks - CJ                                     | 2            | 1          | 1            | 0.0        | 3.0        | 0        | 1          | 1         | 1         |
| GIS                                            | 2            | 0          | 2            | 0.0        | 5.3        | 0        | 2          | 0         | 0         |
| Code Enforcement- SB                           | 2            | 1          | 2            | 1.8        | 1.5        | 100%     | 0          | 0         | 0         |
| Code Enforcement - QG                          | 2            | 2          | 2            | 24.4       | 25.0       | 0        | 2          | 0         | 0         |
| Code Enforcement - MJA                         | 2            | 1          | 2            | 0.0        | 4.8        | 100%     | 0          | 0         | 0         |
| Records Administrator - RP                     | 2            | 1          | 2            | 0.1        | 0.7        | 100%     | 0          | 0         | 0         |
| Economic Development - Building Inspector      | 1            | 0          | 1            | 0.0        | 22.6       | 0        | 0          | 0         | 0         |
| Parks & Recreation - TP                        | 1            | 1          | 1            | 23.1       | 23.1       | 0        | 1          | 0         | 0         |
| <b>Totals</b>                                  | <b>1,346</b> | <b>980</b> | <b>1,266</b> | <b>7.6</b> | <b>8.0</b> | <b>0</b> | <b>181</b> | <b>80</b> | <b>23</b> |

| Assignee                                            | Created      | Ack        | Closed       | DTA        | DTC        | % in SLA | Overdue    | Open      | O&O       |
|-----------------------------------------------------|--------------|------------|--------------|------------|------------|----------|------------|-----------|-----------|
| Parks - WM                                          | 1            | 1          | 1            | 0.0        | 3.1        | 0        | 1          | 0         | 0         |
| Economic Development - Business Licenses - DH       | 1            | 1          | 1            | 0.3        | 65.5       | 0        | 0          | 0         | 0         |
| Code Enforcement - BN                               | 1            | 0          | 1            | 0.0        | 0.1        | 100%     | 0          | 0         | 0         |
| Code Enforcement - PM                               | 1            | 1          | 0            | 70.6       | 0.0        | 0        | 0          | 1         | 1         |
| Felleshia Blair                                     | 1            | 0          | 0            | 0.0        | 0.0        | 0        | 0          | 1         | 1         |
| Code Enforcement - MB                               | 1            | 1          | 1            | 0.9        | 1.6        | 100%     | 0          | 0         | 0         |
| Police Dept. - Traffic - CF                         | 1            | 0          | 0            | 0.0        | 0.0        | 0        | 0          | 1         | 1         |
| Fire Dept. - JB                                     | 1            | 0          | 1            | 0.0        | 7.4        | 0        | 1          | 0         | 0         |
| Communications - SS                                 | 1            | 0          | 0            | 0.0        | 0.0        | 0        | 0          | 1         | 1         |
| Frances Garmon                                      | 1            | 0          | 1            | 0.0        | 18.2       | 0        | 1          | 0         | 0         |
| Francine Williams                                   | 1            | 1          | 1            | 1.9        | 5.0        | 0        | 1          | 0         | 0         |
| Community Development & Regulatory Affairs Director | 1            | 1          | 0            | 0.4        | 0.0        | 0        | 0          | 1         | 1         |
| Public Works - AV                                   | 1            | 1          | 1            | 0.4        | 12.7       | 0        | 1          | 0         | 0         |
| CDS                                                 | 1            | 1          | 1            | 0.1        | 0.1        | 100%     | 0          | 0         | 0         |
| Finance - Procurement Administrator                 | 1            | 0          | 1            | 0.0        | 0.0        | 100%     | 0          | 0         | 0         |
| <b>Totals</b>                                       | <b>1,346</b> | <b>980</b> | <b>1,266</b> | <b>0.8</b> | <b>8.0</b> | <b>0</b> | <b>181</b> | <b>80</b> | <b>23</b> |

# **COSF CRC Report**

## **District 4**

*October 1, 2018 - August 31, 2019*

*Prepared for Councilwoman Gilyard by the Office of Programs and Performance*

Requests filtered by that have been created and within

**DTA:** Days to Acknowledge    **DTC:** Days to Close    **O&O:** Open and Overdue

| Assignee                                            | Created      | Ack          | Closed       | DTA        | DTC      | % in SLA   | Overdue    | Open      | O&O |
|-----------------------------------------------------|--------------|--------------|--------------|------------|----------|------------|------------|-----------|-----|
| Public Works                                        | 1,231        | 944          | 1,203        | 0.3        | 2.5      | 74%        | 60         | 28        | 1   |
| Programs and Performance Administrator              | 900          | 2            | 900          | 2.2        | 0.1      | 96%        | 24         | 0         | 0   |
| Economic Development - Permitting Manager           | 434          | 74           | 415          | 2.1        | 36.4     | 28%        | 268        | 19        | 18  |
| Planning and Zoning - DG                            | 205          | 9            | 45           | 0.4        | 6.0      | 1%         | 6          | 160       | 4   |
| Code Enforcement - MM                               | 177          | 106          | 177          | 2.8        | 7.6      | 90%        | 17         | 0         | 0   |
| Police Dept. - DLR                                  | 130          | 118          | 130          | 0.6        | 6.8      | 35%        | 67         | 0         | 0   |
| Economic Development - Business Licenses - LT       | 76           | 32           | 76           | 2.1        | 1.4      | 82%        | 5          | 0         | 0   |
| Police Dept - EW                                    | 54           | 22           | 54           | 0.8        | 1.2      | 46%        | 15         | 0         | 0   |
| Records Administrator - RP                          | 42           | 17           | 41           | 2.2        | 4.0      | 60%        | 15         | 1         | 1   |
| Community Development & Regulatory Affairs Director | 39           | 1            | 32           | 0.2        | 1.8      | 26%        | 1          | 7         | 3   |
| Code Enforcement - VW                               | 38           | 30           | 38           | 0.5        | 4.7      | 71%        | 6          | 0         | 0   |
| Francine Williams                                   | 36           | 36           | 36           | 0.3        | 12.0     | 47%        | 18         | 0         | 0   |
| Court Administrator - LC                            | 32           | 0            | 7            | 0.0        | 0.0      | 0          | 0          | 25        | 0   |
| Code Enforcement Administrator                      | 30           | 21           | 30           | 1.1        | 2.8      | 47%        | 9          | 0         | 0   |
| Fire Dept. - JB                                     | 20           | 17           | 20           | 2.7        | 8.5      | 25%        | 14         | 0         | 0   |
| Police Dept                                         | 17           | 10           | 12           | 1.1        | 16.6     | 12%        | 8          | 5         | 5   |
| GIS                                                 | 16           | 0            | 15           | 0.0        | 5.4      | 31%        | 10         | 1         | 1   |
| Code Enforcement - LR                               | 14           | 9            | 14           | 2.4        | 32.2     | 21%        | 9          | 0         | 0   |
| Code Enforcement - JB                               | 13           | 10           | 13           | 5.4        | 16.3     | 38%        | 8          | 0         | 0   |
| Communications - SS                                 | 13           | 3            | 6            | 0.9        | 6.9      | 31%        | 1          | 7         | 7   |
| Code Enforcement - MB                               | 12           | 2            | 12           | 0.4        | 33.5     | 75%        | 1          | 0         | 0   |
| City Arborist                                       | 12           | 3            | 4            | 2.5        | 7.0      | 8%         | 3          | 8         | 8   |
| Code Enforcement- SB                                | 12           | 11           | 12           | 0.6        | 1.6      | 83%        | 2          | 0         | 0   |
| HR - AH                                             | 11           | 9            | 11           | 0.4        | 6.3      | 55%        | 4          | 0         | 0   |
| Police Dept - Traffic Unit                          | 11           | 9            | 11           | 0.6        | 5.9      | 36%        | 4          | 0         | 0   |
| Planning and Zoning - BW                            | 11           | 4            | 9            | 0.1        | 28.2     | 18%        | 7          | 2         | 2   |
| Public Works - AV                                   | 11           | 7            | 9            | 0.7        | 9.5      | 27%        | 5          | 2         | 0   |
| Code Enforcement - RC                               | 11           | 6            | 11           | 10.7       | 18.7     | 55%        | 5          | 0         | 0   |
| Finance - Procurement Administrator                 | 9            | 4            | 6            | 0.6        | 17.3     | 11%        | 7          | 3         | 3   |
| Public Works - AM                                   | 8            | 2            | 6            | 0.4        | 1.1      | 63%        | 1          | 2         | 0   |
| HR - TS                                             | 8            | 1            | 8            | 1.1        | 4.2      | 50%        | 3          | 0         | 0   |
| Programs and Performance - Customer Experience      | 7            | 1            | 5            | 0.0        | 5.7      | 57%        | 1          | 2         | 2   |
| <b>Totals</b>                                       | <b>3,739</b> | <b>1,572</b> | <b>4,500</b> | <b>7.3</b> | <b>0</b> | <b>645</b> | <b>289</b> | <b>66</b> |     |



| Assignee                                      | Created | Ack | Closed | DTA  | DTC  | % in SLA | Overdue | Open | O&O |
|-----------------------------------------------|---------|-----|--------|------|------|----------|---------|------|-----|
| Code Enforcement - QG                         | 7       | 7   | 7      | 14.6 | 20.6 | 43%      | 3       | 0    | 0   |
| Public Works - AV                             | 7       | 3   | 4      | 1.0  | 4.0  | 29%      | 0       | 3    | 0   |
| Fire Dept. - LM                               | 7       | 2   | 7      | 9.7  | 5.6  | 57%      | 3       | 0    | 0   |
| Code Enforcement - PM                         | 6       | 6   | 4      | 8.8  | 18.1 | 33%      | 2       | 2    | 2   |
| Code Enforcement - BN                         | 6       | 4   | 6      | 1.2  | 1.9  | 50%      | 2       | 0    | 0   |
| Economic Development - Building Inspector     | 5       | 1   | 5      | 0.2  | 2.7  | 40%      | 2       | 0    | 0   |
| Parks - CW                                    | 5       | 1   | 1      | 18.0 | 18.0 | 0        | 1       | 4    | 4   |
| Frances Garmon                                | 4       | 1   | 4      | 4.1  | 4.7  | 0        | 4       | 0    | 0   |
| Code Enforcement - JH                         | 4       | 3   | 4      | 1.6  | 6.3  | 75%      | 0       | 0    | 0   |
| Call Center                                   | 4       | 2   | 4      | 4.5  | 5.0  | 50%      | 2       | 0    | 0   |
| Deputy Clerk                                  | 4       | 0   | 3      | 0.0  | 34.0 | 0        | 3       | 1    | 1   |
| Finance & Administrative Services - AD        | 3       | 0   | 3      | 0.0  | 8.4  | 33%      | 2       | 0    | 0   |
| Code Enforcement - AJ                         | 3       | 3   | 2      | 50.7 | 73.5 | 0        | 2       | 1    | 1   |
| Code Enforcement - DD                         | 3       | 3   | 2      | 1.4  | 12.1 | 0        | 2       | 1    | 1   |
| City Manager's Office                         | 3       | 0   | 3      | 0.0  | 1.6  | 33%      | 2       | 0    | 0   |
| City Clerk                                    | 3       | 3   | 3      | 0.4  | 2.6  | 67%      | 1       | 0    | 0   |
| Finance and Administrative Services - FM      | 2       | 2   | 2      | 1.3  | 15.1 | 50%      | 1       | 0    | 0   |
| Fire Dept. - JB                               | 2       | 2   | 2      | 0.1  | 4.1  | 50%      | 1       | 0    | 0   |
| Risk Management                               | 2       | 1   | 2      | 0.1  | 2.2  | 50%      | 1       | 0    | 0   |
| Economic Development - Business Licenses - DH | 2       | 0   | 0      | 0.0  | 0.0  | 0        | 0       | 2    | 0   |
| IT - DS                                       | 1       | 1   | 1      | 1.1  | 6.6  | 0        | 1       | 0    | 0   |
| Planning - BR                                 | 1       | 0   | 1      | 0.0  | 0.0  | 100%     | 0       | 0    | 0   |
| Permitting 2 - BS                             | 1       | 0   | 1      | 0.0  | 3.3  | 0        | 0       | 0    | 0   |
| Parks & Recreation - TP                       | 1       | 1   | 1      | 3.4  | 58.6 | 0        | 1       | 0    | 0   |
| Police Dept. - KM                             | 1       | 1   | 1      | 0.7  | 3.0  | 0        | 0       | 0    | 0   |
| Police Dept. - Traffic - CF                   | 1       | 1   | 1      | 0.6  | 18.7 | 0        | 1       | 0    | 0   |
| Mark Battle                                   | 1       | 1   | 1      | 0.7  | 3.8  | 0        | 1       | 0    | 0   |
| Police Dept. - TW                             | 1       | 0   | 1      | 0.0  | 6.8  | 0        | 1       | 0    | 0   |
| Planning and Zoning - RH                      | 1       | 0   | 1      | 0.0  | 73.9 | 0        | 1       | 0    | 0   |
| Economic Development Director                 | 1       | 0   | 0      | 0.0  | 0.0  | 0        | 0       | 1    | 1   |
| Courts - RH                                   | 1       | 0   | 0      | 0.0  | 0.0  | 0        | 0       | 1    | 0   |
| Code Enforcement - RH                         | 1       | 0   | 1      | 0.0  | 0.3  | 100%     | 0       | 0    | 0   |
| Code Enforcement - RA                         | 1       | 1   | 1      | 11.5 | 13.8 | 100%     | 0       | 0    | 0   |
| Code Enforcement - DDix                       | 1       | 0   | 1      | 0.0  | 45.1 | 0        | 1       | 0    | 0   |

| <b>Assignee</b>     | <b>Created</b> | <b>Ack</b>   | <b>Closed</b> | <b>DTA</b> | <b>DTC</b> | <b>% in SLA</b> | <b>Overdue</b> | <b>Open</b> | <b>O&amp;O</b> |
|---------------------|----------------|--------------|---------------|------------|------------|-----------------|----------------|-------------|----------------|
| City Clerk's Office | 1              | 0            | 1             | 0.0        | 0.0        | 100%            | 0              | 0           | 0              |
| City Attorney       | 1              | 1            | 0             | 0.0        | 0.0        | 0               | 0              | 1           | 1              |
| Site Inspector - MF | 1              | 1            | 1             | 0.8        | 1.1        | 100%            | 0              | 0           | 0              |
| <b>Totals</b>       | <b>3,739</b>   | <b>1,572</b> | <b>3,450</b>  | <b>1.0</b> | <b>7.3</b> | <b>0</b>        | <b>645</b>     | <b>289</b>  | <b>66</b>      |

# **COSF CRC Report**

## **District 5**

*October 1, 2018 - August 31, 2019*

*Prepared for Councilwoman Jackson by the Office of Programs and Performance*

Requests filtered by that have been created and within

**DTA:** Days to Acknowledge    **DTC:** Days to Close    **O&O:** Open and Overdue

| Assignee                                            | Created      | Ack        | Closed     | DTA         | DTC      | % in SLA   | Overdue   | Open      | O&O |
|-----------------------------------------------------|--------------|------------|------------|-------------|----------|------------|-----------|-----------|-----|
| Public Works                                        | 470          | 405        | 456        | 0.3         | 3.2      | 78%        | 19        | 14        | 0   |
| Code Enforcement - JB                               | 134          | 109        | 134        | 2.5         | 13.6     | 69%        | 34        | 0         | 0   |
| Code Enforcement - JH                               | 129          | 124        | 127        | 0.4         | 13.0     | 71%        | 20        | 2         | 0   |
| Economic Development - Permitting Manager           | 49           | 4          | 48         | 0.3         | 36.9     | 31%        | 31        | 1         | 1   |
| Programs and Performance Administrator              | 40           | 0          | 40         | 0.0         | 0.2      | 93%        | 2         | 0         | 0   |
| Police Dept - EW                                    | 32           | 23         | 32         | 0.8         | 1.6      | 41%        | 12        | 0         | 0   |
| Planning and Zoning - DG                            | 30           | 0          | 5          | 0.0         | 3.6      | 0          | 0         | 25        | 0   |
| Code Enforcement - MJA                              | 28           | 24         | 28         | 1.7         | 15.3     | 71%        | 6         | 0         | 0   |
| Code Enforcement - LR                               | 24           | 12         | 24         | 6.9         | 28.7     | 29%        | 17        | 0         | 0   |
| Police Dept - Traffic Unit                          | 19           | 10         | 19         | 5.7         | 15.1     | 32%        | 10        | 0         | 0   |
| Code Enforcement - PM                               | 17           | 16         | 16         | 47.2        | 53.5     | 18%        | 13        | 1         | 1   |
| Police Dept                                         | 9            | 5          | 5          | 0.1         | 39.0     | 0          | 4         | 4         | 4   |
| Economic Development - Business Licenses - LT       | 6            | 1          | 6          | 0.1         | 0.5      | 83%        | 0         | 0         | 0   |
| Code Enforcement Administrator                      | 4            | 2          | 4          | 0.3         | 2.7      | 50%        | 0         | 0         | 0   |
| Police Dept. - DLR                                  | 4            | 3          | 4          | 0.7         | 2.9      | 25%        | 1         | 0         | 0   |
| City Arborist                                       | 4            | 0          | 0          | 0.0         | 0.0      | 0          | 0         | 4         | 4   |
| Planning and Zoning - BW                            | 3            | 1          | 1          | 0.9         | 38.7     | 0          | 1         | 2         | 0   |
| Finance - Procurement Administrator                 | 2            | 2          | 1          | 0.4         | 48.9     | 0          | 1         | 1         | 1   |
| Fire Dept. - LM                                     | 2            | 2          | 2          | 30.9        | 32.9     | 0          | 2         | 0         | 0   |
| Public Works - AV                                   | 2            | 0          | 0          | 0.0         | 0.0      | 0          | 0         | 2         | 0   |
| Programs and Performance - Customer Experience      | 2            | 0          | 1          | 0.0         | 25.2     | 0          | 1         | 1         | 1   |
| Public Works - AV                                   | 2            | 1          | 2          | 0.9         | 15.2     | 0          | 2         | 0         | 0   |
| Parks - CW                                          | 2            | 1          | 1          | 0.2         | 13.3     | 0          | 1         | 1         | 1   |
| Francine Williams                                   | 2            | 2          | 2          | 0.1         | 17.3     | 0          | 2         | 0         | 0   |
| Code Enforcement- SB                                | 2            | 1          | 2          | 0.0         | 37.6     | 50%        | 1         | 0         | 0   |
| Public Works - AM                                   | 2            | 2          | 2          | 15.3        | 19.9     | 50%        | 0         | 0         | 0   |
| Communications - SS                                 | 1            | 0          | 0          | 0.0         | 0.0      | 0          | 0         | 1         | 1   |
| Police Dept - BO                                    | 1            | 0          | 1          | 0.0         | 0.6      | 0          | 0         | 0         | 0   |
| GIS                                                 | 1            | 0          | 1          | 0.0         | 0.0      | 100%       | 0         | 0         | 0   |
| Economic Development - Business Licenses - DH       | 1            | 1          | 1          | 0.8         | 4.3      | 0          | 0         | 0         | 0   |
| Economic Development - Building Inspector           | 1            | 0          | 1          | 0.0         | 1.7      | 0          | 0         | 0         | 0   |
| Community Development & Regulatory Affairs Director | 1            | 0          | 1          | 0.0         | 0.0      | 0          | 0         | 0         | 0   |
| <b>Totals</b>                                       | <b>1,032</b> | <b>756</b> | <b>764</b> | <b>10.0</b> | <b>0</b> | <b>182</b> | <b>60</b> | <b>14</b> |     |

| <b>Assignee</b>            | <b>Created</b> | <b>Ack</b> | <b>Closed</b> | <b>DTA</b> | <b>DTC</b>  | <b>% in SLA</b> | <b>Overdue</b> | <b>Open</b> | <b>O&amp;O</b> |
|----------------------------|----------------|------------|---------------|------------|-------------|-----------------|----------------|-------------|----------------|
| Inspector - GH             | 1              | 0          | 1             | 0.0        | 0.1         | 0               | 0              | 0           | 0              |
| Code Enforcement - VW      | 1              | 1          | 1             | 0.0        | 0.4         | 100%            | 0              | 0           | 0              |
| Code Enforcement - MB      | 1              | 1          | 1             | 0.1        | 0.4         | 100%            | 0              | 0           | 0              |
| Code Enforcement - DDix    | 1              | 1          | 0             | 8.4        | 0.0         | 0               | 0              | 1           | 0              |
| Records Administrator - RP | 1              | 1          | 1             | 1.0        | 28.9        | 0               | 1              | 0           | 0              |
| Site Inspector - MF        | 1              | 1          | 1             | 0.0        | 42.9        | 0               | 1              | 0           | 0              |
| <b>Totals</b>              | <b>1,032</b>   | <b>756</b> | <b>972</b>    | <b>2.0</b> | <b>10.0</b> | <b>0</b>        | <b>182</b>     | <b>60</b>   | <b>14</b>      |

# **COSF CRC Report**

## **District 6**

*October 1, 2018 - August 31, 2019*

*Prepared for Councilman khalid by the Office of Programs and Performance*

Requests filtered by that have been created and within

DTA: Days to Acknowledge DTC: Days to Close O&O: Open and Overdue

| Assignee                                            | Created | Ack | Closed | DTA  | DTC   | % in SLA | Overdue | Open | O&O |
|-----------------------------------------------------|---------|-----|--------|------|-------|----------|---------|------|-----|
| Public Works                                        | 517     | 457 | 502    | 0.4  | 2.9   | 70%      | 33      | 15   | 0   |
| Code Enforcement - LR                               | 224     | 179 | 223    | 4.9  | 26.9  | 29%      | 141     | 1    | 1   |
| Code Enforcement - JB                               | 81      | 59  | 81     | 2.9  | 11.2  | 77%      | 16      | 0    | 0   |
| Economic Development - Permitting Manager           | 66      | 8   | 64     | 1.4  | 37.4  | 36%      | 38      | 2    | 1   |
| Programs and Performance Administrator              | 58      | 1   | 58     | 1.6  | 0.5   | 88%      | 5       | 0    | 0   |
| Planning and Zoning - DG                            | 35      | 2   | 9      | 0.8  | 7.4   | 0        | 0       | 26   | 2   |
| Code Enforcement - MMcK                             | 28      | 27  | 18     | 7.5  | 20.8  | 36%      | 8       | 10   | 2   |
| Police Dept - EW                                    | 14      | 10  | 14     | 1.0  | 1.5   | 43%      | 6       | 0    | 0   |
| Code Enforcement - DDix                             | 12      | 11  | 8      | 5.9  | 30.2  | 8%       | 6       | 4    | 1   |
| Code Enforcement - MJA                              | 9       | 9   | 9      | 2.8  | 8.3   | 67%      | 2       | 0    | 0   |
| Police Dept                                         | 8       | 5   | 2      | 1.0  | 31.8  | 0        | 2       | 6    | 5   |
| City Arborist                                       | 8       | 2   | 1      | 20.9 | 42.5  | 0        | 1       | 7    | 7   |
| Fire Dept. - LM                                     | 7       | 5   | 7      | 14.3 | 17.4  | 14%      | 6       | 0    | 0   |
| Economic Development - Business Licenses - LT       | 7       | 2   | 7      | 1.4  | 0.5   | 71%      | 0       | 0    | 0   |
| Code Enforcement - JH                               | 5       | 5   | 5      | 4.4  | 23.2  | 40%      | 2       | 0    | 0   |
| Parks - CW                                          | 4       | 3   | 3      | 6.4  | 9.0   | 25%      | 1       | 1    | 1   |
| Police Dept - Traffic Unit                          | 4       | 4   | 4      | 6.8  | 14.5  | 0        | 3       | 0    | 0   |
| Public Works - AV                                   | 3       | 2   | 3      | 71.3 | 53.0  | 0        | 2       | 0    | 0   |
| Parks - CJ                                          | 3       | 0   | 0      | 0.0  | 0.0   | 0        | 0       | 3    | 3   |
| Code Enforcement - PM                               | 3       | 3   | 2      | 1.0  | 26.4  | 33%      | 1       | 1    | 0   |
| Code Enforcement - MM                               | 3       | 2   | 3      | 3.5  | 11.3  | 100%     | 0       | 0    | 0   |
| Public Works - AM                                   | 3       | 2   | 3      | 0.0  | 1.8   | 100%     | 0       | 0    | 0   |
| Francine Williams                                   | 2       | 2   | 2      | 0.5  | 23.0  | 0        | 1       | 0    | 0   |
| Code Enforcement Administrator                      | 2       | 2   | 2      | 0.0  | 0.7   | 50%      | 1       | 0    | 0   |
| Community Development & Regulatory Affairs Director | 2       | 0   | 2      | 0.0  | 0.0   | 50%      | 0       | 0    | 0   |
| Parks & Recreation - TP                             | 2       | 1   | 0      | 0.0  | 0.0   | 0        | 0       | 2    | 0   |
| Code Enforcement - DD                               | 2       | 1   | 1      | 0.5  | 3.0   | 0        | 1       | 1    | 1   |
| Court Administrator - LC                            | 2       | 0   | 0      | 0.0  | 0.0   | 0        | 0       | 2    | 0   |
| Code Enforcement - RC                               | 2       | 2   | 2      | 6.9  | 38.8  | 0        | 1       | 0    | 0   |
| Records Administrator - RP                          | 1       | 0   | 1      | 0.0  | 4.2   | 0        | 1       | 0    | 0   |
| Planning and Zoning - RH                            | 1       | 0   | 1      | 0.0  | 109.5 | 0        | 0       | 0    | 0   |
| Frances Garmon                                      | 1       | 0   | 1      | 0.0  | 32.3  | 0        | 1       | 0    | 0   |

|               |       |     |     |      |   |     |    |    |
|---------------|-------|-----|-----|------|---|-----|----|----|
| <b>Totals</b> | 1,127 | 810 | 764 | 12.0 | 0 | 280 | 83 | 25 |
|---------------|-------|-----|-----|------|---|-----|----|----|

| Assignee                                  | Created      | Ack        | Closed       | DTA        | DTC         | % in SLA | Overdue    | Open      | O&O       |
|-------------------------------------------|--------------|------------|--------------|------------|-------------|----------|------------|-----------|-----------|
| Police Dept - BO                          | 1            | 1          | 0            | 1.7        | 0.0         | 0        | 0          | 1         | 1         |
| Economic Development - Building Inspector | 1            | 0          | 1            | 0.0        | 1.3         | 0        | 0          | 0         | 0         |
| GIS                                       | 1            | 0          | 1            | 0.0        | 0.8         | 100%     | 0          | 0         | 0         |
| Code Enforcement - VW                     | 1            | 1          | 1            | 0.1        | 1.9         | 100%     | 0          | 0         | 0         |
| Code Enforcement - MB                     | 1            | 1          | 1            | 0.5        | 0.7         | 100%     | 0          | 0         | 0         |
| City Manager's Office                     | 1            | 0          | 1            | 0.0        | 14.8        | 0        | 1          | 0         | 0         |
| Planning and Zoning - BW                  | 1            | 1          | 0            | 2.1        | 0.0         | 0        | 0          | 1         | 0         |
| Fire Dept. - JB                           | 1            | 0          | 1            | 0.0        | 3.3         | 0        | 0          | 0         | 0         |
| <b>Totals</b>                             | <b>1,127</b> | <b>810</b> | <b>1,044</b> | <b>2.4</b> | <b>12.0</b> | <b>0</b> | <b>280</b> | <b>83</b> | <b>25</b> |



# **COSF CRC Report**

## **District 7**

*October 1, 2018 - August 31, 2019*

*Prepared for Mayor Pro-Tem Baker by the Office of Programs and Performance*

Requests filtered by that have been created and within

DTA: Days to Acknowledge DTC: Days to Close O&O: Open and Overdue

| Assignee                                            | Created    | Ack        | Closed     | DTA        | DTC      | % in SLA   | Overdue   | Open      | O&O |
|-----------------------------------------------------|------------|------------|------------|------------|----------|------------|-----------|-----------|-----|
| Public Works                                        | 517        | 481        | 491        | 0.5        | 4.0      | 73%        | 27        | 26        | 0   |
| Code Enforcement - LR                               | 105        | 70         | 104        | 4.6        | 25.2     | 33%        | 53        | 1         | 0   |
| Code Enforcement - PM                               | 105        | 97         | 102        | 2.9        | 10.9     | 68%        | 18        | 3         | 2   |
| Economic Development - Permitting Manager           | 37         | 5          | 35         | 20.5       | 40.5     | 35%        | 23        | 2         | 2   |
| Programs and Performance Administrator              | 30         | 1          | 30         | 1.5        | 0.5      | 93%        | 2         | 0         | 0   |
| Police Dept - EW                                    | 24         | 17         | 24         | 1.0        | 4.1      | 25%        | 14        | 0         | 0   |
| Code Enforcement - MMcK                             | 23         | 19         | 14         | 10.3       | 23.8     | 17%        | 8         | 9         | 3   |
| Planning and Zoning - DG                            | 21         | 2          | 5          | 0.1        | 2.9      | 5%         | 1         | 16        | 1   |
| City Arborist                                       | 12         | 2          | 3          | 7.1        | 7.1      | 8%         | 2         | 9         | 9   |
| Public Works - AV                                   | 7          | 7          | 7          | 0.1        | 6.8      | 29%        | 4         | 0         | 0   |
| Code Enforcement - DDix                             | 7          | 5          | 2          | 28.7       | 40.6     | 0          | 2         | 5         | 4   |
| Police Dept - Traffic Unit                          | 7          | 6          | 7          | 8.5        | 21.1     | 43%        | 3         | 0         | 0   |
| Police Dept                                         | 6          | 5          | 3          | 1.8        | 7.7      | 33%        | 1         | 3         | 3   |
| Code Enforcement - JB                               | 5          | 3          | 5          | 2.7        | 11.7     | 80%        | 1         | 0         | 0   |
| Code Enforcement - VW                               | 4          | 3          | 4          | 0.5        | 0.6      | 100%       | 0         | 0         | 0   |
| Code Enforcement - MJA                              | 4          | 3          | 4          | 4.4        | 25.1     | 25%        | 2         | 0         | 0   |
| Community Development & Regulatory Affairs Director | 3          | 0          | 1          | 0.0        | 0.0      | 0          | 0         | 2         | 0   |
| Code Enforcement - RC                               | 3          | 2          | 3          | 0.7        | 30.3     | 0          | 3         | 0         | 0   |
| Code Enforcement - MM                               | 3          | 3          | 3          | 3.9        | 11.4     | 100%       | 0         | 0         | 0   |
| Code Enforcement Administrator                      | 3          | 3          | 3          | 9.1        | 11.1     | 33%        | 2         | 0         | 0   |
| Economic Development - Business Licenses - LT       | 2          | 1          | 2          | 0.1        | 0.3      | 100%       | 0         | 0         | 0   |
| Records Administrator - RP                          | 2          | 1          | 2          | 0.7        | 0.8      | 100%       | 0         | 0         | 0   |
| Programs and Performance - Customer Experience      | 2          | 1          | 2          | 0.0        | 1.7      | 50%        | 0         | 0         | 0   |
| Code Enforcement - BN                               | 2          | 1          | 2          | 0.3        | 0.8      | 50%        | 1         | 0         | 0   |
| Police Dept. - DLR                                  | 2          | 2          | 2          | 0.2        | 13.0     | 0          | 2         | 0         | 0   |
| Planning and Zoning - BW                            | 2          | 1          | 2          | 5.0        | 73.8     | 0          | 2         | 0         | 0   |
| Code Enforcement - JH                               | 1          | 1          | 0          | 0.6        | 0.0      | 0          | 0         | 1         | 0   |
| Police Dept. - Traffic - CF                         | 1          | 1          | 1          | 0.6        | 1.3      | 0          | 1         | 0         | 0   |
| GIS                                                 | 1          | 0          | 1          | 0.0        | 3.8      | 0          | 1         | 0         | 0   |
| Francine Williams                                   | 1          | 0          | 1          | 0.0        | 1.0      | 100%       | 0         | 0         | 0   |
| Fire Dept. - JB                                     | 1          | 1          | 1          | 0.2        | 8.7      | 0          | 1         | 0         | 0   |
| Code Enforcement- SB                                | 1          | 0          | 1          | 0.0        | 0.0      | 100%       | 0         | 0         | 0   |
| <b>Totals</b>                                       | <b>946</b> | <b>746</b> | <b>764</b> | <b>9.7</b> | <b>0</b> | <b>174</b> | <b>77</b> | <b>24</b> |     |

| <b>Assignee</b>       | <b>Created</b> | <b>Ack</b> | <b>Closed</b> | <b>DTA</b> | <b>DTC</b> | <b>% in SLA</b> | <b>Overdue</b> | <b>Open</b> | <b>O&amp;O</b> |
|-----------------------|----------------|------------|---------------|------------|------------|-----------------|----------------|-------------|----------------|
| Public Works - AV     | 1              | 1          | 1             | 0.2        | 0.2        | 100%            | 0              | 0           | 0              |
| Code Enforcement - MB | 1              | 1          | 1             | 0.0        | 0.0        | 100%            | 0              | 0           | 0              |
| <b>Totals</b>         | <b>946</b>     | <b>746</b> | <b>869</b>    | <b>1.9</b> | <b>9.7</b> | <b>0</b>        | <b>174</b>     | <b>77</b>   | <b>24</b>      |



# **CITY MANAGER MEMORANDUMS TO CITY COUNCIL**

|                 |                                                                                                    |                             |
|-----------------|----------------------------------------------------------------------------------------------------|-----------------------------|
| August 1, 2019  | Save the Date! Monthly Development and Learning Experience                                         | Email                       |
| August 2, 2019  | FY2020 Budget Transmittal                                                                          | Email with attachment       |
| August 5, 2019  | Surveillance Cameras + Blight Abatement                                                            | Memorandum                  |
| August 5, 2019  | 2020 Recommended Operating and Capital Budgets                                                     | Email with attachment       |
| August 6, 2019  | Hotel/Motel Revenues                                                                               | Memorandum                  |
| August 6, 2019  | Lighting on Enon Road – District 2                                                                 | Email with attachments      |
| August 6, 2019  | For Your Information: Developer property tax breaks in hot Atlanta neighborhoods raising questions | Email                       |
| August 6, 2019  | Fulton County Negotiation Update                                                                   | Email                       |
| August 7, 2019  | Today's BOC Meeting                                                                                | Email                       |
| August 12, 2019 | Fire Department August Safety Tip                                                                  | Email with attachment       |
| August 12, 2019 | Economic Development Strategic Plan Survey                                                         | Email                       |
| August 13, 2019 | Memo to Council Update R8.8.19 (Lights)                                                            | Memorandum                  |
| August 13, 2019 | Proposal City Sponsored 5Ks                                                                        | Memorandum                  |
| August 13, 2019 | Lease Agreement: Police Precinct                                                                   | Email with attachment       |
| August 13, 2019 | Potential Opportunity: Small Business Resource Center (Old National Corridor)                      | Memorandum with attachments |
| August 13, 2019 | Economic Development Focus Group Meetings                                                          | Memorandum                  |
| August 16, 2019 | SR 279 @ Bethsaida Road, Fulton County                                                             | Email with attachment       |
| August 16, 2019 | Memo to Council Update R8.8.19 (Lights)                                                            | Email                       |
| August 20, 2019 | Political Sign Installation Reminders                                                              | Email with attachment       |
| August 22, 2019 | OPINION   The Problem with One-Stop Government                                                     | Email with link             |
| August 22, 2019 | Sanitation Letters to Residents – City Communication                                               | Email                       |

|                 |                                                                      |            |
|-----------------|----------------------------------------------------------------------|------------|
| August 22, 2019 | Q3 Sanitation Assessment                                             | Memorandum |
| August 23, 2019 | Proof of Sanitation Service<br>(Waste Industries Acct#<br>001460751) | Email      |
| August 23, 2019 | Police Services                                                      | Email      |
| August 27, 2019 | Sanitation                                                           | Email      |
| August 27, 2019 | 5238 Old National Highway –<br>LOI                                   | Email      |
| August 29, 2019 | Boulevard CID Expansion                                              | Email      |

# CITY OF SOUTH FULTON



# FY19 PERFORMANCE & BUDGET OVERVIEW

**PRESENTED BY CITY MANAGER ODIE DONALD II**

# MANAGING THE CITY'S POCKETBOOK



During FY18 the City of South Fulton had a projected \$25M dollar budget deficit, which was reduced through a series of FY18 budget modifications and adjustments aimed at increasing revenue collections, while lowering expenditures.

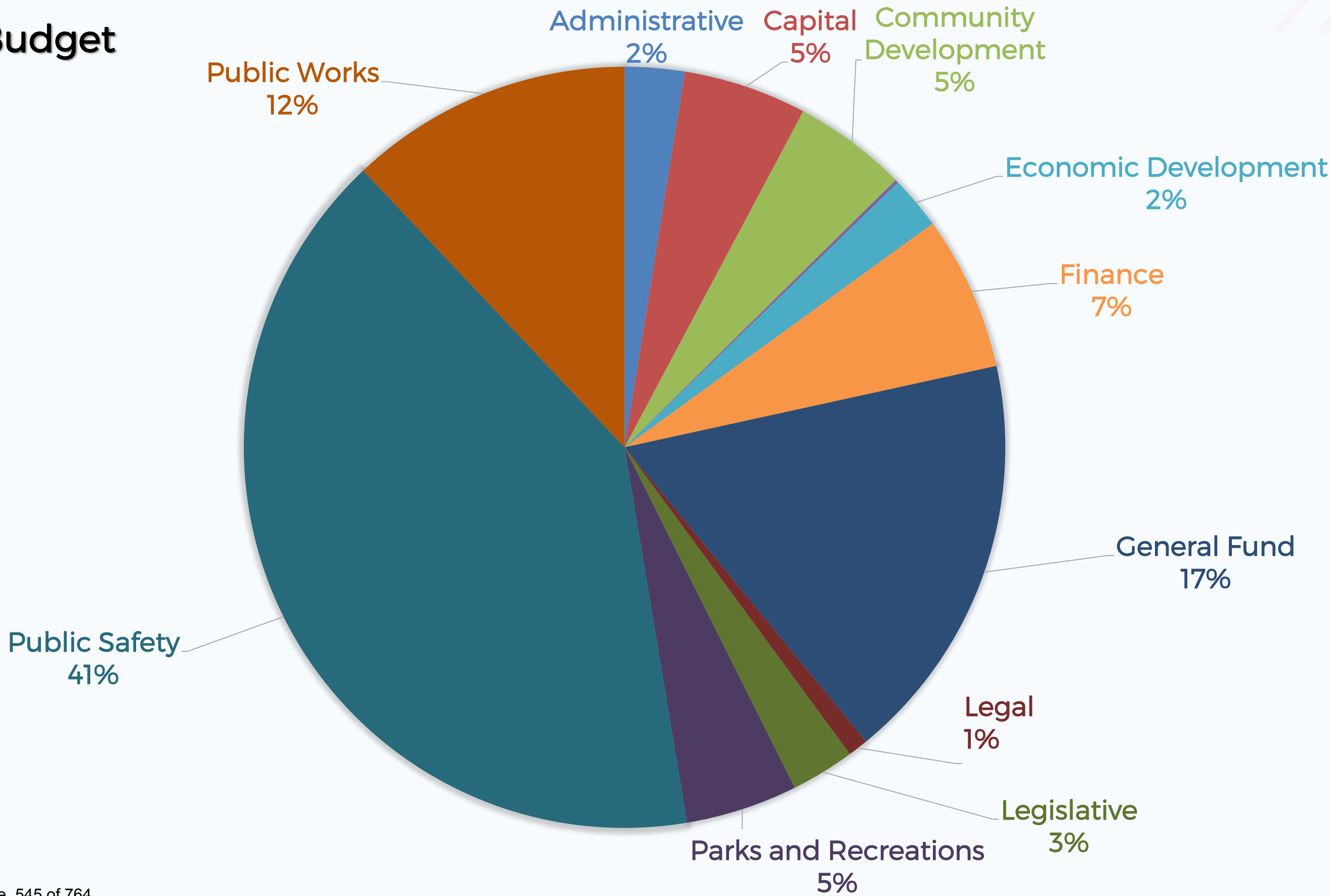
In FY19 year to date, those efforts have resulted in exemplary results including:

- Paying off the City's initial Tax Anticipation Note (TAN) ahead of schedule and under budget (saving more than \$20,000 in interest)
- Increasing overall revenue collection and anticipated revenues by more than 60%
- Successfully transitioned all services and staff without an interruption of services (resulted in an increase in staff of approximately 2,500%)
- Substantially increased public safety personnel and reduced response times for Fire & Police
- Maintained access to LOST funds by implementing an open market model
- Implemented a variety of service improvements without raising taxes in consecutive fiscal years (despite losing \$5M in insurance premiums and a \$4M reduction in SSD/FIB related revenues)



# FY19 AT A GLANCE

## FY2019 Budget



# OVERVIEW OF FY19 EXPENDITURES

## General Fund Financial Highlights

The City ended the first 10 months of the fiscal year with a combined balance of \$10.1M in net cash flow

To date, the general fund has generated \$59.8M in revenue with \$49.6M in expenditures

While general fund revenues are 6.0% short of budgeted amounts for the year to date, the City's general fund expenditures are operating 21% less than budgeted



## Revenue Highlights

The City's combined funds ended the first 10 months of the fiscal year with a combined balance of \$10.1M, the general funds accounted for 96.8%. These funds are readily available to meet the City's ongoing commitments

Business and Occupational Tax revenue far outpaced budgeted amounts by more than \$346,000, while franchise fees have exceeded the budget by more than \$1M

Licenses and permits surpassed the budgeted amount for the fiscal year to date by more than \$265,000, another positive trend for the City



# OVERVIEW OF FY19 EXPENDITURES

## Expenditure Highlight

Overall expenditures are operating at less than 22% of the budgeted amount for year to date

Police Administration and Fire Administration both consumed 18% each of the total FY19 budget. Police and Fire Departments are both operating below FY19 budgeted amounts to date, at 26% and 24% respectively

Personnel costs are the largest expenditure type in the City



## Expenditure Highlight – All Funds

The E-911 fund has expended the full budgeted total of \$1.9M

Overall the general fund balance expended 95% of all expenditures

The only other activities in the month of July, are represented by restricted grants, capital expenditures and solid waste



# FY19 PERFORMANCE OVERVIEW



- FY19 marked the first time the City of South Fulton embarked on setting fiscal and operational goals for administrative activities



- Each department provided goals for their various service areas as a preliminary effort and guide to key operational requirements

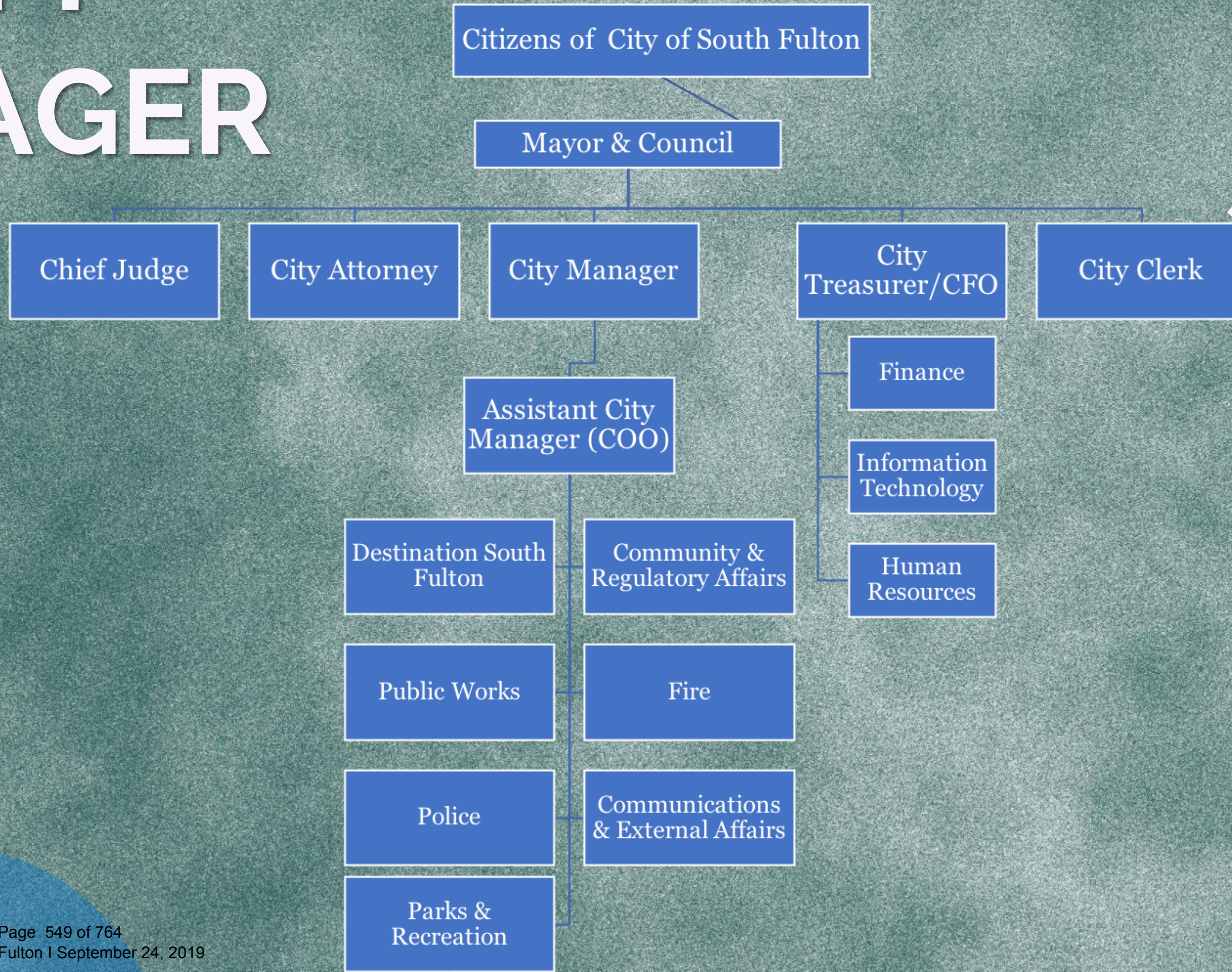


- These goals also fed into the broader goals and citywide activities under the purview of the City Manager's Office



# CITY MANAGER

## FY19 PERFORMANCE GOALS



# CITY MANAGER'S OFFICE FY19 PERFORMANCE GOALS



## DEVELOP & IMPLEMENT A RECRUITMENT AND RETENTION PLAN FOR POLICE AND FIREFIGHTERS\*

- Recruitment & retention plan has been developed for Police
- Satisfied through Pay & Class Study



## IMPROVE & ENHANCE CUSTOMER SERVICE\*

- Developed and implemented a customer satisfaction survey
- Implemented SeeClickFix application which tracks response times to assure timely service.
- Response time has improved by 47.8% from 9 days in January 2019 to 4.7 days in June 2019
- Communications have been enhanced to provide timely information to residents. Reduced processing time for residential permits by 32%. It is worth noting that most permits are issued within 15 days.
- From January until June 2019, Code Enforcement had a 29% decrease in number of days to acknowledge a request, and a 57% decrease in the number of days to close cases



## LAUNCH 311 CENTER\*

- Complete
  - Citizens Response Center (CRC) launched January 2019



## REVAMP THE OPEN RECORDS SYSTEM\*

- Procured GovQA, a public records request management (FOIA) software to manage requests, reporting, and payments. Anticipated rollout -Q1 FY20

# CITY MANAGER'S OFFICE FY19 PERFORMANCE GOALS



## DEVELOP COUNCIL COMMITTEE STRUCTURE

- Council implemented initial committee(s) including finance
- GMA provided initial insights to be submitted to Council by 9/24/2019



## IMPLEMENT NEW ORGANIZATIONAL STRUCTURE\*

- Organizational structure has been revised to separate Treasurer/CFO functions from Operations/CM office
- Created DSF and transitioned functions from CDRA
- In addition, created a General Services Division and implemented shared services model for addressing facilities and fleet needs of departments



## IMPLEMENT CRM SYSTEM (311)\*

- Complete
  - Citizens Response Center
  - See.Click.Fix Mobile App implementation (rated number one of all municipalities nationwide)

# FY19 PERFORMANCE GOALS

# FY19 CAPITAL PROJECTS



# FY19 CAPITAL PROJECTS



## POLICE DEPARTMENT

- Multi-year implementation:
  - Public Safety Building, Canine House, Police radios & sirens, Vehicles (\$224K)
    - Carry forward cost is included in the FY20 budget

## FIRE RESCUE DEPARTMENT

- All capital projects will be completed by the end of FY19, contingent upon URA funding being available in August

## DESTINATION SOUTH FULTON

- No capital items in FY19



## PUBLIC WORKS DEPARTMENT

- Multi-year implementation
  - Public safety bldg. (\$1.4M), recreation center repairs (\$500k for Sandtown mold remediation), zero turn mower (\$56k), outdoor lighting study (\$75k)
    - Outdoor lighting study (\$75k) might be cost savings by working with utility companies for inventory and quote for light installation
      - Carry forward cost is included in the FY20 budget

## COMMUNICATIONS & EXTERNAL AFFAIRS

- No capital items in FY19



## PARKS & RECREATION DEPARTMENT

- Not to be completed in FY19:
  - \$600k for tennis court repaving. Initiated in FY19 and carry forward to FY20
  - \$500k for recreation center repairs
  - \$64,700 for park purchases. Pending negotiations with Fulton County, carry forward to FY20
  - \$426,915 for lighting & field improvements. Field improvements will carry forward to FY20
    - Carry forward cost is included in the FY20 budget



## COMMUNITY DEVELOPMENT & REGULATORY AFFAIRS DEPARTMENT

- All capital projects are expected to be completed by the end of FY19 noting Rocket Internet being purchased by IT
- Two vehicles budgeted. Received Council approval at August 13th meeting to proceed with purchase

## MUNICIPAL COURTS

- 1 Ford Explorer (\$35k)- Funds for the requested vehicle were asked to be utilized for furniture and office equipment when the proposed court space is completed
- Carry forward cost is included in FY20 budget

# FY19 PERFORMANCE GOALS

# POLICE DEPARTMENT



# POLICE DEPARTMENT'S FY19 PERFORMANCE GOALS



## INCREASE MANPOWER WITH POST CERTIFIED AND NON- CERTIFIED EMPLOYEES

- Police has hired 56 officers during FY19, increasing the total force by 49%



## DECREASE RESPONSE TIMES FOR PRIORITY 1 CALLS

- Police response time for Priority 1 calls has decreased from 18.5 minutes to 10.2 minutes



## IMPLEMENT COMMUNITY PROGRAMS

- Police has developed a community policing model that operates in tandem with public safety crime fighting strategies



## REDESIGN THE POLICE BEAT STRUCTURE

- Police engaged The Georgia Institute of Technology to redesign patrol beats. The study is expected to be finished before the end of FY19

# POLICE DEPARTMENT'S FY19 PERFORMANCE GOALS



## PILOT OFFICER BODY CAMERAS

- The Body Camera Program and policy have been fully implemented
- Body cameras have been assigned to all officers at the ranks of Sergeant and below



## UPGRADE A NEW REPORT MANAGEMENT SYSTEM

- Police has transitioned from the I-LEADS RMS to Central Square. The system is still hosted by Fulton County

## PROVIDE STATISTICAL INFORMATION ONLINE FOR PUBLIC USE

- Police Command is working with Communications to develop the Police webpage and the COMPSTAT reports will be uploaded weekly. On target to complete in FY19



## IMPLEMENT E-TICKET EQUIPMENT & SOFTWARE WITH COURT SERVICES

- The E-Ticket printers have been ordered and we are currently in the installation phase
- Will be tested and integrated between Central Square & Courtware



## PROVIDE PART I WEEKLY STATISTICAL INFORMATION BY COUNCIL DISTRICT

- Police Command developed a comprehensive COMPSTAT report and documents are sorted by District and forwarded to Councilmembers weekly

# FY19 PERFORMANCE GOALS

# FIRE RESCUE DEPARTMENT



# FIRE RESCUE DEPARTMENT'S FY19 PERFORMANCE GOALS



## POLICE/FIRE INCREASE HIRING IN POLICE AND FIRE\*

- Satisfied through the Pay & Class Study
- Promotions
- New starting salary

## REDUCE AVERAGE RESPONSE TIME BY 30 SECONDS

- Overall response time has reduced by 26 seconds since October 2018. We are on target to meet the established goal



## ESTABLISH AUTOMATIC AID AGREEMENTS WITH SOUTH FULTON COUNTY FIRE DEPARTMENTS

- Union City Agreement is complete. Agreements with Fairburn, Palmetto, Chatt Hills, College Park and East Point are being developed. We are on track to fulfill this goal



## INSTALL 250 SMOKE DETECTORS IN PRIVATE RESIDENCES

- As of September 15th, Fire has installed 257 exceeding this goal



## LOWER THE ISO

- Multi-year goal/activity
  - ISO will need to complete an assessment; actions are being undertaken to enhance the likelihood of having the ISO lowered in the near future
- Purchased new engines/trucks, implementing automatic aid agreements, enhancing personnel training delivery and developing pre-plans

# FY19 PERFORMANCE GOALS

# PUBLIC WORKS DEPARTMENT



# PUBLIC WORKS DEPARTMENT'S FY19 PERFORMANCE GOALS



## IMPLEMENT WINTER SNOW EMERGENCY PLAN

- Completed and in place in anticipation of 2018 and 2019 inclement weather this past winter



## IMPLEMENT SUMMER AND WINTER ROW MAINTENANCE SCHEDULE

- Complete
  - Increased efficiency in all categories f/ FULCO model

## IMPLEMENT TRAFFIC CALMING PROGRAM

- Complete. Exceeded contractual expectations more than 50 assessments

## ASSUME FULTON COUNTY CONTRACTS FOR TSPLOST PROJECTS

- Complete



## IMPLEMENT ADOPT A ROAD PROGRAM

- Ordinance complete and implemented

## FACILITATE LEASE AGREEMENT FOR PUBLIC SAFETY BUILDING

- Completed. Signature execution in progress

## FACILITATE REMODEL OF FIRE STATION 1

- In progress. On Schedule for completion in FY19



## FACILITATE DEVELOPMENT OF BUTNER ROAD PRECINCT

- In progress. Construction activities underway

## DEVELOP STREET LIGHT POLICY

- Scheduled for submission to City Council on August 13<sup>th</sup>, awaiting feedback and approval

## ASSUME OPERATIONS OF MERK MILES TRANSFER STATION

- Complete



# PUBLIC WORKS DEPARTMENT'S FY19 PERFORMANCE GOALS



## SOUTH FULTON CTP STUDY

- Partnered with Fulton County and surrounding municipalities. Consultant has been secured and study is underway

## COMPLETION OF 2018 RESURFACING PROJECTS

- Complete, totaling 70 miles



## ADMINISTER SPRING AMNESTY DAY

- Complete

## MS4 IMPLEMENTATION

- Complete

## HIRE ADDITIONAL PERSONNEL FOR FACILITIES/FLEET

- Completed for Facilities



## IMPLEMENT LAP CERTIFICATION FOR THE CITY

- Application completed and submitted to GDOT. Seeking interview for finalization (October 2019)

## ASSUME FULTON COUNTY CONTRACTS FOR CAPITAL PROJECTS

- Negotiations have begun with Fulton County

## HIRE ADDITIONAL PERSONNEL FOR FACILITIES/FLEET

- Complete.



## DEVELOP & IMPLEMENT AN INFRASTRUCTURE MANAGEMENT PROGRAM (IMP) (5 YEAR OUTLOOK)\*

- In process. Funding removed from FY19 budget, included in FY20.
- Procurement scheduled to be released to engage a 3rd party

# FY19 PERFORMANCE GOALS

# PARKS & RECREATION DEPARTMENT



# PARKS & RECREATION DEPARTMENT'S FY19 PERFORMANCE GOALS



## DEVELOP PARKS MASTER PLAN

- The procurement has been completed and Council has approved



## ENHANCE, DIVERSIFY AND ADD ADDITIONAL RECREATIONAL PROGRAMS

- The department has added additional programming at each site including Art, Line Dancing, Zumba, Karate, STEM, among others



## MAINTAIN & UPGRADE FACILITIES AND INFRASTRUCTURE

- The reconstruction of the SFTC courts went out for bid July 19th, with award scheduled in FY19
- LED lighting has been added at Sandtown, Creel, and Cedar Grove Parks
- Additional installations are pending. HVAC maintenance has also been coordinated at facilities



## PROVIDE STEM BASED EDUCATIONAL PROGRAMMING

- City has partnered with Swift, a STEM based program, that will serve 13-17 year olds and is piloting at Burdett, and will expand to additional park locations citywide
- In addition, staff will continue to incorporate STEM elements into after-school and summer camp programs, with a focus on 1st thru 5th grade

## FY19 PERFORMANCE GOALS

# COMMUNITY DEVELOPMENT & REGULATORY AFFAIRS DEPARTMENT (CDRA)



# COMMUNITY DEVELOPMENT & REGULATORY AFFAIRS DEPARTMENT'S FY19 PERFORMANCE GOALS



## REVAMP CODE ENFORCEMENT AND NUISANCE ABATEMENT SERVICES & ENHANCE SERVICE DELIVERY\*

- Nuisance abatement ordinance was passed in 2018
- Additional Code Enforcement ordinance was recently passed to allocate 50% of revenue generated from code violations to a line item devoted to addressing abate/blight and nuisance concerns



## EXPLORE CITY-MANAGED ANIMAL CONTROL SERVICES AND CONTINUE PROCESS IMPROVEMENT\*

- Received information re: similar city's operations and some budgetary information. A procurement to be released to engage a 3rd party for assessment (in progress)



## UPDATE 2035 COMPREHENSIVE PLAN

- The current Comp Plan was adopted by COSF, but drafted under Fulton County staff and Consultants will allow for the Zoning Ordinance to be drafted first to avoid potential conflicts



## DRAFT & ADOPT CITY'S 1ST ZONING RESOLUTION

- The revision of the Zoning Ordinance is underway and scheduled for completion by December 31st



## CREATE NUISANCE ABATEMENT ORDINANCE

- Ordinance was adopted in November 2018

# FY19 PERFORMANCE GOALS

# DESTINATION SOUTH FULTON (DSF)



# DESTINATION SOUTH FULTON'S (DSF) FY19 PERFORMANCE GOALS



## DSF & CDRA CREATE ONE-STOP SHOP PERMIT PROCESS

- One-stop permitting process was initiated in November 2018 by designating DSF as the point of contact for permit processing.
- Will be further expanded to include special events, including appropriate Parks events and those involving alcohol



## DSF & CDRA ADMINISTER CODE ENFORCEMENT EDUCATION PROGRAM

- DSF Partnered with CDRA to deliver a public educational program during the First Annual Power of Compliance workshop held on May 16th.
- Will continue Power of Compliance sessions regularly and further expand educational outreach to local schools, residents with ride-alongs, and District sweeps with Council Members



## IDENTIFY STRATEGIC LOCATIONS FOR MIXED-USE DEVELOPMENT OPPORTUNITIES & BUSINESS CREATION

- Strategic locations have been identified and delivered to the CM on June 17th and subsequently to Mayor/Council for consideration on June 19th



## DEVELOP BUSINESS INCENTIVES

- Passed 100% Freeport Tax Exemption. Established the SFDA to help with Bond Funding and Tax Abatement

# DESTINATION SOUTH FULTON'S FY19 PERFORMANCE GOALS



## DEVELOP ECON. DEVELOPMENT STRATEGIC PLAN

- Economic Development Strategic Plan will be delivered to the City Council in November 2019



## DEVELOP ECON. DEV. STRATEGY TO ATTRACT AND RETAIN BUSINESS

- Will be addressed in the Economic Development Strategic Plan, which will be delivered to the City Council in November 2019



## DEVELOP & IMPLEMENT NEW BUSINESS DIVERSITY STRATEGY\*

- Will be addressed in the forthcoming Economic Development Strategic Plan that will be delivered to the City Council in November 2019



## DEVELOP ECON. DEVELOPMENT STRATEGIC PLAN

- Economic Development Strategic Plan will be delivered to the City Council in November 2019



# FY19 PERFORMANCE GOALS

# MUNICIPAL COURTS



# MUNICIPAL COURT'S FY19 PERFORMANCE GOALS



## SECURE PERMANENT OR SEMI- PERMANENT COURT/OFFICE LOCATION

- Council has approved the proposed location, and execution of the lease agreement is underway
- Presentation of a white box from the landlord is expected within 90 days of the lease execution. The estimated move in date is 2020



## HIRE ADDITIONAL COURT STAFF (2 PRO-TEM JUDGES, 1 ADMIN. COORD, 3 CASE MANAGERS, 1 MUNICIPAL COURT CLERK)

- A total of 4 Pro Tem Judges have been sworn in and they continue to float as needed for scheduled court calendars
- The Admin Coordinator I and Court Clerk positions have been filled. The department requested the three case management positions be converted into a deputy clerk/administrator position



## RESOLVE CASES WITHIN 30-60 DAYS OF ISSUANCE OF CITATION

- Cases are currently being resolved closer to the 60 days of issuance of citation; however, citation cycle time will be reduced closer to 30 days with the implementation of e-ticketing

# FY19 PERFORMANCE GOALS

# COMMUNICATIONS & EXTERNAL AFFAIRS DEPARTMENT



# COMMUNICATIONS & EXTERNAL AFFAIRS DEPARTMENT'S FY19 PERFORMANCE GOALS



## IMPLEMENT COMMUNICATION NOTIFICATION PROCESS AND PROTOCOLS TO ALERT COUNCIL & CITIZENS OF PUBLIC SAFETY EMERGENCIES & OTHER CRITICAL MATTERS\*

- Developed Emergency Communications protocol and created Alert South Fulton
  - Allows employees to register personal information to receive alerts (via civic-plus/COSF website) regarding inclement weather and other types of emergencies
  - Alert South Fulton Training Sessions are forthcoming to educate employees on the process to sign up
- Collaborated with AFCEMA to develop Code Red alert system for the City
  - Code Red allows government agencies to deliver geo-targeted, time sensitive information to persons opting into the service (residents) using voice, email, SMS, and more
  - COSF will utilize the tool to notify residents when safety emergencies and other critical matters occur



## ENHANCE THE CITY'S INTERNAL AND EXTERNAL COMMUNICATIONS AND BRAND IDENTITY

- Established temporary city slogan - "Where You Want to Be!"
- Launched Parks & Recreation Newsletter
- Developed consistent look for newsletters and social media platforms
- Expanded newsletter readership

## INCREASE LOCAL, REGIONAL AND NATIONAL AWARENESS OF BENEFITS OF LIVING IN COSF

- Secured consistent advertising in two publications: ATL Guide and South Fulton Lifestyle Magazines
- Coordinated National Night Out & State of the City Address (SOCA) to highlight the City's progress and future plans

# FY19 PERFORMANCE GOALS

# NON-OPERATIONAL PERFORMANCE GOALS

# NON-OPERATIONAL FY19 PERFORMANCE GOALS

DUE TO COUNCIL'S RE-ALIGNMENT, THESE GOALS HAVE BEEN TRANSFERRED TO THE CITY TREASURER

DEVELOP  
AND RECOMMEND A 2-YEAR BUDGETING  
PROCESS FOR IMPLEMENTATION WITH  
FY20-21 BUDGET\*

- Transferred to Finance due to new structure

GOVERNMENT PERFORMANCE &  
FINANCIAL MANAGMENT

- Transferred to Finance due to new structure

# FY19 PERFORMANCE OVERVIEW



- The City has accomplished or taken action on all FY19 operational goals and activities
- While many of these goals were tied to establishing the City's foundation and navigating transition related requirements, the results highlight the commitment of our more than 500 employees under the governance of the City's first Mayor and Council
- Further, these efforts provide tangible evidence in support of the City's ability to provide world class service on behalf of its more than 100,000 residents



# THANK YOU





**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council Approval to Enter Into Agreement Kaboom

**DATE:** September 24, 2019

**SUBJECT:** Council Approval to Enter Into Agreement Kaboom

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description      | Type       | Upload Date |
|------------------|------------|-------------|
| KaBoom Agreement | Cover Memo | 9/18/2019   |

# GOVERNMENT OF THE CITY OF SOUTH FULTON


## Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

### MEMORANDUM

**TO:** Honorable Mayor William "Bill" Edwards & City Council Members  
**FROM:** Odie Donald II   
City Manager  
**DATE:** September 17, 2019  
**SUBJECT:** **Community Partner Playground Agreement – KaBoom!**

---

This effort seeks to present to Council for consideration a Community Partner Playground Agreement between the City of South Fulton on behalf of the Department of Parks & Recreation and KaBoom!, Inc.

Under the terms of the Community Partner Playground Agreement the primary elements are as follows:

- KaBoom! will provide funding opportunities, manage planning, design, and construction of the playground. At the conclusion of the build, KaBoom! will also secure a Certified Playground Safety Inspector to review the finished product.
- The Parks and Recreation Department agrees to comply with all obligations outlined as a Community Partner which include but are not limited to clearing a 2,500 square foot plot of land, forming a committee of 15-20 community members, funding a portion of the cost, completing site preparations, and recruiting 75 to 200 volunteers on build day.
- To continue in the screening process, KaBoom! requires the City to sign a Community Partner Playground Agreement.

Our previous partnership efforts with KaBoom! were small steps towards a larger vision. This grant application will produce tangible outcomes that can be measured by increased citizen engagement at Burdett Park. We would like to continue to make progress in the screening process, with Council approval and support the City.

Should you need further information regarding this correspondence, please contact Tony Phillips at [tony.phillips@cityofsouthfultonga.gov](mailto:tony.phillips@cityofsouthfultonga.gov).



## COMMUNITY PARTNER PLAYGROUND AGREEMENT

September 3, 2019

KaBOOM!, Inc. (referred to herein as KaBOOM!) is pleased that «CP» (referred to herein as the Community Partner) has agreed to collaborate with KaBOOM! and «FP» (referred to herein as the Funding Partner) in the construction of a new playground at «Site\_Name», «Site\_Address», «City», «State» «Zip» (the "Project"). This Community Partner Playground Agreement (this "Agreement"), which sets forth the Community Partner's obligations in connection with the Project and certain matters on which the parties have agreed, will, when executed by the duly authorized representatives of each party, supersede any prior agreements and represent the complete legally binding agreement between the parties regarding the Project.

1. Obligations of the Community Partner. The Community Partner shall work with KaBOOM! and the Funding Partner as well as community residents to design, plan and build the Project. By executing this Agreement, the Community Partner is unconditionally agreeing to each of the following obligations, in each case meeting the requirements provided by KaBOOM!:
  - (a) Fundraising. In support of the Project, the Community Partner must contribute \$«Contribution» to KaBOOM!, which will apply the funds directly to the purchase of playground equipment. KaBOOM! will invoice the Community Partner for such amount promptly following the execution of this Agreement, which amount must be paid in full at least thirty (30) days prior to the Project's Build Day (as defined below).
  - (b) Project Site.
    - (i) Ownership. At the time of execution of this Agreement, the Community Partner shall provide KaBOOM! with proof of land ownership evidenced by either a deed granting title to the property to the Community Partner or a letter from the property owner showing approval for the Project. The Community Partner is the owner of the playground in its entirety, for the lifetime of the playground, including the equipment and/or safety surfacing purchased by KaBOOM! and/or the Funding Partner.
    - (ii) Permits. Prior to Build Day, the Community Partner shall obtain or cause to be obtained all necessary permits and licenses regarding the installation, possession and use of the playground in compliance with applicable laws and regulations.
    - (iii) Preparation. The Community Partner shall ensure that the Project site is safe for volunteers and children, which responsibility includes: (1) recruiting fifteen (15) adult volunteers to participate in preparation activities two to three days prior to Build Day; (2) preparing the site for the installation of the Project at least two weeks before Build Day, which includes removing existing playground equipment, footers and safety surfacing, grading the land, removing fencing and performing soil tests; (3) conducting up to two (2) utility checks as reasonably requested by KaBOOM! with the appropriate utility companies, with the first test being completed on or before Design Day (as defined below) and with all utility check documentation provided upon completion of the KaBOOM! project manager who shall supervise the planning and installation of the playground (the "Project Manager"); and (4) conducting up to two (2) soil site tests as reasonably requested by KaBOOM!, with the first test being completed on or before Design Day and with all soil check documentation provided to the Project Manager upon completion. The Community Partner is responsible for undertaking any necessary risk mitigation should the soil be deemed unsafe for children and volunteers.
    - (iv) Safety and Security. The Community Partner shall ensure the security of equipment, tools, supplies and well being of the adults and children from the beginning of the preparation activities until the conclusion of Build Day, including any postponement.
    - (v) Maintenance. Maintenance of the playground facility and supervision of its use is the sole responsibility of the Community Partner. The Community Partner shall collaborate with KaBOOM! during the Project

planning process to develop a maintenance program (a copy of which has been provided) for the playground and, with the support of the property owner (if owner is a separate party), shall maintain the playground and the property before and after the Build Day to ensure a safe and attractive playspace. In furtherance of the foregoing, in the event any playground equipment included in the Project no longer is permitted for any reason to be located at its original site of construction or such site is no longer controlled by the Community Partner for any reason, then the Community Partner promptly shall notify KaBOOM! following its becoming aware of such situation and shall, at the Community Partner's sole cost and expense, take such steps as may be necessary to promptly and safely relocate the playground equipment (including any permanent signage and other fixtures) to an alternate site that serves children or to ensure that the successor controlling person of such site shall continue to make such playground available to children in the same manner contemplated as of the Build Day and maintain (or permit the Community Partner to maintain) such playground in accordance with the maintenance program. In addition, the Community Partner shall accept and maintain engineered wood fiber as playground safety surfacing, meeting standards established by Consumer Product Safety Commission guidelines, for the lifetime of the playground. Guidance and materials for the purpose of developing a maintenance plan for the playground are available, upon request, from the playground equipment and safety surfacing manufacturers, including Landscape Structures Inc. or Playworld Systems, Inc.

- (c) Design Day. The Community Partner agrees to host a KaBOOM!-facilitated "Design Day" with at least twenty (20) adult volunteers and twenty (20) children. Such adult volunteers shall remain engaged in the planning activities throughout the Project's planning process.
- (d) Build Day. The Community Partner shall recruit «Volunteers» adult volunteers from the community to participate in a one-day installation event for the Project, which is scheduled to occur on «BD\_» and which is referred to herein as the Build Day. The Community Partner shall ensure that all volunteers sign a waiver (a copy of which has been provided). On the Build Day, the Community Partner shall provide food, water, tools, dumpsters, music and restroom facilities for all volunteers.
- (e) Promotion; Intellectual Property. The Community Partner shall seek prior approval from KaBOOM! and/or the Funding Partner for any materials that reference the Project or contain the name, trademarks, service marks, logos and other intellectual property (collectively, and together with all goodwill attached or which shall become attached to any of the them, the "Marks") of KaBOOM! and/or the Funding Partner, including press releases, fliers and promotional materials. The Community Partner acknowledges and agrees that each of KaBOOM! and the Funding Partner is the sole owner of all right, title and interest in and to its respective Marks. The parties acknowledge that KaBOOM! and the Funding Partner may take all steps to protect their Marks as they deem appropriate. Any use of the Marks will inure to the sole benefit of KaBOOM! or the Funding Partner (as applicable). The Community Partner shall not use the Marks in any manner that would harm the reputation of KaBOOM! or the Funding Partner or disparage or negatively reflect upon the Marks. Upon expiration of or termination of this Agreement for any reason, the Community Partner shall cease all use of the Marks. The Community Partner shall collaborate with KaBOOM! and the Funding Partner to secure media coverage for the Project.
- (f) Signage. The Community Partner shall allow the names and logos of KaBOOM! and the Funding Partner to be displayed on permanent playground signage (a copy of which has been provided), and shall be no greater than 19 ½ inches wide by 30 ¼ inches tall and mounted on poles in a mutually agreed location.
- (g) Playground Costs. The Community Partner is solely responsible for and shall hold KaBOOM! and the Funding Partner harmless from any costs incurred by the Community Partner for any prior site preparation, upgrades or improvements or any equipment or materials purchased to supplement those secured by KaBOOM!.
- (h) Warranty. The playground equipment and the safety-surfacing related to the Project may be covered under warranty by the applicable manufacturers (a copy of which has been provided). The Community Partner acknowledges that any warranties and/or guarantees on any equipment or material are subject to the respective manufacturer's terms thereof, and the Community Partner agrees to look solely to such manufacturers for any such warranty and/or guarantee. Neither KaBOOM! nor the Funding Partner nor any of their respective affiliates, directors, officers, managers, partners, members, shareholders, employees, agents or representatives, have

made nor are in any manner responsible or liable for any representation, warranty or guarantee, express or implied, in fact or in law, relative to any equipment or material, including its quality, mechanical condition or fitness for a particular purpose.

- (i) Insurance. The Community Partner participates in a modified self-funded plan and is responsible for providing coverage for its own employees and against liability for bodily injury, death and property damage that may arise out of or be based on the use of the playground at "Community Partner location", from 7 (seven) calendar days before the Build Day and for a minimum of one year afterward, in each case, in amounts not less than one million dollars (\$1,000,000). This insurance shall be primary and non-contributing with any other insurance covering KaBOOM! and its funding partners.
- (j) Indemnification. The Community Partner shall indemnify and hold harmless KaBOOM!, the Funding Partner and their respective affiliates, directors, officers, managers, partners, members, shareholders, employees, agents and representatives from any and all losses, liabilities, claims, actions, fees and expenses (including interest and penalties due and payable with respect thereto and reasonable attorneys' and accountants' fees and any other reasonable out-of-pocket expenses incurred in investigating, preparing, defending or settling any action), including any of the foregoing arising under, out of or in connection with any breach of this Agreement, any actions associated with this Project or resulting from the use of any playground property and equipment, including those for personal injury, death, or property damage, except to the extent resulting from the gross negligence or willful misconduct of such indemnified person. This provision shall survive any termination or expiration of this Agreement.
- (k) Data and Reporting Requirements. The Community Partner shall (i) promptly following the confirmation of the Project, distribute one or more play-related surveys provided by KaBOOM! to its stakeholders, including parents/caregivers, volunteers, staff and board members, (ii) cause members of its planning committee to complete a post-build survey provided by KaBOOM! within 2 weeks from the Build Day and a 6-month survey provided by KaBOOM! within 7 months from the Build Day.
- (l) Code of Conduct. The Community Partner agrees to comply with the build site rules (a copy of which has been provided). The Community Partner shall allow the build site rules to be displayed on site and communicate and enforce the build site rules for all participants in the Project's Design Day and Build Day events.

## 2. Obligations of KaBOOM!

- (a) Playground Build. KaBOOM! shall provide technical and organizational leadership and guidance for the Project and shall:
  - (i) Coordinate Funding Partner participation, facilitate playground design, including regular planning meetings, and work with vendors to procure equipment and materials in a timely manner, except to the extent that safety surfacing other than engineered wood fiber is used, which shall be procured by the Community Partner.
  - (ii) Manage construction logistics for the Project, coordinate playground site preparation activities with the Community Partner, inventory equipment and materials, and assure that the necessary tools and materials and other general supplies are available on the Build Day.
  - (iii) Lead the Build Day activities, including the coordination of Build Day captains and volunteers.
  - (iv) Make available certain educational and promotional materials related to the Project.
- (b) Inspection. KaBOOM!, in collaboration with the Community Partner, will secure a Certified Playground Safety Inspector to review the playground structure at the conclusion of the Build Day (or, if KaBOOM! assumes responsibility for the playground construction going beyond one day, at the conclusion of the installation) to ensure that the structure is safe and built to all appropriate standards and guidelines, unless the Build Day is not completed on the Build Day due to failure of the Community Partner, in which case the Community Partner shall secure the Certified Playground Safety Inspector.
- (c) Promotion. KaBOOM! will provide proposed promotional materials relating to the Project for the Community Partner's review and approval, which approval shall not be unreasonably withheld or delayed.

- (d) Website Listing. KaBOOM! will place the playground on its list of KaBOOM! builds on the KaBOOM! website and KaBOOM! will send information to the Community Partner on playground maintenance programming and enhancements.
  - (e) Post-Build Day. The Community Partner shall (i) within one week following the Build Day, complete and submit a Post Build Report, in the form to be made available by KaBOOM!, and (ii) shall use its commercially reasonable efforts to provide, and otherwise shall cooperate in good faith with KaBOOM! regarding obtaining, such other information related to the Project as KaBOOM! from time to time may request.
3. Build Day Postponement. The Build Day shall not be postponed except when weather or other conditions jeopardize the safety of the volunteers or threaten the structural integrity of the playground. The decision to postpone the Build Day will be made by majority agreement of the representatives of KaBOOM!, the Community Partner and the Funding Partner, except where such decision must be made by KaBOOM! on the construction site and representatives of the Community Partner and the Funding Partner are not available for consultation. In the event that the Build Day is postponed, KaBOOM!, the Community Partner and the Funding Partner shall develop a plan for rescheduling the Build Day at the next earliest date possible for each party. The Funding Partner shall be responsible for all additional expenses related to the rescheduled Build Day, including, without limitation, equipment, labor and materials, storage and travel costs and expenses; *provided, however*, that the Funding Partner shall be notified of the estimated amount of such additional expenses in connection with rescheduling of the Build Day. Notwithstanding the foregoing, in the event that the date of the Build Day is cancelled or changed as a result of the Community Partner's failure to satisfy its obligations in connection with the Project, then the Community Partner shall be liable to KaBOOM! and the Funding Partner for all such additional expenses related to the rescheduled Build Day.
  4. Funding Partner Relations. KaBOOM! has a separate contract with the Funding Partner pursuant to which the Funding Partner has agreed to provide financial and human resources for the Project. In recognition of the Funding Partner's contribution of such resources, the Funding Partner shall receive first placement on any recognition materials developed for the Project, including playground signage, banners, T-shirts, press releases, website and newsletter stories, and flyers, and the Community Partner shall not solicit sponsors or donors in relation to the Project whose products or services directly compete with the products or services of the Funding Partner as identified to the Community Partner by KaBOOM! and/or the Funding Partner. In the event the Community Partner solicits other sponsors or donors, then the Community Partner shall not permit such sponsors or donors to compete with the Funding Partner for signage and sponsorship recognition.
  5. Termination. In the event that the Community Partner fails to make the payments required under Section 1(a) or otherwise breaches this Agreement, KaBOOM! may terminate this Agreement upon written notice to the Community Partner of such termination. Furthermore, if either party is delayed or prevented from fulfilling any of its obligations hereunder by any cause beyond its reasonable control, including acts of God, acts or omissions of civil or military authorities, fire, strike, flood, riot, act of terrorism, war, transportation delay, or inability due to such causes to obtain required labor, materials or facilities, such party shall not be liable hereunder for such delay or failure and either party may terminate this Agreement if the other is unable to perform any obligation hereunder for a period longer than ten (10) calendar days due to such force majeure event, in which case KaBOOM! shall refund to the Community Partner any amounts paid to KaBOOM!, less expenses already committed and/or incurred prior to the date of such termination. If, upon termination as provided herein, the sum due KaBOOM! by Community Partner exceeds the sum paid to KaBOOM! hereunder, the Community Partner shall pay KaBOOM! for any such additional sum due upon presentation of appropriate documentation within thirty (30) days of invoice. Except as set forth above, upon any termination, this Agreement shall become void and have no effect, and no party shall have any liability to the other party, except that nothing herein will relieve any party from liability for any intentional breach of this Agreement prior to such termination.
  6. General Provisions. The Community Partner represents to KaBOOM! that all information provided by it to KaBOOM!, including in the Playground Profile Application, is true, correct and complete in all respects and does not omit any information relevant to the Project. Each party has all requisite power and authority, including any necessary approval by its governing body, to execute and deliver this Agreement, and to perform its obligations hereunder. This Agreement may not be assigned or transferred by either party without the prior written consent of the other party

hereto. This Agreement shall inure to the benefit of and be binding upon the parties hereto, their respective successors and permitted assigns, and where expressly stated, their affiliates and representatives. This Agreement shall be governed by and construed under the laws of the State of New York, without regard to conflicts of laws principles to the extent that the application of the laws of another jurisdiction would be required thereby. This Agreement may be altered, modified or amended only by a written document signed by both parties. This Agreement may be executed in two or more counterparts, each of which shall be an original and all of which, when taken together, shall constitute the same agreement and may be delivered by facsimile or electronic mail transmission with the same force and effect as if originally executed copies hereof were delivered. Any notices required or permitted to be given hereunder shall be sent by certified or registered United States mail, postage prepaid, by personal delivery addressed to the applicable party or by facsimile or electronic mail transmission (the receipt of which is confirmed) at the address set forth under such party's signature below. The Funding Partner shall be an intended third party beneficiary of Sections 1(b), (e), (f), (g), (h), (i) and (j) and Sections 2(b), 3, 4 and 6 of this Agreement and is entitled to enforce its rights under such sections as if it were a party to this Agreement.

By executing this Community Partner Playground Agreement where indicated below, each of KaBOOM! and the Community Partner agrees, as of the date identified above, to be legally bound by all of the terms and provisions set forth above.

«CP»

KaBOOM!, Inc.

By: \_\_\_\_\_  
Name: «Signatory\_1»  
Title: «Sig\_1\_Title»

By: \_\_\_\_\_  
Name: Gerry Megas  
Title: Chief Financial Officer

Address:  
«S1\_Address»  
T: «S1\_Phone»  
«S1\_Fax»  
e-mail: «S1\_Email»

Address:  
4301 Connecticut Ave. NW, Suite ML-1  
Washington, DC 20008  
T: (202) 464- 6180  
F: (202) 659-0210  
e-mail: [gmeegas@kaboom.org](mailto:gmeegas@kaboom.org)

«CP\_2»

«Signatory\_2»  
«Sig\_2\_Title»

«S2\_Address»  
«S2\_Phone»  
«S2\_Fax»  
«S2\_Email»

**Contact information for the person who should receive KaBOOM! invoices:**

Name: «Invoice\_Name»

Telephone number: «Invoice\_Phone»

Mailing Address:  
«Invoice\_Address»

Email: «Invoice\_Email»

«Invoice\_Fax»



**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council 2nd Reading and Adoption of Ordinance

**DATE:** September 24, 2019

**SUBJECT:** Council 2nd Reading and Adoption of Ordinance

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description                     | Type       | Upload Date |
|---------------------------------|------------|-------------|
| Ordinance Reducing Plastic Uses | Cover Memo | 9/18/2019   |

1 **STATE OF GEORGIA**  
2 **COUNTY OF FULTON**  
3 **CITY OF SOUTH FULTON**  
4

5  
6 **AN ORDINANCE BY THE CITY OF SOUTH FULTON, GEORGIA, ENCOURAGING**  
7 **PROTECTION OF THE ENVIRONMENT, AMENDING TITLE 14, ENVIRONMENT, OF**  
8 **THE CITY CODE OF ORDINANCES, REDUCING THE USE OF SINGLE-USE**  
9 **PLASTIC PRODUCTS WITHIN THE CITY AND FOR OTHER LAWFUL PURPOSES**

10  
11 **(Sponsored by Councilperson Gumbs)**  
12

13 **WHEREAS**, the City of South Fulton (“City”) is a municipal corporation duly  
14 organized and existing under the laws of the State of Georgia;

15  
16 **WHEREAS**, the duly elected governing authority of the City, is the Mayor and  
17 Council thereof (“City Council”);

18 **WHEREAS**, according to the Earth Day Network, Americans use more than 100  
19 billion plastic shopping bags and 25 billion expanded polystyrene (EPS”) cups every  
20 year, in addition to 500 million plastic straws every day;

21  
22 **WHEREAS**, the United Nations publication entitled “Single-Use Plastics A  
23 Roadmap for Sustainability” found that single-use plastics are rarely recycled and are  
24 instead discarded into solid waste, landfill, and litter;

25  
26 **WHEREAS**, research by Dr. Anne Marie Mahon at the Galway-Mayo Institute of  
27 Technology indicates that the presence of such particulate plastic in the ecosystem may  
28 cause harm to humans by way of consumption and collateral environmental effects;

29  
30 **WHEREAS**, the adverse impacts of single use plastics have led cities, states,  
31 and countries around the world to adopt legislation designed to ban or otherwise restrict  
32 single-use plastics;

33  
34 **WHEREAS**, the City finds that reducing the use of single-use plastic products in  
35 Fulton County owned, operated, and leased buildings and facilities, where viable  
36 alternative or reusable products are available, and increasing the recycling of single-use  
37 plastics, will reduce litter and the amount of plastic that ends up in City storm drains and  
38 waterways; and

39  
40 **WHEREAS**, this Ordinance is in the best interests of the health and general  
41 welfare of the City, its residents and general public.  
42

43           **NOW THEREFORE, THE COUNCIL OF THE CITY OF SOUTH FULTON**  
44 **HEREBY ORDAINS** as follows:

45           **Section 1.** Title 1, Environment, of the City of South Fulton Code of Ordinances  
46 is hereby amended by creating a new Chapter 12, Single-Use Plastics Regulations,  
47 which shall read as follows:  
48

49  
50 **CHAPTER 12, SINGLE-USE PLASTICS REGULATIONS**

51 **Sec. 14-12001. - City Departments and Providers.**

52       The following regulations are hereby established with respect to City Department  
53 and providers:

54       **a. Directive:** To the extent not in conflict with the Americans with Disabilities Act  
55 (“ADA”), all City departments are to immediately begin to phase-out the use of  
56 single-use plastics by incrementally substituting such products with viable  
57 alternatives where possible, or recycling plastics for which feasible alternatives  
58 are unavailable, with the aim of fully implementing the aforementioned directives,  
59 within City owned, operated, and leased buildings and facilities, by January 1,  
60 2020.

61  
62       **b. Defined.** The phrase “single-use plastics” shall be defined as disposable plastics,  
63 typically used once before they are discarded, to include plastic bags, straws,  
64 coffee stirrers, cups, and utensils and most plastic food packaging. The category  
65 of items defined as single-use plastics may be expanded and/or updated on the  
66 City’s webpage periodically upon approval by the City Manager.  
67

68       **c. Acceptable plastics.** In cases where plastics may be used, such plastics  
69 deemed acceptable shall be defined as either certified compostable, 100%  
70 recyclable, or created using post-consumer (recycled) material. The list of  
71 acceptable plastics may be expanded and updated on the City’s webpage  
72 periodically upon approval by the City Manager.  
73

74       **d. Procurement of Goods:** The City Purchasing Department is hereby directed to  
75 include language in all subsequent procurement contracts for the purchase of  
76 goods requiring that, where viable alternatives to single-use plastics are  
77 available, that such alternatives shall be used by prospective vendors in the  
78 performance of their contractual obligations to the City.  
79

80 **Sec. 14-12002. – Regulations governing retail establishments.**

81 The following regulations are hereby established with respect to retail  
82 establishments within the City:

83 a. **Definitions.** For purposes of this Section 14-12002, the following definitions  
84 apply:

85 1. "Single-use plastic carryout bag" means a bag made from plastic that is  
86 provided by a retail establishment at the check stand, cash register, point of  
87 sale, or other point of departure to a customer for the purpose of transporting  
88 food or merchandise out of the establishment. Single use plastic carryout  
89 bags do not include:

90 a. bags used by customers while shopping within the retail establishment to  
91 package loose bulk items such as fruit, vegetables, nuts, grains, candy or  
92 small hardware items, such as nails and bolts, or to contain or wrap  
93 frozen foods, meat or fish, whether prepackaged or not, or to contain or  
94 wrap flowers or potted plants, or other items where dampness may be a  
95 problem, or to contain unwrapped prepared foods or bakery goods, or to  
96 contain prescription drugs; or

97 b. newspaper bags, door-hanger bags, laundry-dry cleaning bags, or bags  
98 sold in packages containing multiple bags intended for use as garbage,  
99 pet waste, or yard waste bags.

100 2. "Retail establishment" means any person, corporation, partnership, business  
101 venture, public sports or entertainment facilities, government agency, street  
102 vendor or vendor at public events or festivals, or organizations that sell or  
103 provide merchandise, goods, or materials including, without limitation,  
104 clothing, food, beverages, household goods, or personal items of any kind  
105 directly to a customer. Examples include but are not limited to department  
106 stores, clothing stores, jewelry stores, grocery stores, pharmacies, home  
107 improvement stores, liquor stores, convenience stores, gas stations,  
108 restaurants, food vending trucks, farmers markets, and temporary vendors of  
109 food and merchandise at street fairs and festivals. 501-c(3) and government  
110 run food banks and food assistance programs are not considered to be retail  
111 establishments for the purposes of this section.

112 b. **Prohibition.** Effective September 1, 2020, no retail establishment in the City  
113 shall provide a single-use plastic carryout bag to any customer.

114 c. **Use of reusable bags.**

115 (1) All retail establishments must provide reusable bags to customers, either:

116 (a) For sale, or

117 (b) At a minimum charge of ten cents (\$0.10) per bag during limited-time store  
118 promotions.

119 (2) Exemptions would be made for reusable bag giveaway events that are  
120 intended to promote the use of reusable bags not exceeding a total of ninety  
121 (90) days in any consecutive 12-month period.

122 (3) Each retail establishment is strongly encouraged to educate its staff to  
123 promote reusable bags and to post signs encouraging customers to use  
124 reusable bags.

125 **c. Encouragement to businesses, residents and other jurisdictions.** The City  
126 hereby urges businesses, residents and municipalities within Georgia to adopt  
127 additional practices with the objective and effect of reducing the distribution of  
128 single-use plastics.

129 \*\*\*\*\*  
130 \*\*\*\*\*

131 **Section 3.** It is hereby declared to be the intention of the City Council that: (a) All  
132 sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were,  
133 upon their enactment, believed by the City Council to be fully valid, enforceable and  
134 constitutional.

135 (b) To the greatest extent allowed by law, each and every section, paragraph,  
136 sentence, clause or phrase of this Ordinance is severable from every other section,  
137 paragraph, sentence, clause or phrase of this Ordinance. No section, paragraph,  
138 sentence, clause or phrase of this Ordinance is mutually dependent upon any other  
139 section, paragraph, sentence, clause or phrase of this Resolution.

140 (c) In the event that any phrase, clause, sentence, paragraph or section of this  
141 Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or  
142 otherwise unenforceable by the valid judgment or decree of any court of competent  
143 jurisdiction, it is the express intent of the City Council that such invalidity,  
144 unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not  
145 render invalid, unconstitutional or otherwise unenforceable any of the remaining  
146 phrases, clauses, sentences, paragraphs or sections of the Ordinance.

147 **Section 4.** All Ordinance and Resolutions in conflict herewith are hereby expressly  
148 repealed.

149 **Section 5.** The City Attorney, City Clerk and contracted City Codifier are authorized  
150 to make non-substantive formatting and renumbering edits to this ordinance for  
151 proofing, codification, and supplementation purposes. The final version of all  
152 ordinances shall be filed with the clerk.

153 **Section 6.** The effective date of this Ordinance shall be on the date as set forth  
154 under Sec. 3.21 of the City Charter unless provided otherwise by applicable local, state  
155 and/or federal law.  
156

157 **Section 7. Instruction to City Clerk:** The City Clerk is hereby directed to circulate  
158 a copy of this Resolution to all City Department Heads promptly following its adoption.  
159

160  
161

162 THIS ORDINANCE so adopted this \_\_\_\_\_ day of \_\_\_\_\_ 2019.

163  
164

**CITY OF SOUTH FULTON, GEORGIA**

165  
166  
167

168 \_\_\_\_\_  
169 WILLIAM "BILL" EDWARDS, MAYOR

170  
171

ATTEST:

172  
173  
174

175 \_\_\_\_\_  
S. DIANE WHITE, CITY CLERK

176  
177

APPROVED AS TO FORM:

178  
179  
180

181 \_\_\_\_\_  
EMILIA C. WALKER, CITY ATTORNEY

182  
183  
184  
185  
186  
187  
188  
189  
190  
191  
192  
193  
194  
195  
196  
197  
198

199 The foregoing Ordinance No. 2019-\_\_\_\_\_ was moved for approval by Councilmember  
200 \_\_\_\_\_. The motion \_\_\_\_\_ was seconded by Councilmember  
201 \_\_\_\_\_, and being put to a vote, the result was as  
202 follows:

203  
204  
205  
206  
207  
208  
209  
210  
211  
212  
213  
214  
215  
216

AYE

NAY

William "Bill" Edwards, Mayor  
Mark Baker, Mayor Pro Tem  
Catherine Foster Rowell  
Carmalitha Lizandra Gumbs  
Helen Zenobia Willis  
Gertrude Naeema Gilyard  
Rosie Jackson  
khalid kamau

|       |       |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council 2nd Reading and Adoption of Amending Alcohol Ordinance

**DATE:** September 24, 2019

**SUBJECT:** Council 2nd Reading and Adoption of Amending Alcohol Ordinance

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description                 | Type       | Upload Date |
|-----------------------------|------------|-------------|
| Alcohol Ordinance Amendment | Cover Memo | 9/18/2019   |



1 STATE OF GEORGIA  
2 COUNTY OF FULTON  
3 CITY OF SOUTH FULTON

4

5 AN ORDINANCE AMENDING TITLE 16, ALCOHOLIC BEVERAGES, OF THE CITY  
6 OF SOUTH FULTON, GEORGIA, CODE OF ORDINANCES AND FOR OTHER  
7 PURPOSES

8 (Sponsored by Councilperson Willis, Gumbs and Rowell)

9

10 WHEREAS, the City of South Fulton (“City”) is a municipal corporation duly  
11 organized and existing under the laws of the State of Georgia;

12

13 WHEREAS, the duly elected governing authority of the City, is the Mayor and  
14 Council thereof (“City Council”);

15 WHEREAS, the Georgia Alcoholic Beverage Code (O.C.G.A. § 3-1-1 et al.)  
16 regulates state-wide alcoholic beverage related activities in the State of Georgia;

17 WHEREAS, the Mayor and Council wish to adopt alcohol related regulations  
18 within the City; and

19 WHEREAS, this ordinance is in the best interests of the health and general  
20 welfare of the City, its residents and general public.

21 THE COUNCIL OF THE CITY OF SOUTH FULTON HEREBY ORDAINS as  
22 follows:

23

24 Section 1: The City of South Fulton Code of Ordinances, Title 16, Alcohol  
25 Beverages, is hereby replaced in its entirety to read as follows:

26

27 TITLE 16 - ALCOHOLIC BEVERAGES

28 CHAPTER I. - IN GENERAL

29 Sec. 16-1001. - Purposes.

30 (a) The purposes of this title shall include, without necessarily being limited to, the  
31 following:

32 (b) Compliance with and effectuation of the general state law;

33 (c) Prevention and control of the sale of alcoholic beverages by unfit persons;

- 34 (d) The protection of schools, homes, churches, parks, and other institutions;  
35 (e) Promotion of appropriate land use and zoning and the effectuation of the city's  
36 land use and zoning policies;  
37 (f) Protection of the public health, safety, and welfare.

38 To the maximum extent possible under state and federal law, the business of selling  
39 alcoholic beverages shall under this title be considered to be a privilege to be accorded  
40 in conformity with the foregoing and other public policies of the city, rather than a right.

41

42 **Sec. 16-1002. - Definitions.**

43 (a) Unless a contrary intention is clearly apparent from the context, any term used in  
44 this title shall have the same meaning as when used in a comparable provision of  
45 the "Georgia Alcoholic Beverage Code," O.C.G.A. §§ 3-1-1—3-12-3, as amended.

46 (b) As used in this title the singular and the plural shall each include the other, the  
47 masculine and feminine shall each include the other, and any verb tense may  
48 include any other verb tense.

49 (c) As used in this title the term "may" is permissive and the term "shall" be  
50 mandatory.

51 (d) Unless a contrary intention is clearly apparent from the context, the following  
52 terms used in this title shall have the following meanings:

53 *Alcoholic beverage* means and includes all alcohol, distilled spirits, beer, malt  
54 beverage, wine or fortified wine.

55

56 *Alcoholic beverage caterer* means any retail dealer licensed pursuant to this title  
57 who provides alcohol at authorized events or functions, special events, or special  
58 events facilities.

59 *Applicant* means person, or group of persons authorized to represent the  
60 business making application for the license.

61 *Brewery* means any establishment where malt beverages are manufactured.

62 *Brewpub* means any eating establishment in which malt beverages are  
63 manufactured, subject to the barrel production limitation prescribed in O.C.G.A. § 3-  
64 5-36. As used in this paragraph, the term "eating establishment" means an  
65 establishment which is licensed to sell distilled spirits, malt beverages, or wines and  
66 which derives at least fifty (50) percent of its total annual gross food and beverage  
67 sales from the sale of prepared meals or food; provided, however, that when  
68 determining the total annual gross food and beverage sales, barrels of malt  
69 beverages sold to licensed wholesale dealers, as authorized pursuant to  
70 subparagraph (D) of paragraph (2) of O.C.G.A. § 3-5-36, or to the public for  
71 consumption off the premises, as authorized pursuant to subparagraph (D) of  
72 paragraph (2) and paragraph (4) of O.C.G.A. § 3-5-36, shall not be used.

73            *City* means the City of South Fulton and when used in a geographical sense  
74 means the territorial limits of the City of South Fulton.

75            *City Council* means the Mayor and Council of South Fulton, Georgia.  
76

77            *Distilled spirits* mean any alcoholic beverage obtained by distillation or containing  
78 more than 24 percent alcohol by volume, as defined in O.C.G.A. § 3-1-60 2(9), as  
79 amended.  
80

81            *Eating establishment* means an establishment which is licensed to sell or  
82 otherwise dispense distilled spirits, malt beverages, or wines and which derives at  
83 least 50 percent of its total annual gross food and beverage sales from the sale of  
84 prepared meals or food.

85            *Farm Winery* means a parcel zoned as an agricultural use where (i) fruit is grown  
86 in a producing vineyard, orchard or similar growing area on the premises and with  
87 facilities for fermenting and bottling wine on the premises where the owner or  
88 lessee manufactures wine or fortified wine that contains not more than 24 percent  
89 alcohol by volume; or (ii) purchased from producing vineyard, orchard or similar  
90 growing area in the City of South Fulton and with facilities for fermenting and  
91 bottling wine on the premises where the owner or lessee manufactures wine or  
92 fortified wine that contains not more than 24 percent alcohol by volume.

93            *Food caterer* means any person who prepares food for consumption off the  
94 premises.

95            *Golf club* means a golf facility consisting of a clubhouse or a professional golf  
96 shop and a regulation or executive length golf course of at least nine holes, as  
97 recognized by the United States Golf Association, the Professional Golfers  
98 Association of America, and the Georgia State Golf Association.

99  
100            *Growler* means a professionally sanitized reusable container not exceeding 64  
101 ounces in volume used to transport draft beer for off-premises consumption.

102            *Immediate family of a person* means all persons related to such person by  
103 consanguinity or affinity within the first degree, as computed according to the law of  
104 Georgia.

105            *Interest* means and includes any pecuniary interest and any ownership interest,  
106 whether present or future, whole or partial, legal or beneficial, contingent or vested,  
107 direct or indirect, and any right, power, or authority of control.

108            *License* means the authorization by the City to engage in the manufacturing,  
109 distribution or sale of alcoholic beverages including for consumption on the premises  
110 and by the package.  
111

112 *Licensee* means any person, or group of persons holding a license to engage in  
113 the manufacturing, distribution or sale of alcoholic beverages including for  
114 consumption on the premises or by the package.  
115

116 *Malt beverage* means any alcoholic beverage obtained by the fermentation of any  
117 infusion or decoction of barley, malt, hops, or any other similar product, or any  
118 combination of such products in water, containing not more than fourteen (14)  
119 percent alcohol by volume and including ale, porter, brown, stout, lager beer, small  
120 beer, and strong beer. The term does not include sake, known as Japanese rice  
121 wine.  
122

123 *Microbrewery* is the term used in this title to collectively refer to breweries and  
124 brewpubs.

125 *Mixed-use development* means a development comprised of any combination  
126 of residential, commercial, office, or institutional uses. The uses may be combined  
127 in a single structure or in multiple but integrated and related structures. Mixed  
128 developments must be zoned MIX (Mixed Use) District or C-1 (Community  
129 Business) District.

130 *Owner* means any person or group of persons having a financial interest in the  
131 income of the business. "Owner" also includes any person, corporation or  
132 partnership operating a business under a management contract.  
133

134 *Package* means a bottle, can, keg barrel, growler or other original consumer  
135 container.

136 *Police department* means the City Police Department.

137 *Public entertainment facility* means an arena, stadium, automobile race track,  
138 amphitheater, auditorium, theater, civic center, convention center, or similar facility  
139 that is primarily designed and used for live artistic, theatrical, cultural, educational,  
140 charitable, musical, sporting, nationally sanctioned automobile racing, or  
141 entertainment events.

142 *Premises* means the definite closed or partitioned-in locality, whether a room,  
143 shop, or building wherein alcoholic beverages are dispensed for consumption on the  
144 premises by the drink, or are manufactured, distributed, and/or sold by the package.  
145

146 *Private club* means a corporation, or partnership organized and existing under  
147 the laws of the state, actively in operation within the City, having at least 100  
148 members regularly paying monthly, quarterly, or semiannual dues, organized and  
149 operated exclusively for pleasure, recreation and other nonprofitable purposes, no  
150 part of the net earnings of which inures to the benefit of any shareholder or  
151 member, and owning, hiring or leasing a building or space therein for the  
152 reasonable use of its members with suitable kitchen and dining room space and

153 equipment and maintaining and using a sufficient number of employees for cooking,  
154 preparing and serving meals for its members and guests; provided, that no member  
155 or officer, agent or employee of the club is paid, or directly or indirectly receives, in  
156 the form of salary or other compensation, any profits from the sale of alcoholic  
157 beverages to the club or its members or guests beyond a fixed salary.

158 *Private residence* means a house or dwelling wherein not less than one or more  
159 than two families customarily reside and does not include a mobile home, an  
160 apartment house having facilities for housing more than two families, a  
161 boardinghouse or rooming house where there are five or more boarders or roomers,  
162 any residence which has been unoccupied for a period of six consecutive months  
163 immediately prior to the filing of any application for license, or any residence in a  
164 nonconforming use in a commercial zone.

165 *Police Chief* means the Chief of Police of the City.

166 *Registered agent* means that individual, who is a resident of Fulton County,  
167 Georgia and at least 21 years of age, required to be designated by a licensee to  
168 receive any process, notice, or demand required or permitted by law or under this  
169 title to be served upon a licensee or owner.

170 *Retail* means the sale of alcoholic beverages in unbroken packages only to  
171 consumers and not for resale.

172  
173 *Special event* means an occurrence taking place somewhere other than on a  
174 licensed premise.

175  
176 *Special event facility* means a facility used for monetary consideration on a  
177 rental, fee, percentage, or similar basis, used primarily for special occasions,  
178 including but not limited to: receptions, meetings, banquets, conventions, parties,  
179 catered events, or similar gatherings.

180  
181 *Wholesaler* means any person, firm, or corporation which sells alcoholic  
182 beverages to other wholesalers, to retail dealers who sell by the package, or to retail  
183 dealers who hold licenses to sell only on the premises by the drink.

184  
185 *Wine* means any alcoholic beverage containing not more than twenty-four (24)  
186 percent alcohol by volume made from fruits, berries, or grapes either by natural  
187 fermentation or by natural fermentation with brandy added. The term includes, but is  
188 not limited to, all sparkling wines, champagnes, combinations of such beverages,  
189 vermouths, special natural wines, rectified wines, and like products. The term does  
190 not include cooking wine mixed with salt or other ingredients to render it unfit for  
191 human consumption as a beverage. A liquid shall first be deemed to be a wine at  
192 that point in the manufacturing process when it conforms to the definition of wine  
193 contained in this code section.

194

195 **CHAPTER 2. - LICENSING**

196 **Sec. 16-2001. - License required.**

197 (a) It shall be unlawful for any person to sell, offer for sale, or otherwise dispense any  
198 alcoholic beverages within the city except under a valid license issued under this  
199 title and in compliance with the provisions of this title.

200 (b) All licenses issued pursuant to this title shall have printed on the front: "This  
201 license is a mere privilege subject to being revoked and annulled and is subject to  
202 the laws of Georgia and the existing and any further ordinances of the City of South  
203 Fulton."

204 (c) The applicant for a license or permit, for which provision is made in this title, shall  
205 be subject to all state laws and regulations and to all city ordinances and regulations  
206 dealing with general licensing and consumption on the premises of alcoholic  
207 beverages, except as may be otherwise specifically provided in this title.

208

209 **Sec. 16-2002. - Retail package licenses.**

210 Applicants may apply for one or more of the following type retail licenses:

211 (1) *Package malt beverage license.* Retail sale of malt beverages in the original  
212 package.

213 (2) *Package wine license.* Retail sale of wine in the original package.

214 (3) *Package distilled spirits license.* Retail sale of distilled spirits in the original  
215 package.

216 This application shall be accompanied by the requisite fee in an amount as set by  
217 resolution of the City Council, which amount shall remain in effect until modified or  
218 amended by subsequent resolution adopted by the City Council.

219

220 **Sec. 16-2003. - Retail consumption on the premise's licenses.**

221 Following are the classes of retail consumption on the premises licenses that are  
222 available. Unless otherwise specifically provided in this title, retail consumption on the  
223 premise's licenses are available only to eating establishments. One or more of the  
224 following type retail licenses:

225 (a) Consumption on the premises of malt beverages license: retail sale of malt  
226 beverages by the drink, bottle or can.

227 (b) Consumption on the premises of wine license: retail sale of wine by the drink or  
228 bottle.

229 (c) Consumption on the premises of distilled spirits license: retail sale of distilled  
230 spirits by the drink.

231 (d) Brewpub.

232 The application shall be accompanied by the requisite fee in an amount as set by  
233 resolution of the city council, which amount shall remain in effect until modified or  
234 amended by subsequent resolution adopted by the city council. Service from more than  
235 one bar at a licensed location may be made upon payment of an additional fee per bar,  
236 as set by resolution of the city council. No additional fee shall be charged for portable  
237 bars or service bars accessible only to employees.

238

239 **Sec. 16-2003. - Wholesale licenses.**

240 (a) Any wholesale dealer in alcoholic beverages who is licensed by the state and who  
241 does not have a place of business in the city shall be granted a license to distribute  
242 such beverages in the city upon application for such license to the police  
243 department, submittal of an annual renewal packet, and a statement that he  
244 understands the alcoholic beverage rules and regulations of the city and the  
245 conditions under which retail licenses are issued. Distributors whose principal place  
246 of business is a location other than the city shall pay a registration fee of \$100.00 as  
247 authorized by O.C.G.A. § 3-5-43 (or such fee as may be authorized by any future  
248 amendment or revision thereto).

249 (b) Any wholesale dealer in alcoholic beverages who is licensed by the state and who  
250 has a place of business in the city shall procure a license under the same provisions  
251 applicable to retail licensees. The application for a resident wholesale dealer's  
252 license shall be accompanied by the requisite fee in an amount as set by resolution  
253 of the City Council, which amount shall remain in effect until modified or amended  
254 by subsequent resolution adopted by the City Council.

255

256 **Sec. 16-2004. - Alcoholic beverage caterers.**

257 (a) *License Requirements—Resident Caterers.*

258 (1) Any alcoholic beverage retailer possessing a valid license from the City of  
259 South Fulton to sell malt beverages, wine or distilled spirits by the drink at a  
260 fixed location within the city may apply for an off-premises license that  
261 authorizes sales at authorized catered event(s) or function(s).

262 (2) Off-premises catering license/permit as authorized herein may be issued on  
263 an annual or per event basis. The fee for each such license shall be set by  
264 council and approved by resolution.

265 (3) It shall be unlawful for any person to engage in, carry on or conduct the sale  
266 or distribution of alcoholic beverages off-premises and in connection with a  
267 catered event or function without first having obtained a license as provided  
268 herein.

269 (b) *Permit Requirements—Nonresident Caterers.* Entities within the City that wish to  
270 host a special event using an alcoholic beverage caterer from another jurisdiction

- 271 shall obtain an alcohol special event application from the police department. The  
272 application for the special event permit shall include but not be limited to:
- 273 (1) The name of the nonresident alcoholic beverage caterer desired;
  - 274 (2) A copy of the alcoholic beverage license and catering license/permit issued by  
275 the jurisdiction in which the business is located;
  - 276 (3) The quantity of alcoholic beverages to be transported from the licensee's  
277 primary location to the location of the authorized catered event(s) or  
278 functions(s).
  - 279 (4) The original event permit shall be kept in the vehicle transporting the alcoholic  
280 beverages to the catered event(s) or function(s).
  - 281 (5) It shall be unlawful for a licensed alcoholic beverage caterer to distribute or  
282 sell alcoholic beverages off-premises except as authorized by the event permit.
- 283 (c) [*Limitation of License.*] A licensed alcoholic beverage caterer may sell only that  
284 which is authorized by his alcoholic beverage license. For example, if the alcoholic  
285 beverage caterer possesses a valid license to sell malt beverages, he may sell only  
286 malt beverages at the authorized catered event or function.
- 287 (d) *Sunday Sales.* An alcoholic beverage caterer wishing to cater an event or function  
288 on Sunday must comply with the requirements of state law with respect to the  
289 service of alcoholic beverages on Sunday.

290

## 291 **Sec. 16-2005. – Special Event Permits**

292 Alcohol special event permits may be issued to nonprofit organizations or for-profit  
293 organizations. The fee for alcohol special event permits shall be according to a fee  
294 schedule adopted by the City Council. Such a permit shall authorize sale by the drink for  
295 on-premises consumption or sell wine for off-premises consumption. The application for  
296 an alcohol special event permit must be obtained from and filed with the police  
297 department at least 45 days prior to the date of the special event. An alcohol special  
298 event permit may be immediately revoked by the Chief of Police in an emergency in  
299 which continued operation of the event by the licensee/permit holder endangers the  
300 health, welfare or safety of the public.

301

### 302 (1) *Special Event Nonprofit:*

- 303 (a) As used in this section, the term "bona fide nonprofit civic organization" means an  
304 entity which is exempt from federal income tax pursuant to the provisions of 26  
305 U.S.C. Sections 501(c), 501(d), or 501(e).
- 306 (b) To be eligible to apply for a nonprofit alcohol special event permit to sell alcoholic  
307 beverages at an authorized event, a bona fide nonprofit civic organization must be  
308 the applicant; a nonprofit authorization letter must be produced; any required city  
309 special event permit must be obtained; and the authorized event for which the city



310 special event permit is issued must be associated with and benefit the cause of a  
311 charitable or civic organization.

312 (c) Pursuant to state law, a nonprofit alcohol special event permit shall authorize the  
313 organization to sell alcoholic beverages for consumption only on the premises for a  
314 period not to exceed three days, subject to all laws and ordinances regulating the  
315 time for selling such beverages; the alcohol special event permit shall be valid only  
316 for the place specified in the permit; and no more than six such permits may be  
317 issued to the applicant organization in any one calendar year.

318 (d) Each applicant for such a nonprofit alcohol special event permit shall submit an  
319 application on forms provided by the police department and be accompanied by a  
320 nonrefundable fee in an amount as set by resolution of the City Council, which  
321 amount shall remain in effect until modified or amended by subsequent resolution  
322 adopted by the City Council.

323 (e) Nothing in this section shall be construed to waive or appeal any other  
324 requirements ordained under this Code.

325 (f) The licensee of a nonprofit special event permit shall supervise all aspects of the  
326 special event pertaining to the handling and storage of alcoholic beverages and the  
327 distribution of alcoholic beverages to consumers. The permit holder shall be  
328 responsible for compliance with all aspects of this article and state law, and liable  
329 for infractions thereof.

330 (g) Nonprofit alcohol special event permits will be approved by the Chief of Police or  
331 his designee.

332

333 (2) *Special Event for Profit:*

334 (a) As used in this section, the term "for profit" means an organization that operates to  
335 make a profit.

336 (b) To be eligible to apply for a for-profit alcohol special event to sell alcoholic  
337 beverages at an authorized event, the applicant must represent a business,  
338 corporation, partnership or LLC and provide a copy of any city special event permit  
339 required for such event. For-profit alcohol special event permits will not be issued to  
340 individuals.

341 (c) Pursuant to state law, a for-profit alcohol special event permit shall authorize the  
342 organization to sell alcoholic beverages for consumption only on the premises for a  
343 period not to exceed 10 days, subject to all laws and ordinances regulating the time  
344 for selling such beverages; the for-profit alcohol special event permit shall be valid  
345 only for the place specified in the permit; and no more than six such permits may be  
346 issued to the applicant organization in any one calendar year.

347 (d) Each applicant for such for-profit alcohol special event permit shall submit an  
348 application on forms provided by the police department and be accompanied by a  
349 nonrefundable fee in an amount as set by resolution of the City Council, which

350 amount shall remain in effect until modified or amended by subsequent resolution  
351 adopted by the City Council.

352 (h) Nothing in this section shall be construed to waive or appeal any other  
353 requirements ordained under this Code.

354 (i) The permit holder of a for-profit alcohol special event permit shall supervise all  
355 aspects of the special event pertaining to the handling and storage of alcoholic  
356 beverages and the distribution of alcoholic beverages to consumers. The permit  
357 holder shall be responsible for compliance with all aspects of this article and  
358 state law, and liable for infractions thereof.

359 (j) For-profit alcohol special event permits will be approved by the Chief of Police or  
360 his designee.

361

362 *(3) City Sponsored Events.*

363 Subject to compliance with all state law requirements and oversight by the police  
364 chief, the provisions of title shall not apply to city sponsored events and city  
365 councilmember sponsored town halls.

366

367 **Sec. 16-2006. - Growlers license.**

368 (a) The retail sale of growlers is authorized for establishments licensed pursuant to  
369 this title.

370 (b) A growler license may be obtained only by establishments engaged in the retail  
371 sale of growlers.

372 (c) In addition to the retail sale of growlers, a growler licensee is permitted to apply  
373 for licenses to engage in the retail sale of beer and/or wine by the package and  
374 by the glass for consumption on premises. The obtaining of a license for the on-  
375 premise consumption of beer and/or wine by the glass shall not authorize  
376 consumption from growlers on the premises. After a growler is filled at the  
377 licensed premises, it must be securely sealed and removed from the premises in  
378 its original condition and cannot be opened or consumed on the premises.

379 (d) Growlers may only be filled with beer or wine from kegs or barrels procured by  
380 the licensee from a duly licensed wholesaler.

381 (e) Only professionally sanitized and sealed growlers may be filled and made  
382 available for retail sale.

383 (f) A growler licensee shall be authorized to offer samples of draft beer or wine to  
384 patrons over the age of 21.

385 (g) Growler licensees and employee thereof shall be permitted to taste draft beer  
386 and wine at the licensed growler premises for quality control or educational  
387 purposes only. At no time however, shall a growler licensee and/or employee  
388 become intoxicated at the licensed premises.

389 (h) No food purchased at an establishment possessing a growler license may be  
390 consumed on premises.

391 (i) No screen, partition or thing which prevents a clear view into the interior of a  
392 growler store from the street, nor any booth within, shall be permitted.

393 **Sec. 16-2007. - Farm winery license.**

394

395 (a) A Farm Winery license may be obtained by Farms operating as a Farm Winery  
396 as defined by this title.

397 (b) A Farm Winery licensee, or employee thereof, shall be permitted a limited  
398 exception under this title to taste wines produced on the premises for quality  
399 control and educational purposes only. At no time during hours or commercial  
400 operation however, shall a Farm Winery licensee, or employee thereof, become  
401 intoxicated at the licensed premises.

402 (c) State regulations relating to the manufacture, sales and distribution of wine, as  
403 revised from time to time, promulgated by the state revenue department, are  
404 hereby incorporated into and made a part of this title as if fully set out in this  
405 section.

406

407 **Sec. 16-2008. – Other provisions applicable to farm wineries only.**

408

409 (a) A Farm Winery licensee shall be authorized to provide guided tours of said  
410 winery, during which a “free tasting” of wine may be conducted by the Farm  
411 Winery. Said tours and tastings shall be permitted in accordance with the Official  
412 Code of Georgia, as amended from time to time.

413 (b) No “free tasting” of wine shall be permitted between the hours of 12:00 a.m. and  
414 8:00 a.m. any day of the week. In addition, no pouring or tasting of wine shall be  
415 permitted on Sundays before 11 a.m. and after 11:30 p.m., or on any other days  
416 or times prohibited by state law.

417 (c) All wine provided at the “free tasting” shall be served by a state licensed  
418 representative of the winery and shall be wine produced on-site by said winery.

419 (d) The licensed Farm Winery may elect to provide non-alcoholic food or beverages  
420 at no charge to customers or tour-attendees, either directly or indirectly.

421 (e) No person who is a participant in an educational or promotional tour may bring  
422 alcoholic beverages obtained off the premises of the licensed Farm Winery to  
423 said winery under any circumstances.

424 (f) Souvenirs may be provided by a licensed Farm Winery, including souvenir  
425 containers that may be used in “free tastings” sponsored by the Farm Winery, in  
426 compliance with State law, as amended from time to time.

427 (g) Except as set forth otherwise in this section, a microbrewery licensee operating a  
428 Farm Winery shall be subject to all requirements of this title.

429

430

431 **Sec. 16-2009. - Microbrewery license, regulations generally.**

432 The following regulations shall apply to licensed microbrewery establishments:

- 433 (a) A microbrewery license may be obtained only by establishments operating as a
- 434 brewery or a brewpub.
- 435 (b) A microbrewery licensee, or employee thereof, shall be permitted a limited
- 436 exception under this title to taste draft beer and wine at the licensed premises for
- 437 quality control or educational purposes only. At no time however, shall a
- 438 microbrewer licensee and/or employee become intoxicated at the licensed
- 439 premises.
- 440 (c) An individual applying for a microbrewery license shall indicate on their
- 441 application whether he or she intends to open and operate a brewery or
- 442 brewpub.
- 443 (d) All operations by a microbrewery shall be conducted within an enclosed building.
- 444 (e) No screen, partition or thing which prevents a clear view into the interior of a
- 445 microbrewery from the street, nor any booth within, shall be permitted.
- 446 (f) The state regulations relating to the manufacture, sale, and distribution of beer, as
- 447 revised from time to time, promulgated by the state revenue department, are
- 448 hereby incorporated into and made a part of this title as if fully set out in this
- 449 section.

450

451 **Sec. 16-2010. - Provisions applicable to breweries only.**

452

- 453 (a) A microbrewery licensee operating a brewery shall be authorized to provide
- 454 guided tours of said brewery, during which a “free tasting” of malt beverages or
- 455 beer may be conducted by the brewery. Said tours and tastings shall be
- 456 permitted in accordance with the Official Code of Georgia, as amended from time
- 457 to time.
- 458 (b) No “free tasting” of beer or malt beverages shall be permitted between the hours
- 459 of 12:00 a.m. and 8:00 a.m. any day of the week. In addition, no pouring or
- 460 tasting of beer or malt beverages shall be permitted on Sundays before 11 a.m.
- 461 and after 11:30 p.m., or on any other days or times prohibited by state law.
- 462 Promotional or educational tours of a brewery facility shall also only be
- 463 permitted within these allowed timeframes.
- 464 (c) All malt beverages or beer provided at the “free tasting” shall be served by a
- 465 state licensed representative of the brewery and shall be malt beverages or beer
- 466 brewed on-site by said brewery.
- 467 (d) The licensed brewery may elect to provide non-alcoholic food or beverages at no
- 468 charge to customers or tour-attendees, either directly or indirectly.
- 469 (e) No person who is a participant in an educational or promotional tour may bring
- 470 alcoholic beverages obtained off the premises of the licensed brewery to said
- 471 brewery under any circumstances.
- 472 (f) Souvenirs may be provided by a brewery, including souvenir containers that may
- 473 be used in “free tastings” sponsored by the brewery, in compliance with State
- 474 law, as amended from time to time.
- 475 (g) Except as set forth in this section, a microbrewery licensee operating a brewery
- 476 shall be subject to all sections of this chapter.

477 (h) Operation of a brewery shall prohibit a microbrewery licensee from obtaining any  
478 other category of alcohol beverage license available under this title for the same  
479 premises.  
480

481 **Sec. 16-2011. - Provisions applicable to brewpubs only.**  
482

483 (a) A microbrewery licensee operating a brewpub shall be authorized to operate an  
484 eating establishment that shall be the sole retail outlet for such malt beverages  
485 and that may offer for sale for consumption on the premises any other alcoholic  
486 beverages produced by other manufacturers which are authorized for retail sale  
487 under this title, provided that such alcoholic beverages are purchased from a  
488 licensed wholesaler and, provided further, in addition to malt beverages  
489 manufactured on the premises, each brewpub licensee shall offer for sale  
490 commercially available canned or bottled malt beverages purchased from a  
491 licensed wholesale dealer.

492 (b) Should a microbrewery licensee operating a brewpub offer for sale other  
493 alcoholic beverages produced by other manufacturers on the premises of the  
494 brewpub, the licensee shall also be required to obtain an on-premises  
495 consumption license.

496 (c) The holder of a microbrewery licensee who is operating a brewpub shall not be  
497 entitled by virtue of said microbrewery license to sell alcoholic beverages by the  
498 package for consumption off the premises. A microbrewery licensee operating a  
499 brewpub may, however, apply for an additional license to sell alcoholic  
500 beverages at such brewpub by the package for consumption off the premises.

501 (d) A microbrewery licensee operating a brewpub shall pay all state and local license  
502 fees and excise taxes applicable to individuals licensed under this title as  
503 manufacturers, retailers and, where applicable, wholesale dealers.

504 (e) Except as set forth in this section, a microbrewery licensee operating a brewpub  
505 shall be subject to all sections of this chapter.  
506

507 **Sec. 16-2012. - Duration of licenses.**

508 All licenses, except as otherwise indicated, issued under this title shall be issued on  
509 a calendar year basis, and all licenses shall expire at midnight on December 31 of the  
510 year for which they are issued. License fees shall be prorated as follows: New  
511 applications issued on and between January 1 and June 30 shall be assessed the full  
512 license fee. New applications issued on and between July 1 and December 31 shall be  
513 assessed one-half of the license fee.

514  
515 **Sec. 16-2013. - Individual, business or association entities; named licensee.**

516 (a) A license issued to an individual shall be issued in the name of the individual. A  
517 license issued to a partnership shall be issued in the name of the partnership and in  
518 the name of the partner or employee primarily responsible for the operation of the  
519 licensed premises who shall be the named licensee. A license issued to a

520 corporation shall be issued in the name of the corporation and in the name of the  
521 stockholder, officer of the corporation, or employee primarily responsible for the  
522 operation of the licensed premises who shall be the named licensee. A license  
523 issued to a purely nonprofit civic, fraternal, patriotic, private, or social club or  
524 corporation which is organized and conducted in the city solely as a mutual benefit  
525 membership group, shall be issued in the name of the club or corporation and in the  
526 name of the individual primarily responsible for the club or corporation's compliance  
527 with this title, and the named individual shall be named licensee.

528 (b) The individual completing and presenting an application for a license, whether for  
529 himself, a partnership, a corporation, or a nonprofit organization shall meet the  
530 requirements of this title so as to be the named licensee.

531

532 **Sec. 16-2014. - Joint responsibility.**

533 If a partnership, each partner shall be responsible for the actions of the named  
534 licensee and the conduct of the licensed business. If a corporation, the corporation, its  
535 officers and directors shall be responsible for the actions of the named licensee and the  
536 conduct of the licensed business. If a nonprofit organization, its officers, directors, or  
537 governing authority shall be responsible for the actions of the named licensee and the  
538 conduct of the licensed business. If the licensee designates a registered agent, the  
539 licensee shall be responsible for the actions of the named registered agent and the  
540 conduct of the licensed business.

541

542 **Sec. 16-2015. - Eligibility for license.**

543 (a) Every applicant shall, prior to applying for a license, read and familiarize himself  
544 with the provisions of this title, and the application shall constitute a certification that  
545 applicant has done so. Every licensee shall maintain a copy of this title on the  
546 licensed premises and shall instruct each employee engaged in the sale or handling  
547 of alcoholic beverages concerning the relevant provisions of this title.

548 (b) An applicant shall be active in the operation of the licensed business and shall be  
549 personally present on the licensed premises sufficiently to assure compliance with  
550 the provisions of this title. For purposes, a licensee shall not be considered active  
551 unless he is an owner, stockholder, or fulltime employee of the licensed business  
552 and is present on the licensed premises a minimum of ten hours per week.

553 (c) A licensee must be of good moral character and a citizen of the United States or  
554 an alien lawfully admitted for permanent residence. Any such alien shall have been  
555 lawfully admitted for permanent residence for at least one year prior to application.

556 (d) In addition to the requirements of subsection (c), a licensee for the retail sale of  
557 distilled spirits in the original package must have been a resident of a county or  
558 municipality in the state, in which the retail sale of distilled spirits in the original

559 package is legal, for one year immediately preceding the filing of the application for  
560 such license.

561 (e) No person, including members of a retail dealer licensee's immediate family, shall  
562 be issued, nor shall have a beneficial interest in, more than two package distilled  
563 spirits licenses issued in this state.

564 (f) A licensee shall not have been convicted within the ten years preceding his  
565 application of any felony, involving moral turpitude, any sexually related crime,  
566 illegal possession or sale of controlled substances, illegal possession or sale of  
567 alcoholic beverages, or any criminal offense relating to taxes or gambling. A  
568 licensee shall not have more than one conviction within the ten years preceding his  
569 application of any misdemeanor criminal offense related to alcoholic beverages  
570 including, but not limited to, illegal possession, sale, or use of alcoholic beverages,  
571 or more than one conviction for any misdemeanor criminal offense relating to the  
572 illegal possession, sale, or use of any controlled substance. This subsection shall  
573 apply with respect to the laws of this state, other states, the United States, and  
574 other countries. A guilty plea, plea of nolo contendere or the forfeiture of a bond  
575 shall be considered a conviction for purposes of this subsection. Sentencing as first  
576 offender status shall not be considered as a conviction if the sentence was  
577 successfully completed without any violation of probation and with no adjudication  
578 of guilt ever being entered. Any felony or misdemeanor arrest must have a final  
579 disposition.

580 (g) A licensee shall not have had any alcohol license revoked any license to sell  
581 alcoholic beverages issued by any governmental entity, within the three years  
582 preceding his application.

583 (h) A licensee shall (or appoint a registered agent) reside in one of the five  
584 metropolitan counties upon whom may be served any process, notice or demand  
585 required or permitted by law or under this title to be served upon the licensee or  
586 owner. The registered agent if appointed must be a resident of at least 21 years of  
587 age.

588

589 **Sec. 16-2016. - Persons prohibited from acquiring license.**

590 It is unlawful for any elected, temporary, or full-time employee or appointed official of  
591 the City, or his or her spouse, to hold any license hereunder  
592

593 **Sec. 16-2017. - Alcohol awareness training certification required.**

594 (a) The applicant for a license under this article shall present to the police department  
595 current certification of attendance at an approved alcohol awareness training  
596 program. Such certification or approved alternative program shall be verified and  
597 signed off by the Chief of Police or designee.

598 (b) If the applicant lacks such training and certification, the applicant shall have 30  
599 days from the date of the granting of the license to complete the training and submit  
600 certification to the police department. Upon due cause being shown, the police chief  
601 or designee may grant an extension of time, not to exceed 60 days, to complete  
602 said training. Failure to timely obtain such certification shall be grounds for  
603 revocation of the alcoholic beverage license.

604 (c) Every applicant to whom an alcohol work permit is issued and every employee  
605 who dispenses, sells, serves, takes orders or mixes beverages shall also complete  
606 an approved alcohol awareness training program within 30 days of being issued an  
607 alcohol work permit or being employed. Each establishment shall maintain an  
608 updated list of employees who have completed an approved alcohol awareness  
609 training program along with copies of each of the employee's completion certificate  
610 and shall produce said list and/or certificates for inspection by the city upon request.

611

612 **Sec. 16-2018. - Application fees/disposition of fees.**

613 (a) Each application for a license under this title shall be accompanied by a  
614 nonrefundable application and background investigation fee in an amount as set by  
615 resolution of the City Council, which amount shall remain in effect until modified or  
616 amended by subsequent resolution adopted by the City Council. Application and  
617 background investigation fees shall be paid at the time the application is filed and  
618 shall not be refunded under any circumstances.

619 (b) If the application is approved by the City and the license issued, no refund will be  
620 granted. If the application is denied and the license refused, or if the applicant  
621 withdraws his application prior to its submittal to the board of commissioners, the  
622 license fee will be refunded.

623

624 **Sec. 16-2019. - Application; investigation consent.**

625 (a) All applications for licenses shall be submitted to the Chief of Police or designee  
626 on forms provided by the police department. All applications shall contain a full and  
627 complete sworn and notarized personal statement by each applicant and all other  
628 material facts as determined by the police chief or designee to be relevant to the  
629 requirements of this title and further shall include, but not be limited to:

630 (1) If a partnership, the names and residence address of the partners and a copy  
631 of the partnership agreement;

632 (2) If a corporation, the names of the officers, the name of the manager, and the  
633 names of all shareholders holding more than twenty percent of any class of  
634 corporate stock and a copy of the articles of incorporation; and

635 (3) The name of any other entity having a financial interest in the establishment  
636 for which a license is sought.



- 637 (b) Each applicant/licensee shall consent to and authorize a fingerprint analysis and  
638 investigation.
- 639 (c) The application form shall be accompanied by a copy of the lease to the premises,  
640 or proof of ownership of the premises, or proof of other authorization for use of the  
641 premises.
- 642 (d) Each applicant/licensee authorize the city and its agents to secure from any court,  
643 law enforcement agency, or other public agency his criminal and civil history and to  
644 use such information in determining whether the license applied for shall be issued.  
645 Each applicant further authorizes the city and its agents to use such information in  
646 any public hearing with respect to the license applied for, either before or after the  
647 issuance of the license. Each applicant waives any right that he would otherwise  
648 have to preclude the city or its agents from obtaining and using such information to  
649 consider the application, and each applicant further waives any liability of the city or  
650 its agents for obtaining and using such information to consider the application.
- 651 (e) Separate applications must be made for each location, and separate licenses  
652 must be issued for each location.
- 653 (f) The location listed in the application will pass all required applicable inspections of  
654 the location including but not limited to, Health, Fire, Zoning, Board of Education,  
655 and Code Enforcement.  
656

657 **Sec. 16-2020. - Procedure for consideration of application; temporary licenses.**

- 658 (a) All applications filed with the police department must be noted with the date and  
659 exact time of filing, and such applications must be presented, heard and considered  
660 by City Council in order of their filing, unless circumstances during the application  
661 process causes delays.
- 662 (b) The police department shall review the application and send a copy to all affected  
663 departments of the City Government to determine compliance with City regulations  
664 and laws. Each department notified will submit a report within 15 business days to  
665 the police chief, or his designee. If no report is received, it will also be concluded that  
666 there is no objection. At a minimum, the police department will investigate the  
667 criminal history of the applicant prior to making recommendation to the City Council  
668 to grant or deny the application.  
669
- 670 (c) Notice of such application by advertisement in the form prescribed by the police  
671 department will be published by the police department at least two times on different  
672 days not less than ten days prior to the date of consideration by the City in one of  
673 the newspapers published in the City at least six days a week, circulated in the  
674 locality of the proposed business, which notice will contain a particular description of  
675 the location or of the street number of the proposed alcoholic beverage business  
676 and give the name of the owner, and, if a partnership, the name of the partners, and  
677 if a corporation, the name of the president and secretary and treasurer of such  
678 corporation. The applicant must pay the cost of said advertisement. In every case of

679 application hereafter made for a license for consumption on the premises of  
680 alcoholic beverages in the City, in addition to other advertisement required by law,  
681 the applicant must, at his expense, post on the premises where the business of  
682 manufacture or sale is to be conducted, continuously for a period of not less than ten  
683 days prior to consideration of the application by the City, a notice of the pending  
684 application, meeting the following minimum specifications: This notice must be  
685 painted or printed in black letters three inches or more in height, against a white  
686 background, on a board or metal sign, and having a surface of not less than 12  
687 square feet, and must be placed with the foot or bottom of the sign not more than  
688 three feet from the ground on the most conspicuous part of the premises, facing the  
689 most frequently traveled road, street or highway abutting same, and not more than  
690 ten feet therefrom. The sign must state clearly the nature and purpose of the  
691 application, the date and hour and place of hearing, and the name of the person,  
692 partnership, firm, or corporation, as owner, making the application.

693  
694 (d) Upon receiving any and all reports from City departments and completing its  
695 investigation, the police chief will make a recommendation to the City Council to  
696 grant or deny the application.

697  
698 (e) During the process of considering the application pursuant to section 16-2013, a  
699 temporary license for consumption on the premises of malt beverages, wine and/or  
700 distilled spirits or package malt beverage and/or wine license may be issued by the  
701 City Manager or designee for a period of up to 60 days provided the Chief of Police  
702 or designee is satisfied that the applicant substantially complies with the provisions  
703 of the applicable ordinances and meets required qualifications and the denial of a  
704 temporary license would create undue hardship upon the applicant, such as the  
705 closing of an existing business or delaying of the opening of a new business. The  
706 applicant shall sign an acknowledgment that the temporary license is a mere  
707 accommodation and may be revoked, with or without cause, by the Chief of Police or  
708 designee at any time. The Chief of Police is also authorized to extend the period of  
709 the temporary license up to an additional 60 days if, at least three business days  
710 prior to the expiration of the temporary license, or any extension thereof, the  
711 applicant requests, and explains why, an extension is needed, and the Chief of  
712 Police finds the factual circumstances surrounding the request to support the  
713 granting of an extension. Should an applicant have reason to seek an extension  
714 beyond the additional 60 days and if the Chief of Police finds the factual  
715 circumstances surrounding the additional extension request to support the granting,  
716 then the Chief of Police shall present the request to council at the next regular  
717 session of council.

718 (f) The fee for issuance of a temporary license is in addition to the regular license  
719 fees and shall be set by resolution of the City Council, and this fee amount shall  
720 remain in effect until modified or amended by subsequent resolution adopted by the  
721 City Council.

722  
723 **Sec. 16-2021. – Denial of application.**

- 724 (a) After a hearing, should the City Council deny an application, written notice of the  
725 denial shall be provided to the applicant by the Chief of Police or designee, shall set  
726 forth the reason for the denial, and advise the applicant of the right to appeal.
- 727 (b) Any decision by the City Council denying an application shall be final unless the  
728 applicant applies to the Superior Court of Fulton County by filing a petition for writ of  
729 certiorari as allowed by law.
- 730 (c) In all instances in which an application is denied, the applicant may not reapply for  
731 a license for at least one year from the final date of the denial.
- 732 (d) Any license application made pursuant to this title may be withdrawn by the  
733 applicant at any time. If the application is withdrawn before the license is issued,  
734 any sums deposited as license fees shall be refunded. After issuance of the license,  
735 no refunds shall be made. No refunds however, shall be made under any  
736 circumstances for background investigation and administrative expenses required to  
737 be paid in this title.
- 738 (e) Previous alcohol license suspensions and revocations by the applicant within three  
739 years of the date of the application will automatically be grounds for denial.

740 **Sec. 16-2022. - Transferability of license.**

- 741 (a) Except as provided in this section, no license shall be transferable to any other  
742 person or location. All applications seeking a transfer of a license in any respect  
743 shall make a new application upon forms provided by the police department and  
744 shall be accompanied by a nonrefundable application and background fee in an  
745 amount as set by resolution of the City Council, which amount shall remain in effect  
746 until modified or amended by subsequent resolution adopted by the City Council.
- 747 (b) If a change in ownership, a new application and the issuance of a new license will  
748 apply; however, no new distance requirements will apply if the location qualified  
749 for the original license.
- 750 (c) If a licensee seeks to move his place of business from the licensed premises to  
751 another place within the city, application shall be made as for an original license,  
752 however a new license fee shall not be required for the remainder of the license  
753 year.
- 754 (d) In the case of death of an owner of a license, no sale of alcoholic beverages shall  
755 be allowed until such time as a personal representative of the estate, appointed by  
756 a probate court of competent jurisdiction, shall apply to the police department for  
757 authorization. The establishment shall then be allowed to continue to operate for a  
758 period of 60 days from the date of death, until expiration of the license, or until the  
759 approval of a new license, whichever shall first occur.
- 760 (e) In the circumstances described in subsections (a) through (d), the license may be  
761 revoked if the Chief of Police determines that the change results in a failure to meet  
762 requirements of this title.

763

764 **Sec. 16-2023. - Sale or disposition of licensed business; temporary license.**

765 (a) If any licensee withdraws from, sells, or otherwise transfers the licensee's interest  
766 in the licensed business, the licensee shall immediately notify the Chief of Police or  
767 designee.

768 (b) In the case of such a withdrawal, transfer, or sale, the Chief of Police or designee  
769 may issue a temporary license as provided in section 16-2014 to the successor in  
770 interest, if the successor in interest has properly completed an application and paid  
771 the appropriate fee. The temporary license shall be valid for up to 60 days or until  
772 the application for a permanent license is granted or denied by the City Council,  
773 which ever first occurs.

774

775 **Sec. 16-2024. - License renewal.**

776 (a) An application for renewal shall be submitted to the Chief of Police or designee on  
777 forms provided by the police department, sworn and notarized by the named  
778 licensee, stating that there have been no changes in any of the information  
779 contained in the original application. If there have been any substantive changes,  
780 the application for renewal shall be in the same form as an original application.

781 (b) An application for renewal shall be filed by November 15 and shall be  
782 accompanied by the requisite license and application fees in the amount as set by  
783 resolution of the City Council, which amount shall remain in effect until modified or  
784 amended by subsequent resolution adopted by the City Council.

785 (c) Renewal applications and payments not received by November 15 shall incur a  
786 late fee. Renewal applications and payments received between November 16 and  
787 December 15 are subject to a late fee of ten percent of the annual license fee.  
788 Businesses failing to apply for renewal of their licenses by December 15 must  
789 reapply for and complete a new license.

790 (d) Within 60 days of the filing of a renewal application with the city, the Chief of  
791 Police or designee shall approve or deny said application. Should the renewal  
792 application be neither approved nor denied within 60 days, the renewal is deemed  
793 approved.

794 (e) As part of the renewal process, the Police Department will review the frequency  
795 of calls for police service or for police intervention to the licensed premises or the  
796 proposed licensed premises, during the 12 months immediately preceding the date  
797 of application, taking into consideration the severity of such incidents; or the  
798 frequency of calls for police service or for police intervention around such premises,  
799 if it is demonstrated that the criminal activity around the licensed premises had  
800 some connection with the premises or the owner(s) or employees of the premises  
801 and/or the criminal activity occurred within 100 feet of the premises. Based on its  
802 review, the Police Department may recommend denying renewal of the license. The  
803 denial of a renewal will be in accordance section 16-2015 of this ordinance.  
804

805 **Sec. 16-2025. - Notice.**

806 Except as may otherwise be specifically provided in this title, any required notice  
807 may be delivered by hand or posted by certified and first-class mail, in which event  
808 delivery shall be deemed to take place on the third day following the date of deposit in  
809 the United States mail.

810

811 **Sec. 16-2026. - Collection of sums due.**

812 As to any failure to pay any sum due for fees or taxes under this title, the city may  
813 issue an execution against the licensee and his property for the amount of the  
814 delinquent fee or tax in addition to any other remedies the city may have.

815

816 **Sec. 16-2027. - Display of license.**

817 Each license issued under this title shall at all times be kept in the public area plainly  
818 exposed to view upon the licensed premises. The establishment shall also post a copy  
819 of the state issued alcohol license in the public area plainly exposed to view.

820

821 **Sec. 16-2028. - General penalty.**

822 Except as may otherwise be provided in this title, any person who violates this title  
823 may, upon conviction, be punished as allowed by law.

824

825 **CHAPTER 3 - SUSPENSION OR REVOCATION OF LICENSE; HEARING**

826

827 **Sec. 16-3001. - Suspension or revocation of license.**

828 (a) A license may be suspended or revoked by the City Council for any violation of  
829 this title; for any violation of state laws and regulations relating to alcoholic  
830 beverages; for any material misrepresentation or omission in the application for the  
831 license; or if the licensee or the licensed business ceases to meet the eligibility  
832 requirements for licensure. A license may be immediately suspended, pending a  
833 hearing, by the Police Chief in an emergency situation in which continued operation  
834 of the premises by the licensee endangers the health, welfare or safety of the public.

835 Grounds to suspend or revoke an alcohol license will include but not be limited to:

836 The following constitute "grounds":

- 837 (1) The selling or serving of alcoholic beverage to any person below the age of 21  
838 years; or permitting the entrance of anyone under 21 years of age in violation of  
839 this title; or failure to post a sign pursuant to this title.
- 840 (a) A conviction or plea of guilty or plea of nolo contendere by the applicant or  
841 licensee to any crime involving moral turpitude, lottery, or illegal possession  
842 or sale of narcotics or alcoholic beverages or possession or receiving of  
843 stolen property within a period of five years immediately prior to the filing of  
844 the application.
- 845 (b) A conviction or plea of guilty or plea of nolo contendere by any applicant or  
846 licensee or any person or person in partnership with said applicant/licensee  
847 or officer of a corporation, as owner or operator of the licensed premises, to  
848 a crime involving moral turpitude, or the violation of any of the laws  
849 regulating the sale of narcotics, alcoholic beverages, or the lottery laws of  
850 this state, or possession or receiving of stolen, after a license has been  
851 granted.
- 852 (2) The violation by the applicant/licensee or licensee's employees of any state  
853 law or regulation governing the manufacture, sale, distribution or transportation of  
854 alcoholic beverages.
- 855 (3) Permitting the solicitation of patrons on the licensed premises for prostitution  
856 or any other unlawful act where the licensee or the licensee's employee or agent  
857 knew or should have known of such conduct.
- 858 (4) The selling or serving of any alcoholic beverage to any person that the  
859 licensee or the licensee's employee or agent knew or should have known to be in  
860 a state of intoxication.  
861
- 862 (5) The failure to furnish any and all data, information and records related to the  
863 operation of licensed establishments, when such has been requested or is  
864 required by the City Police Department or the City Treasurer.  
865
- 866 (6) Providing untrue or misleading information contained in or material omission  
867 left out of an original, renewal or transfer application for a license.  
868
- 869 (7) The failure to maintain any and all of the general qualifications applicable to  
870 the initial issuance of a license as set forth in this title.  
871
- 872 (8) Disposing of any interests in the business by the licensee without reporting  
873 the same to the City Police Department.  
874
- 875 (9) Failure by the licensee to adequately supervise and monitor the conduct of  
876 the employees, patrons and others on the licensed premises, including but not  
877 limited to adjacent parking lots or areas which may be lawfully used by patrons of  
878 the licensed establishment, in order to protect the safety and well-being of the  
879 general public and of those utilizing the premises.  
880

- 881 (10) The failure of a licensee, whose licensed premises directly abuts a public  
882 street, to maintain all property outside the lot and property line and inside the  
883 curb line upon the public street, including any sidewalk. Said duty to maintain the  
884 above-designated property must be accomplished within a reasonable time after  
885 the close of business each day. "Maintain" as used in this subsection means  
886 keeping the specified area free of bottles, cups, trash and other debris. "Within a  
887 reasonable time" as used in this subsection means within four hours of the close  
888 of business.  
889
- 890 (11) The violation by either the licensee, an employee, or anyone acting as an  
891 agent for the licensee of the City's noise ordinance if such violation is reasonably  
892 related to the operation of the licensed establishment and the licensee knew or  
893 should have known of the violation of the noise ordinance.  
894
- 895 (12) The violation of any other law, ordinance or regulation governing the operation  
896 of establishments licensed to sell alcoholic beverages or which are reasonably  
897 related to the operation of such establishments.  
898
- 899 (13) The failure to report promptly to the police department any violation of law,  
900 breach of peace, disturbance or altercation occurring in or adjacent to the  
901 licensee's premises.  
902
- 903 (14) Creating, maintaining, or allowing the creation or maintenance of any public or  
904 private nuisance, as defined by state law and the City ordinances.  
905
- 906 (15) The failure to pay alcohol excise taxes imposed by city ordinances.  
907
- 908 (16) A high frequency of calls for police service or for police intervention to the  
909 licensed premises or the proposed licensed premises, during the 12 months  
910 immediately preceding the date of application, taking into consideration the  
911 severity of such incidents; or a high frequency of calls for police service or for  
912 police intervention around such premises, if it is demonstrated that any criminal  
913 activity around the licensed premises had some connection with the premises or  
914 the owner(s) or employees of the premises and/or the criminal activity occurred  
915 within 100 feet of the premises.  
916
- 917 (17) The provisions of this section apply in all respects to anyone seeking to renew  
918 a license and to anyone who holds a license to sell alcoholic beverages in the  
919 City.  
920
- 921 (18) Whenever the state revokes any license to sell alcoholic beverages, the City  
922 license will be automatically revoked. The police department will take the  
923 necessary steps to see that signs are removed and that all alcoholic beverage  
924 sales cease.  
925

926 (b) When suspension of a license is permitted under this title, but no specific period of  
927 suspension is mandated, the following guidelines shall apply:

928 (1) First suspension in a 12-month period of time shall not exceed 30 days.

929 (2) Second suspension in a 12-month period of time shall not exceed 60 days.

930 (3) Third suspension in a 12-month period of time shall cause revocation of the  
931 license and result in the inability of the licensee to obtain a license from the  
932 city for a term of three years from the date of revocation.

933 (c) Prior to the suspension or revocation of a license by the City Council, the police  
934 department shall give written notice to the licensee of the time, place, purpose of the  
935 hearing, and a statement of the charges upon which the hearing before the City  
936 Council shall be held in accordance with subsection (b) of this section. Service of  
937 such notice shall be by personal service on the licensee/registered agent. If personal  
938 service fails, the notice shall be mailed by certified mail to the licensee/registered  
939 agent at the address provided and to the named licensee at the licensed premises.  
940 Delivery shall be deemed to take place on the third day following deposit in the  
941 United States mail.

942

#### 943 **Sec. 16-3002. - Hearings.**

944 (a) The City Council shall hear applications for licenses, as well as all matters relating  
945 to such licenses unless otherwise addressed in another section of this ordinance.  
946 All applications, whether for an original license, renewal license, or otherwise, must  
947 be complete in all requirements of law to be scheduled and heard by the City  
948 Council.

949 (b) The City Council shall have the authority to defer a decision and continue hearings  
950 to the next regularly scheduled council meeting, when necessary.

951 (c) Applicants and licensees shall be given written notice of the date, time, place, and  
952 purpose when the matter at issue will be heard. The applicant/licensee shall be  
953 afforded the opportunity to be heard and present evidence. Ten days' notice shall  
954 be deemed reasonable, but a shorter or longer period of notice shall be authorized  
955 as the Chief of Police or designee deems the circumstances to justify; provided,  
956 however, that the initial hearing is scheduled to take place not later than 45 days  
957 from the date the matter comes before the City Manager for scheduling. Service of  
958 notice shall be in accordance with section 16-2031(3).

959 (d) Upon close of the public hearing, the City Council shall reach a decision on the  
960 matter before it. The decision of the City Council shall be spread upon and entered  
961 in the City Council minutes and shall be final unless the applicant/licensee applies  
962 to the Superior Court of Fulton County by filing a petition for writ of certiorari within  
963 30 days of the decision rendered by the City Council.

964

#### 965 **CHAPTER 4 - LOCATION OF SALES**



966 **Sec. 16-4001. - Distance from churches, schools, etc.**

967 (a) No person may sell or offer to sell:

968 (1) Any distilled spirits in or within 100 yards of any church building or government  
969 owned and operated alcoholic treatment center or within 200 yards of any  
970 school building, educational building, school grounds, college campus, or within  
971 200 yards a regular stop as designated by the Board of Education where a  
972 school bus for transportation of school children in the public schools of the City  
973 or discharge of school children.

974 (2) Any wine or malt beverages within 100 yards of any school building, school  
975 grounds, or college campus; or

976 (3) Any distilled spirits, wine, or malt beverages within 100 yards of an alcoholic  
977 treatment center; or

978 (4) Any distilled spirits, wine, or malt beverages within 200 feet of a branch of any  
979 public library.

980 (b) No package distilled spirits license shall be issued for any place of business which  
981 is located within 500 yards of another licensed package distilled spirits business.

982 (c) No package license shall be issued for any place of business which is located  
983 within 200 feet of a private single-family or two-family dwelling in a zoning district  
984 that permits single and/or two-family dwellings; provided, however, this prohibition  
985 shall not apply with respect to a private dwelling located in a zoning district in which  
986 alcoholic beverage outlets are authorized or which dwelling is on the same street as  
987 the premises for which a package license is applied.

988 (d) No consumption on the premises license may be located within 1,000 feet of a  
989 licensed sexually oriented business.

990 (e) Unless otherwise provided by law, all measurements to determine the distances  
991 referred to in this section shall be measured by the most direct route of travel on the  
992 ground and shall be measured in the following manner:

993 (1) In a straight line from the front door of the structure from which beverage  
994 alcohol is sold or offered for sale;

995 (2) To the front door of the building of a church, government-owned treatment  
996 center or a retail package store; or

997 (3) To the nearest property line of the real property being used for school or  
998 educational purposes.

999 No license shall be revoked and no application for a license or renewal shall be denied  
1000 by reason of the method of measurement set out in this subsection, if such license or  
1001 license application or renewal application is for premises for which a license was  
1002 granted prior to the enactment of this chapter in reliance on another method of  
1003 measurement.

1004 (f) No application for a license shall be approved which does not include, or have  
1005 attached thereto, a current certificate from a registered surveyor which shows a  
1006 scale drawing of the premises and the location at which the applicant desires to  
1007 operate an alcoholic beverage outlet and which shows, with linear foot  
1008 measurements where appropriate, such location's compliance or noncompliance  
1009 with the provisions, or a certificate from a registered surveyor which states that the  
1010 subject alcoholic beverage outlet meets all of the location and distance  
1011 requirements of this title, and shows such location's compliance or noncompliance  
1012 with linear foot measurements where appropriate or required. This provision shall  
1013 not apply where not required subject to subsection (h).

1014 (g) When a license application is for premises not yet constructed or not yet  
1015 completed, a temporary license may be issued if the application includes the plans  
1016 for the premises and a surveyor's certificate, as required under subsection, clearly  
1017 showing that the premises will, when completed, meet the requirements.

1018 (h) If the distance requirements are met at the time a license is issued, the  
1019 subsequent opening and operation of a church, school or treatment center within  
1020 the prohibited distance shall not prevent the continuance of an existing license or  
1021 the issuance of a new license to a subsequent business owner; provided, however,  
1022 that as to any new license, the prior license must have been lawful and validly  
1023 issued at the location at any time during the 12 months immediately preceding the  
1024 application for the new license.

1025 (i) As used in this section, the term "school building" or "educational building" shall  
1026 apply only to state, county, city or church school buildings and to such buildings at  
1027 any other schools in which are taught subjects commonly taught in the schools and  
1028 colleges of this state and which are public schools and private schools as defined in  
1029 O.C.G.A. § 20-2-690(b). The term "school building" includes only those structures in  
1030 which instruction is offered. The term "church building" as used in this section shall  
1031 mean the main structure used by any religious organization for purposes of worship.

1032

1033 **Sec. 16-4002. - Sales and consumption on public property.**

1034 (a) Except as provided in subsections (b) and (c) below, it shall be unlawful for any  
1035 person to sell, serve, or otherwise dispense any alcoholic beverage in a street,  
1036 alley, or parking lot commonly used by the public or in any other public place or on  
1037 public property.

1038 (b) Private parties and organizations may apply for an alcohol special event permit  
1039 from the police department to serve, sell, or otherwise dispense alcoholic beverages  
1040 on property owned or leased by the city, subject to the city having otherwise  
1041 expressly allowed, by ordinance or resolution or pursuant to its own policies and  
1042 rules, for the selling or dispensing of alcohol on such property. The issuance or  
1043 denial of such a permit shall be subject to all other laws and regulations, including  
1044 those provisions of the city zoning ordinance regarding special event permits, as  
1045 well as section 16-2007 of this ordinance.

1046 (c) For public events, the city may serve, sell, or otherwise dispense alcoholic  
1047 beverages on property owned or leased by the city, subject to the city having  
1048 otherwise expressly allowed, by ordinance or resolution or pursuant to its own  
1049 policies and rules, for the selling or dispensing of alcohol on such property.

1050

1051 **Sec. 16-4003. - Open area and patio sales.**

1052 (a) Except as provided in subsection (b), it shall be unlawful for any person to sell,  
1053 serve, or otherwise dispense alcoholic beverages outside the licensed premises  
1054 structure.

1055 (b) A consumption licensee may sell, serve, or otherwise dispense alcoholic  
1056 beverages in a patio/open area type environment if approved by the Chief of Police  
1057 or designee to do so. To be considered for approval, the patio/open area shall be  
1058 directly adjacent and contiguous to the licensed premises and must meet the  
1059 following requirements:

1060 (1) Has the same address of the licensed premises;

1061 (2) Is owned, leased or managed and exclusively controlled by the retail  
1062 consumption dealer;

1063 (3) Is not public domain nor is the area only nominally under the exclusive control  
1064 of the retail consumption dealer;

1065 (4) Is served from the same bar or serving location that permanently services the  
1066 licensed premises;

1067 (5) Partially enclosed by some structure providing for public ingress/egress  
1068 through the licensed premises main structure and/or one other opening in the  
1069 enclosure structure. The opening may not exceed 48 inches in width. Where the  
1070 patio/open area directly exits to a public area, the licensee shall post a sign on  
1071 the inside of such structure in the following form: "No alcoholic beverages  
1072 beyond this point." Such sign shall be in uniform letters not less than one inch in  
1073 height and shall be no larger than one square foot in size.

1074 (6) The height of such enclosing structure shall be a minimum of three feet above  
1075 ground level, although it does not have to be solid or restrict visibility into or out  
1076 of the patio/open area. The structure must be approved by the city's community  
1077 development and fire departments.

1078 (7) The only additional exit(s) from the patio/open area, not included in this  
1079 subsection [(b)(5)], are to be through an approved fire exit, not for general  
1080 public use unless an emergency exists. The fire exit shall sound an alarm when  
1081 used.

1082 (c) Nothing contained in this section shall prohibit a hotel or motel with a consumption  
1083 on the premises license from making sales and allowing consumption of alcoholic  
1084 beverages in ballrooms, meeting rooms, reception rooms, or patio areas, provided

1085 such functions are catered in connection with a meeting, conference, convention, or  
1086 similar type gathering at such hotel or motel.

1087

1088 **CHAPTER 5 - BUSINESS REGULATIONS**

1089

1090 **Sec. 16-5001. - Display of license and warning signs**

1091 (a) Each license issued under this title shall at all times be kept in the public area  
1092 plainly exposed to view upon the licensed premises.

1093

1094 (b) As used in this section, the term "alcoholic energy drinks" shall mean any  
1095 premixed beverage that combines any alcohol, distilled spirits, beer, malt  
1096 beverage, wine or fortified wine with caffeine, and other stimulants. Any Licensee  
1097 engaged in the distribution or sale of alcoholic energy drinks shall post, in a  
1098 conspicuous place, a sign which clearly reads: "WARNING: Consuming energy  
1099 drinks that contain alcohol may mask the signs of impairment and INCREASE  
1100 YOUR RISKS OF INJURY."

1101

1102 (c) In no event shall a sign as required herein be smaller than eight inches wide and  
1103 eight inches long, nor shall any lettering thereon be less than 0.5 inches in height.

1104

1105 **Sec. 16-5002. - Purchase and sales records.**

1106 (a) Every licensee shall keep and preserve records of all alcoholic beverages  
1107 purchased and sold or otherwise dispensed by the licensee. All consumption on the  
1108 premise's licensees shall keep and preserve records of all food and nonalcoholic  
1109 beverages purchased and sold or otherwise dispensed by them. Such records,  
1110 more specifically described in subsection (c), shall at all times be open for  
1111 inspection by the City Manager or designee. These records shall be maintained for  
1112 a period of at least three years unless the City Manager or designee determines  
1113 that no such records exist, and it is not financially practical based on the net income  
1114 of the licensee to require the keeping of such records.

1115 (b) If the City Manager or designee deems it advisable to conduct an audit of the  
1116 records of a licensee, the City Manager or designee shall notify the licensee of the  
1117 date, time, and place of the audit. The City Manager may designate the city's  
1118 finance director or other person to perform the audit, and the licensee shall  
1119 cooperate with the audit or be subject to having his license(s) suspended or  
1120 revoked.

1121 (c) At the request of the City Manager or designee, the licensee shall make available  
1122 the following records required to be kept for at least three years:

1123 (1) Monthly income or operating statements;

- 1124 (2) Daily sales receipts showing liquor, beer, wine, and food sales separately (this  
1125 requirement does not apply to package beer and wine licensees);
- 1126 (3) Daily cash register receipts such as Z tapes or guest tickets;
- 1127 (4) Monthly state sales and use tax reports; and
- 1128 (5) Federal income tax returns with all Form 1099s.

1129

1130 **Sec. 16-5003. - Sale to, purchase or possession by underage person.**

1131 (a) Except as otherwise provided in this section:

1132 (1) No person, directly or through another person, shall furnish, cause to be  
1133 furnished, or permit any person in such person's employ to furnish any alcoholic  
1134 beverage to any person under 21 years of age.

1135 (2) No person under 21 years of age shall purchase or possess any alcoholic  
1136 beverage.

1137 (3) No person under 21 years of age shall misrepresent such person's age in any  
1138 manner whatever for the purpose of obtaining unlawfully any alcoholic  
1139 beverage.

1140 (4) No person shall act as an agent to purchase or acquire any alcoholic  
1141 beverage for or on behalf of a person under 21 years of age.

1142 (5) No person under 21 years of age shall misrepresent his identity or use any  
1143 false identification for the purpose of purchasing or obtaining any alcoholic  
1144 beverage.

1145 (b) The prohibitions contained in subsections (a)(1), (2), and (4) shall not apply with  
1146 respect to the sale, purchase, or possession of alcoholic beverages for  
1147 consumption:

1148 (1) For medical purposes pursuant to a prescription of a physician duly authorized  
1149 to practice medicine in this state; or

1150 (2) At a religious ceremony.

1151 (c) The prohibitions contained in subsections (a)(1), (2), and (4) shall not apply when  
1152 the parent or guardian of the underage person gives the alcoholic beverage to the  
1153 underage person and when possession is in the home of the parent or guardian and  
1154 such parent or guardian is present.

1155 (d) The prohibition contained in subsection (a)(1) shall not be violated when a person  
1156 has been furnished with proper identification showing that the person to whom the  
1157 alcoholic beverage is sold is 21 years of age or older. For purposes of this  
1158 subsection, the term "proper identification" means any document issued by a  
1159 governmental agency containing a description of the person, the person's  
1160 photograph, and the person's date of birth. Proper identification includes, without  
1161 being limited to, a passport, military identification, driver's license, or an

1162 identification card authorized under O.C.G.A., §§ 40-5-100—40-5-104. "Proper  
1163 identification" shall not include a birth certificate.

1164 (e) This section shall not prohibit employment of a person under 21 years of age in a  
1165 licensed premise if such employment is expressly authorized under this title.

1166 (f) In any case where a reasonable or prudent person could doubt whether or not the  
1167 person to whom an alcoholic beverage is to be sold or otherwise furnished is 21  
1168 years of age or older, the person selling or otherwise furnishing such alcoholic  
1169 beverage shall request to see and be furnished with proper identification as  
1170 provided in subsection (d). The failure to make such request and verification in any  
1171 case where the person to whom the alcoholic beverage is sold or otherwise  
1172 furnished is less than 21 years of age may be considered by the trier of fact in  
1173 determining whether the person selling or otherwise furnishing such alcoholic  
1174 beverage did so in violation of subsection (a)(1).

1175 (g) In any case where a person selling or otherwise furnishing alcoholic beverages  
1176 checks for a proper identification, such person shall carefully inspect such  
1177 identification. If a reasonably prudent person could determine that such  
1178 identification has been altered and if such person sells or otherwise furnishes  
1179 alcoholic beverages to the holder of such altered identification, then such may be  
1180 considered by the trier of fact in determining whether the person selling or otherwise  
1181 furnishing such alcoholic beverage did so in violation of subsection (a)(1).

1182 (h) For purposes of the prohibitions set forth in this section, a plea of nolo contendere  
1183 or the forfeiture of bond shall constitute a conviction.

1184 (i) With reference to the prohibitions set forth in this section, if there is a change in a  
1185 majority of a licensee's owners, partners, or shareholders, the offenses under the  
1186 old ownership shall not count against the new owners; provided, however, a  
1187 different corporation, partnership, or other association shall be charged with the  
1188 offenses of the predecessor if a majority of the owners, partners, or shareholders  
1189 are the same.

1190 A violation of this section is cause for revocation.

1191 **Sec. 16-5004. - Days when sales unlawful.**

1192 (a) No licensee shall permit the sale of alcoholic beverages on any day or during any  
1193 time of day when such sales are prohibited by state law. For example, the sale of  
1194 alcoholic beverages is permitted on any election day, holidays, and Sundays as  
1195 limited by O.C.G.A. § 3-3-7 and O.C.G.A. § 3-3-20.

1196

1197 **Sec. 16-5005. - Hours of operation.**

1198 (a) Package licensees shall not engage in the sale of alcoholic beverages except  
1199 between the hours of 8:00 a.m. and 11:45 p.m. Monday through Saturday. Package  
1200 licensees shall not permit their places of business to be open except between the  
1201 hours of 8:00 a.m. and 11:45 p.m. Monday through Saturday, except that where the

1202 primary business of a malt beverage package licensee or wine package licensee is  
1203 other than the sale of alcoholic beverages, such restrictive hours shall apply only  
1204 with respect to the sale of malt beverages or wine.

1205 (b) Consumption on the premises licensees shall engage in the sale of alcoholic  
1206 beverages only between the following hours and days of the week:

1207 (1) Monday through Saturday between the hours of 9:00 a.m. and 2:00 a.m. of  
1208 the following day.

1209 (2) Sunday between the hours of 11:00 a.m. and 2:00 a.m. on Monday in eating  
1210 establishments or in any licensed establishment that derives at least 50 percent  
1211 of its total annual gross income from the rental of rooms for overnight lodging.

1212 (3) In addition to the other requirements set forth in this section, the licensed  
1213 premises for the sale of alcoholic beverages shall comply with the following:

1214 a. All licensed premises, except for the premises of hotels and country clubs,  
1215 shall close their premises to the public and clear the premises of patrons  
1216 within 30 minutes after the time set in this section for discontinuance of the  
1217 sale of alcoholic beverages on the premises.

1218 b. The sale of alcoholic beverages shall not be permitted within 250 feet of  
1219 any polling place on primary or election days.

1220 c. The licensed premises shall offer to its patrons prepared food and meals  
1221 during all hours it is open.

1222 (4) This section shall not apply to private clubs.

1223 (c) The business hours of wholesale dealers shall be between the hours of 7:00 a.m.  
1224 and 11:45 p.m. Monday through Saturday. There shall be no sales on Sunday.

1225

1226 **Sec. 16-5006. - Prohibited acts, sexual display on licensed premises.**

1227 (a) No licensee shall permit the sale of alcoholic beverages to any person who is in a  
1228 state of noticeable intoxication or allow persons who are noticeably intoxicated to  
1229 congregate on licensed premises.

1230 (b) No licensee shall permit any gambling, betting, lottery, or other device for the  
1231 hazarding of any money or other thing of value on the licensed premises, except  
1232 that this prohibition shall not apply with respect to a properly licensed bingo game or  
1233 the state lottery.

1234 (c) No licensee shall permit on the licensed premises any: disorderly conduct; breach  
1235 of the peace; lewd, immoral, or improper entertainment, conduct, or practices; or  
1236 noise which is disturbing to the surrounding neighborhood.

1237 (d) No licensee shall use any person, in any capacity, in the sale or service of  
1238 alcoholic beverages while such person is unclothed or in such attire, costume or  
1239 clothing, as to expose to view any portion of the female breast below the top of the

1240 areola or of any portion of the male or female pubic hair, anus, cleft of the buttocks,  
1241 vulva, and genitals.

1242 (e) No licensee shall allow live entertainment where any person appears in the  
1243 manner described in subsection (d), or where such persons (or person) perform(s)  
1244 acts of or acts which simulate any of the following:

1245 (1) Sexual intercourse, masturbation, sodomy, bestiality, oral copulation,  
1246 flagellation, or any sexual act prohibited by law;

1247 (2) The caressing or fondling of the breast, buttocks, anus, or genitals;

1248 (3) The displaying of the male or female pubic hair, anus, vulva, or genitals.

1249 (f) No licensee shall allow the use of artificial devices or inanimate objects to perform,  
1250 simulate, or depict any of the prohibited conduct or activities described above in  
1251 subsection (e).

1252 (g) No licensee shall allow the holding, promotion, or sponsoring of any contest,  
1253 promotion, special night, event, or any other activity where patrons of the licensed  
1254 establishment are encouraged or allowed to engage in any of the conduct described  
1255 in subsections (d) or (e) above.

1256 (h) No licensee shall allow to be shown, displayed, or exhibited any film, still picture,  
1257 electronic reproduction, or image of any act or conduct described above in  
1258 subsection (e).

1259

1260 **Sec. 16-5007. - Delivery and storage.**

1261 (a) Alcoholic beverages shall be delivered to and received at licensed premises in the  
1262 original container and in a conveyance owned and operated by a state licensed  
1263 wholesale dealer (or a licensed common carrier acting for a wholesaler). Alcoholic  
1264 beverages shall be sold at retail only on the licensed premises.

1265 (b) A retail licensee shall store alcoholic beverages only on the licensed premises and  
1266 at no other place. All stock shall be available at all times for inspection by any  
1267 authorized agent of the city. Any alcoholic beverages found in any retail licensee's  
1268 stock which were not received from a wholesaler licensed to make deliveries in the  
1269 city shall be subject to immediate confiscation.

1270

1271 **Sec. 16-5008. - On-premises consumption unlawful; growlers.**

1272 (a) It shall be unlawful for any person to consume any alcoholic beverages on  
1273 premises licensed for the sale of alcoholic beverages by the package. It shall be  
1274 unlawful for any retail package licensee to open or break the package of any  
1275 alcoholic beverages for a purchaser or to permit the consumption of alcoholic  
1276 beverages on the licensed premises. This section shall not apply with respect to:

1277 (1) Tastings provided pursuant to an ancillary wine tasting license;



- 1278 (2) Tastings provided pursuant to an ancillary growler malt beverage tasting  
 1279 license; or
- 1280 (3) Sales pursuant to a license for consumption on the premises.
- 1281 (b) Notwithstanding the foregoing prohibition, package malt beverage licensees, who  
 1282 are not also licensed to sell distilled spirits by the package, may fill growlers with  
 1283 draft beer at the licensee's licensed location from kegs lawfully procured by the  
 1284 licensee, subject to the following requirements:
- 1285 (1) The filled growler must be securely sealed, on premises, with a tamper proof  
 1286 plastic cap;
- 1287 (2) Either at least 90 percent of the licensee's total gross sales are from the  
 1288 packaged sale of malt beverages and/or wine or the licensee's premises have a  
 1289 minimum of 400 square feet of floor space dedicated to the display of malt  
 1290 beverages offered for sale; and
- 1291 (3) The licensee complies with all state, federal and local packaging and labeling  
 1292 laws regarding alcoholic beverages.

1293 Each filled growler must be removed from the premises in its securely sealed condition.  
 1294 Except as provided in subsection (a) of this section, consumption on the premises shall  
 1295 be prohibited.

1296 **Sec. 16-5009. - Regulation of signs and lighting.**

- 1297 (a) Signs advertising, promoting the use of, or otherwise related to alcoholic  
 1298 beverages may not be placed in exterior windows for view from the public right-of-  
 1299 way.
- 1300 (b) A lighted parking lot illuminated at an intensity of at least two-foot candles per  
 1301 square foot at 18 inches above the surface.
- 1302 (c) Window signage that allows a clear and unobstructed view from outside the building  
 1303 and in a normal line of sight of the cash register and sales transaction area.
- 1304 (d) A convenience store or gas station shall not have window tinting that reduces  
 1305 exterior or interior view in a normal line of sight.
- 1306 (e) The exterior of each building in which alcoholic beverages are sold for  
 1307 consumption on the premises shall contain sufficient lighting so that all sides of the  
 1308 building and all entrances thereto are clearly visible at all times when the premises  
 1309 are open for business.

1310 **Sec. 16-5010. - Condition of premises requirements.**

- 1311 (a) All licensed premises shall be kept clean and in proper sanitary condition and in  
 1312 full compliance with all regulations governing the condition of premises used for the  
 1313 storage and sale of food for human consumption.
- 1314 (b) The local Health Department will regularly inspect such licensed premises to  
 1315 determine that such licensed premises are in compliance with all the City and state  
 1316 health rules and regulations and report any violations to the police department.  
 1317

- 1318 (c) The City Fire Department will regularly inspect the premises to see that they are in  
1319 compliance with all the City and state fire regulations and report any violation to the  
1320 police department.
- 1321
- 1322 (d) The City Department of Environment and Community Development may inspect  
1323 the licensed premises to determine if the premises are in compliance with all  
1324 technical codes of the City and report any violation to the police department.
- 1325
- 1326 (e) The City Police Department will periodically inspect the premises to determine if  
1327 the licensed premises are in compliance with this title.
- 1328

1329 **Sec. 16-5011. - Change of ownership, profit distribution report required.**

1330 A licensee shall file with the police department a written, sworn report of any of the  
1331 following changes:

- 1332 (1) Any change in any legal relationship between any parties named in the  
1333 application for the license;
- 1334 (2) Any change in the payment of rent for leased premises or any change in the  
1335 ownership of the licensed business;
- 1336 (3) Any change for any purpose in division of net or gross sales of the licensed  
1337 business; and
- 1338 (4) Any change in any material facts contained in the application for the license.

1339 Such report shall be filed within five days after the date the change occurs.

1340

1341 **CHAPTER 6 - EMPLOYMENT RESTRICTIONS AND HANDLING REQUIREMENTS**

1342

1343 **Sec. 16-6001. - Age requirements.**

- 1344 (a) Except as provided in subsection (d), no wholesale dealer or package licensee  
1345 shall allow any employee under the age of 18 years to dispense, sell, serve, take  
1346 orders for, or handle alcoholic beverages.
- 1347 (b) No consumption on the premises licensee shall allow any employee under the age  
1348 of 18 years to dispense, sell, serve, take orders for, or handle alcoholic beverages.
- 1349 (c) A licensed alcoholic beverage caterer shall not employ any person under 21 years  
1350 of age who, in the course of such employment would dispense, serve, sell, or  
1351 handle alcoholic beverages.
- 1352 (d) This section shall not prohibit the employment of persons under the above ages  
1353 on licensed premises where such persons do not dispense, sell, serve, take orders  
1354 for, or handle alcoholic beverages.

1355 (e) This section shall not prohibit persons 16 years of age or older from selling or  
1356 handling alcoholic beverages in grocery stores or supermarkets. For purposes of  
1357 this subsection, the term grocery stores or supermarkets shall not include  
1358 convenience stores.

1359

1360 **Sec. 16-6002. - "Handling" not to include bagging and carrying out.**

1361 For the purposes of this article, the bagging or carrying out of wine or malt  
1362 beverages in the original package in the course of employment by a grocery store,  
1363 convenience store, or similar establishment shall not constitute the handling of alcoholic  
1364 beverages.

1365

1366 **Sec. 16-6003. – Alcohol work permit required.**

1367 (a) An employee alcohol work permit shall be required for:

1368

1369 (1) Any employee of a consumption on the premises licensee who dispenses, sells,  
1370 serves, takes orders, mixes beverages, or serves in any managerial position; and

1371 (2) Any employee of an alcoholic beverage caterer who is engaged in handling,  
1372 selling, or serving alcoholic beverages; provided, however, employees whose  
1373 duties are limited solely to those of busboy or cook or dishwasher shall be  
1374 excluded.

1375

1376 (b) No licensee shall employ any person required to have an alcohol work permit  
1377 until such person has procured such permit.

1378

1379 (c) Any person required to obtain an alcohol work permit shall apply to the city police  
1380 department for such permit. Only one alcohol work permit per individual will be  
1381 issued for employment at any and all establishments within the city. The permit will  
1382 be valid for a period of one year and shall be renewed on or before its expiration.  
1383 Persons applying for the permit or renewal shall make themselves available for  
1384 photographing, fingerprinting, and such other investigation as may be required by  
1385 the police department. The holder of an alcohol work permit, during the course of  
1386 their duties will be required to present said permit upon demand to any law  
1387 enforcement officer. The fee for an alcohol work permit shall be according to a fee  
1388 schedule adopted by the City Council and shall remain in effect until modified or  
1389 amended by the City Council.

1390

1391 (d) Any person required to obtain or renew an alcohol work permit shall complete  
1392 and file with the city police department the provided application, which shall include,

1393 but not be limited to, name; residence address; date of birth; prior arrest record, if  
1394 any, which shall be used for investigative purposes only; the name of the employer;  
1395 and the address of the licensed establishment employment location for which the  
1396 permit is sought.

1397  
1398 (e) When a person applies for an alcohol work permit, the chief of police or his  
1399 designee shall have a complete a background investigation to determine if there is a  
1400 police record of such person. If the applicant has been convicted of conduct  
1401 prohibited by this title, issuance of a permit shall be denied.

1402  
1403 (f) A new search may be conducted on any person issued an employee alcohol  
1404 work permit if the Chief of Police receives information which warrants such a new  
1405 search. If the new search reveals evidence that warrants revocation of the permit,  
1406 the permit may be revoked.

1407  
1408 (g) Should any of the information provided by the individual on the original  
1409 application, or any renewal, change during the one-year term of an issued alcohol  
1410 work permit, including, by way of example only, employer, licensed establishment  
1411 employment address, or residence address, the individual shall promptly notify the  
1412 city police department of the change and provide the new information. The city  
1413 police department shall then issue, at no charge to the individual, a new alcohol  
1414 work permit for the remainder of the one-year term. The Chief of Police or his  
1415 designee is authorized to conduct a concurrent criminal history check at no charge  
1416 to the individual.

1417  
1418 (h) An alcohol work permit shall not be issued if within a period of five years of the  
1419 application date, the applicant has been convicted of any felony, any misdemeanor  
1420 involving moral turpitude, any sexual-related crime, any criminal offense relating to  
1421 the illegal possession, sale or use of any controlled substance or any criminal  
1422 offense relating to alcoholic beverages, taxes or gambling, except as otherwise  
1423 provided herein. An alcohol work permit shall not be issued if within a period of five  
1424 years of the application date, the applicant has more than one conviction for any  
1425 misdemeanor criminal offense relating to alcoholic beverages including, but not  
1426 limited to, the illegal possession, sale or use of alcoholic beverages, or more than  
1427 one conviction for any misdemeanor criminal offense relating to the illegal  
1428 possession, sale or use of any controlled substance. An alcohol work permit shall  
1429 not be issued if the applicant has not been released from any parole or probation  
1430 prior to the filing of the application. This subsection shall apply with respect to the  
1431 laws of this state, other states, the United States, and other countries. A plea of nolo  
1432 contendere or the forfeiture of a bond shall be considered a conviction for purposes

1433 of this subsection. Sentencing as first offender status shall not be considered as a  
1434 conviction if the sentence was successfully completed without any violation of  
1435 probation and with no adjudication of guilt ever being entered.

1436  
1437 (i) An alcohol work permit shall not be issued if it is determined that the person  
1438 falsified, concealed, or covered up any information requested by the police  
1439 department in the application process.

1440  
1441 (j) An alcohol work permit issued through administrative error may be revoked by  
1442 the Chief of Police or designee.

1443  
1444 (k) The Chief of Police or designee may revoke an employee's alcohol work permit  
1445 and demand its return where the employee violates this title.

1446  
1447 (l) Any conviction for violation of the provisions of this title or of the state's Alcoholic  
1448 Beverage Code shall result in the automatic suspension of the alcohol work permit.

1449  
1450 (m) It shall be unlawful for an employee whose alcohol work permit has been revoked  
1451 and upon whom demand for return of the card has been made to refuse to return the  
1452 card or to alter, conceal, deface, or destroy the card.

1453  
1454 (n) When any employee's alcohol work permit is denied or revoked, the Chief of  
1455 Police or designee shall issue to the applicant or permit holder a letter stating that  
1456 the person does not meet the requirements of this title and the reason for the denial  
1457 or revocation. Upon written request made by the employee within 30 days of the  
1458 date of denial or revocation, the Chief of Police or designee will refer the matter and  
1459 any evidence the person cares to submit in their behalf to the City Manager for  
1460 consideration. If the person requests consideration by the City Manager, the entire  
1461 record will be sent. The City Manager shall consider all matters presented and within  
1462 30 days of his receipt of the record, make a decision as to whether the person  
1463 qualifies for an alcohol work permit under this title. In the event the City Manager  
1464 denies or revokes the permit, he shall provide written notice of the denial or  
1465 revocation to the applicant or employee, which shall set forth the reason for the  
1466 denial or revocation.

1467  
1468 **Sec. 16-6004. - Licensee to report disciplinary action.**

1469 Any licensee who has any disciplinary action taken against him or any of his  
1470 employees who sell, take orders for, deliver, or handle alcoholic beverages by any  
1471 governmental authority (municipal, county, state, or federal) shall notify the Chief of  
1472 Police or designee of such action within five days of such action. The following shall be

1473 considered to be disciplinary action: any arrest; the issuance of any citation; any  
1474 indictment, presentment, or accusation; any conviction, including the acceptance of a  
1475 plea of nolo contendere; any penalty imposed by any regulatory agency; and any other  
1476 written charge or reprimand against the licensee or any of his employees. The  
1477 provisions shall not apply with respect to citations for traffic offenses.

1478

1479 **CHAPTER 7. - REQUIREMENTS FOR CONSUMPTION ON-PREMISES LICENSES**

1480 **Sec. 16-7001. - Eligibility for license.**

1481 (a) A consumption on the premises license may be granted only to the establishments  
1482 described in this article and subject to the specified conditions.

1483 (b) Full-service kitchen as used in this article shall mean a kitchen with at least a  
1484 three-compartment pot sink, a stove or grill permanently installed, and a refrigerator,  
1485 all of which must be approved by the county health and city fire departments.

1486

1487 **Sec. 16-7002. - Hotel and hotel room service.**

1488 (a) In order to be eligible for a consumption on the premises license, a hotel must:

1489 (1) Be used and held out to the public as a place where food is served and  
1490 consumed and sleeping accommodations are offered to guests for adequate  
1491 pay;

1492 (2) Contain 50 or more rooms used for the sleeping accommodations of guests;  
1493 and

1494 (b) A hotel may consist of a single building or may consist of two or more buildings  
1495 located on the same premises and used in connection with the hotel operation.

1496 (c) A facility which is styled as a motel, motor lodge, inn, or other similar appellation  
1497 may be licensed as a hotel if it meets the requirements.

1498 (d) A hotel may grant permission for the operation of a lounge, restaurant, or supper  
1499 club on its premises; such an operation may be granted a consumption on the  
1500 premises license if it meets the other applicable requirements of this title.

1501 (e) Notwithstanding any other provisions of this title to the contrary, any hotel (as the  
1502 term "hotel" is commonly used and without regard to the requirements), inn, or other  
1503 establishment which offers overnight accommodations to the public for hire, may  
1504 provide "in-room service" of alcoholic beverages if such establishment:

1505 (1) Holds a valid city package license or a valid city consumption on the premises  
1506 license or both; and

1507 (2) Has been authorized to provide "in-room service" by the state revenue  
1508 commissioner.

- 1509 (f) For purposes of this title, "in-room service" consists of:
- 1510 (1) The delivery of alcoholic beverages in unbroken packages by an employee of
- 1511 the hotel to a registered guest's room when such alcoholic beverages have
- 1512 been ordered by the guest and when the guest shall be billed for the cost of
- 1513 such alcoholic beverages at the time of delivery and when the sale of such
- 1514 alcoholic beverages is completed at the time of delivery; and
- 1515 (2) The provision of a cabinet or other facility located in a hotel's guest room
- 1516 which contains alcoholic beverages and which is provided upon request of the
- 1517 guest and which is accessible by lock and key only to the guest and for which
- 1518 the sale of alcoholic beverages contained therein is final at the time requested
- 1519 except for a credit which may be given to the guest for any unused portion.
- 1520 (g) Except as otherwise provided in this section, in-room service of alcoholic
- 1521 beverages shall be subject to all restrictions and limitations in this title relative to the
- 1522 sale of alcoholic beverages. In-room service sales shall be authorized only on such
- 1523 days and only during such hours as the sale of alcoholic beverages is otherwise
- 1524 authorized.
- 1525 (h) Distilled spirits sold pursuant to this section shall not be sold in packages
- 1526 containing less than 50 milliliters each.
- 1527 (i) All alcoholic beverages sold pursuant to this section shall be purchased from a
- 1528 licensed wholesale dealer and shall be subject to all taxes imposed under this title,
- 1529 including the excise tax on the retail sale by the drink of alcoholic beverages
- 1530 containing distilled spirits.

1531

1532 **Sec. 16-7003. - Restaurant.**

1533 In order to be eligible for a consumption on the premises license, a restaurant must:

- 1534 (1) Be used and held out to the public as a place where meals are regularly
- 1535 served to the public for adequate pay;
- 1536 (2) Contain one or more public dining rooms, with adequate and sanitary full-
- 1537 service kitchen facilities and staff to prepare, cook, and serve suitable food for
- 1538 its guests;
- 1539 (3) Serve at least one meal per day at least five days per week, with the
- 1540 exception of holidays, vacations, and periods of redecoration; and
- 1541 (4) Have at least 50 percent of its total food and beverage sales be the sale of
- 1542 food and nonalcoholic beverages consumed on the premises, exclusive of sales
- 1543 from vending machines. For this purpose, if a restaurant makes a minimum
- 1544 charge or cover charge, the amount so charged shall not be counted in
- 1545 computing total food and beverage sales.
- 1546 (5) Brewpubs, as defined in section 16-1002 of this ordinance and O.C.G.A. § 3-
- 1547 1-2(3) shall be allowed in eating establishments.

1548 **Sec. 16-7004. - Lounge.**

1549 (a) A lounge is a separate room that has a seating capacity, at tables of at least 50  
1550 persons and which is:

1551 (1) Connected with, a part of, and adjacent to a restaurant; or

1552 (2) Located in a hotel.

1553 (b) In order to be eligible for a consumption on the premises license, a lounge must  
1554 be arranged and maintained such that all booths, stools, and tables are open and  
1555 unobstructed to the view of other customers in the lounge.

1556 (c) A lounge which is operated on a different floor, or in a separate building, from, or  
1557 which is not connected or adjacent to, another licensed facility shall be considered a  
1558 separate establishment from such other licensed facility and shall pay a separate  
1559 annual license fee.

1560

1561 **Sec. 16-7005. - Supper club.**

1562 In order to be eligible for a consumption on the premises license, a supper club  
1563 must:

1564 (1) Have a seating capacity, at tables, of at least 100 persons;

1565 (2) Have adequate and sanitary full-service kitchen facilities and staff to prepare,  
1566 cook, and serve suitable food for its patrons, except that this requirement shall  
1567 not apply to a supper club which is located in a hotel having separate kitchen  
1568 facilities of which the supper club makes use;

1569 (3) Provide a band or other professional entertainment a minimum of 20 days in  
1570 each calendar month, each and every calendar month of the calendar year, with  
1571 the exception of holidays, vacations, and periods of redecorating;

1572 (4) Be arranged and maintained such that all booths and tables are open and  
1573 unobstructed to the view of other persons in the facility;

1574 (5) Serve at least one meal per day at least five days per week, with the  
1575 exception of holidays, vacations, and periods of redecoration; and

1576 (6) Have as at least 50 percent of its total sales the sale of food and nonalcoholic  
1577 beverages consumed on the premises, exclusive of sales from vending  
1578 machines; and for this purpose, if a supper club makes a minimum charge or  
1579 cover charge, the amount so charged shall not be counted in computing total  
1580 sales and shall not be counted as a food or beverage sale.

1581

1582 **Sec. 16-7006. - Private clubs.**



- 1583 (a) In order to be eligible for a consumption on the premises license, a private club  
1584 must be a nonprofit association which is organized under the laws of this state and  
1585 which:
- 1586 (1) Has been in existence at least one year prior to the filing of its application for a  
1587 license;
- 1588 (2) Has at least 75 regular dues-paying members;
- 1589 (3) Is organized and operated exclusively for pleasure, recreation, and other  
1590 nonprofit purposes;
- 1591 (4) Owns, hires, or leases a building or space within a building for the reasonable  
1592 use of its members, which building or space:
- 1593 a. Has suitable kitchen and dining room space and equipment;
- 1594 b. Is staffed with a sufficient number of employees for cooking, preparing, and  
1595 serving meals for its members and guests; and
- 1596 c. Has no member, officer, agent, or employee directly or indirectly receiving  
1597 in the form of salary or other compensation any profits from the sale of  
1598 alcoholic beverages beyond a fixed salary.
- 1599 (b) For purposes of subsection (a)(4)c., a "fixed salary" means the amount of  
1600 compensation paid any member, officer, agent, or employee of a private club as  
1601 may be fixed for him by its members at a prior annual meeting or by the governing  
1602 body out of the general revenue of the club and shall not include any commission or  
1603 any profits from the sale of alcoholic beverages. Tips or gratuities added to the bills  
1604 under club regulations shall not be considered profits from the sale of alcoholic  
1605 beverages.
- 1606 (c) No alcoholic beverage license shall be granted to a private club organized or  
1607 operated primarily for the selling or serving of alcoholic beverages.
- 1608 (d) Veterans' organizations, fraternal organizations, and other nonprofit organizations  
1609 currently having tax exempt status under either the United States Internal Revenue  
1610 Code or the state income tax law shall not be required to operate a food  
1611 establishment serving prepared food; provided, however, any such organization  
1612 selling or dispensing alcoholic beverages shall be subject to all ordinance  
1613 regulations dealing with general licensing and consumption on the premises  
1614 establishments.

1615

1616 **Sec. 16-7007. - Special events facility.**

1617 In order to be eligible for a consumption on the premises license, a special events  
1618 facility must:

- 1619 (1) Be available to public or private groups of persons;
- 1620 (2) For monetary consideration on a rental, fee, percentage, or similar basis, be  
1621 used primarily for special occasions, including but not limited to, receptions,

1622 meetings, banquets, conventions, parties, catered events, or auditoriums with a  
1623 seating capacity less than 5,000; and

1624 (3) Be open to or attended by invited or selected guests or paying patrons; or

1625 (4) Be a multi-sport complex situated on at least 20 acres and in conformance  
1626 with the city's zoning ordinances.

1627 **Sec. 16-7008. - Consumption on premises license for public entertainment**  
1628 **facilities.**

1629 A license to sell alcoholic beverages for consumption on the premises may be  
1630 issued to the owner and/or operator of a public entertainment facility with a seating  
1631 capacity in excess of 5,000 persons, including stadiums, arenas, coliseums,  
1632 amphitheatres and auditoriums ("public entertainment facility"). Except as provided in  
1633 this section, all applicants and license holders for public entertainment facilities shall  
1634 meet all licensing qualifications established pursuant to this article and must comply  
1635 with all state statutes governing the sale of alcoholic beverages and all sections of this  
1636 article and other city ordinances governing sales. Public entertainment facilities shall be  
1637 required to comply with the percentage sales requirements applicable to consumption  
1638 on the premise's licensees under this article, but in determining such compliance, the  
1639 revenue from the sale of tickets shall be combined with the revenue derived from the  
1640 sale of prepared meals or food. In addition, food must be served during any period of  
1641 time that alcoholic beverages are served. Alcoholic beverages may be sold during the  
1642 hours authorized for other consumption on the premise's licensees holding licenses  
1643 pursuant to this article, except that Sunday sales shall be limited to the hours of 11:00  
1644 a.m. to 11:30 p.m.

1645 **Sec. 16-7009. - Physical requirements of premises.**

1646 All lounge and restaurant areas, including all tables, booths, and other areas where  
1647 customers are served and including all passageways for customers, shall be sufficiently  
1648 well illuminated so that they may be viewed by those inside the premises. The sale or  
1649 dispensing of alcoholic beverages in any back room or side room that is not open to the  
1650 general public is prohibited, except that this prohibition shall not apply with respect to:

1651 (1) Private parties which have been scheduled in advance;

1652 (2) Sales to hotel guests in their hotel rooms;

1653 (3) Private clubs; or

1654 (4) Special events facilities.

1655

1656 **Sec. 16-7010. - Employees of supper club or lounge not to mingle with customers.**

1657 It shall be unlawful for an employee of a supper club or lounge to dance or sit with  
1658 customers on the premises. It shall be unlawful for any customer to purchase food or  
1659 drink for an employee of a lounge or supper club on the licensed premises.

1660

1661 **Sec. 16-7011. - Live music and dancing.**

1662 Bands or orchestras and patron dancing shall be permitted at facilities licensed for  
1663 consumption on the premises sales only where:

- 1664 (1) Adequate space exists;
- 1665 (2) All fire and safety regulations are met;
- 1666 (3) Prior approval of the Chief of Police and the fire chief has been obtained.

1667

1668 **Sec. 16-7012. - Package sales prohibited.**

1669 It shall be unlawful for any alcoholic beverages to be sold by the package from  
1670 premises licensed for consumption on the premises. This section shall not apply with  
1671 respect to sales pursuant to a license for sales by the package.

1672

1673 **Sec. 16-7013. - Carry-out of alcoholic beverage unlawful.**

1674 (a) All alcoholic beverages sold or otherwise dispensed by consumption on the  
1675 premises licensees shall be consumed only on the licensed premises. It shall be  
1676 unlawful for any person to remove from the licensed premises any alcoholic  
1677 beverages sold for consumption on the premises, and it shall be unlawful for the  
1678 licensee to permit any person to remove from the licensed premises any alcoholic  
1679 beverages sold for consumption on the premises in any type of container, except as  
1680 provided for in subsection (b).

1681 (b) Any restaurant which is licensed to sell alcoholic beverages for consumption on  
1682 the premises may permit a patron to remove one unsealed bottle of wine per patron  
1683 for consumption off premises as authorized in O.C.G.A. § 3-6-4.

1684 (c) Each consumption on the premises licensee shall post in a prominent place at  
1685 each exit from the licensed premises a sign in substantially the following form:

1686 "No alcoholic beverages beyond this point." Such sign shall be in uniform letters not  
1687 less than one inch in height and shall be no larger than one square foot in size.

1688 (d) It shall be unlawful for customers to gather outside the licensed premises of a  
1689 consumption on the premises licensee and consume alcoholic beverages, unless  
1690 otherwise authorized by this title.

1691 (e) It shall be unlawful for the manager or any employee of a consumption on the  
1692 premises licensee to allow persons to gather outside the licensed premises and  
1693 consume alcoholic beverages, unless otherwise authorized by this title.

1694

1695 **Sec. 16-7014. - Brown-bag, when "BYOB" is allowed.**

1696 It is prohibited for any person to bring in his own alcoholic beverage in any business  
1697 establishment without regard to whether such establishment is licensed to serve  
1698 alcoholic beverages except for the following specific exceptions:

1699 (1) This section shall not prohibit any person dining at an eating establishment  
1700 licensed to sell wine for consumption on the premises from bringing an  
1701 unopened bottle of wine into said establishment for consumption where such  
1702 eating establishment has a policy permitting same.

1703 (2) This section shall not prohibit any person who is a patron of a business  
1704 establishment which provides as its primary business art instruction, sewing  
1705 and embroidery instruction, or cooking instruction from bringing one unopened  
1706 bottle of wine into the establishment where: (a) the owners or their agents have  
1707 a policy permitting a patron to bring an unopened bottle of wine into the  
1708 business establishment for consumption on the premises by the patron; and (b)  
1709 the business establishment is licensed as required hereinafter.

1710 (3) This section shall not prohibit any person who is a patron of a business  
1711 establishment which provides as its primary business art instruction, sewing  
1712 and embroidery instruction, or cooking instruction from bringing no more than  
1713 two unopened 16-ounce containers of beer, or the equivalent, into the  
1714 establishment where: (a) the owners or their agents have a policy permitting a  
1715 patron to bring an unopened bottle of beer as described into the business  
1716 establishment for consumption on the premises by the patron; and (b) the retail  
1717 establishment is licensed as required hereinafter.

1718 (4) Any wine not consumed at a business establishment, as described in  
1719 subsection (2) of this section, shall be disposed of at the premises and not  
1720 carried out in an open container, unless the business establishment is able to  
1721 reseal and repackage the opened bottle of wine as required by O.C.G.A. § 3-6-  
1722 4.

1723 (5) Any beer opened and not consumed at a business establishment, as  
1724 described in subsection (3) of this section, shall be disposed of at the premises  
1725 and not carried out in an unsealed container.

1726 (6) A business establishment, as described in subsections (2) and (3) of this  
1727 section, licensed as required, may have available for its patrons use, either for a  
1728 fee or not, glasses and openers for the patrons' use.

1729 (7) A business establishment, as described in subsections (2) and (3) of this  
1730 section, shall be a licensed business by the city and meet all application  
1731 requirements for a brown bagging beer and wine license and be governed by

1732 the ordinance provisions set forth in section. Further, such a business  
1733 establishment so licensed shall not have any employee under the age of 18  
1734 working in the establishment and shall have an established closing time no later  
1735 than 11:00 p.m.

1736

1737 (8) This section shall not prohibit any public entertainment facility licensed to sell  
1738 beer, wine, and distilled spirits for consumption on the premises from allowing  
1739 patrons to bring his/her own alcoholic beverages into said facility for  
1740 consumption where such public entertainment facility has a policy permitting  
1741 same.

1742 (9) All applicable state laws and city ordinances which address the use and  
1743 serving of alcoholic beverages shall apply to this section, unless otherwise  
1744 specifically provided hereinabove.

1745 (10) For purposes of this section, the term business establishment shall not  
1746 include a private hotel room or other similar guest room or a private club.

1747

1748 **Sec. 16-7015. - "Happy hour"**

1749 All happy hour activities shall be conducted in strict compliance with state law.

1750

1751 **Sec. 16-7016. – Ancillary beer and wine tasting license.**

1752 The holder of a package beer and wine license shall be eligible for an ancillary wine,  
1753 beer and malt beverage tasting license to provide samples of wine, beer and malt  
1754 beverages offered for sale to customers under the conditions set forth in this section.

1755 (a) Wine, beer and malt beverage sampling shall be on limited occasions when a  
1756 customer requests a sample of a wine, beer or malt beverage offered for sale  
1757 within the premises, or in conjunction with education classes and sampling  
1758 designed to promote wine, beer and malt beverage appreciation and education.

1759 (b) Wine, beer or malt beverage tasting for customers shall be conducted only at a  
1760 counter area constituting no more than ten (10) percent of the entire floor area of  
1761 the premises.

1762 (c) Such sampling for customers shall be limited to no more than one (1) time per  
1763 day, on the days of the week authorized by State law to sell beer and wine by the  
1764 package, for a period of not to exceed two (2) consecutive hours. Samples shall  
1765 not exceed two (2) ounces, and no customer shall consume more than eight (8)  
1766 ounces in any two-hour period; and

- 1767 (d) The holder of an ancillary wine, beer and malt beverage tasting license may  
1768 conduct educational classes and sampling for classes not more than two (2)  
1769 times per week for a period of not to exceed two (2) consecutive hours. All  
1770 conditions of sampling set forth in this section shall apply to such classes, except  
1771 for the limitation on floor areas where the classes can be conducted.
- 1772 (e) Wine, beer and malt beverage bottles shall be opened, and samples poured only  
1773 by an employee who possesses a valid alcohol work permit.
- 1774 (f) No open containers of wine, beer or malt beverage shall be removed from the  
1775 licensed premises.
- 1776 (g) Holders of an ancillary wine, beer and malt beverage tasting license shall not  
1777 charge for samples or tastings but may accept donations for a charitable  
1778 organization of their choice.
- 1779 (h) Such sampling and tasting are permitted within the enclosed portion of the  
1780 premises only.
- 1781 (i) The fees for an ancillary wine, beer and malt beverage tasting license shall be  
1782 according to fee schedule adopted by City Council.

1783  
1784 **CHAPTER 8. - EXCISE TAX**

1785  
1786 **DIVISION 1 – GENERALLY.**

1787  
1788 **Sec. 16-8001. - Definitions.**

1789  
1790 For the purpose of this division, the following words, terms and phrases are defined  
1791 as follows:

1792  
1793 *Agent* means that person designated by licensee in his application for a permit to sell  
1794 alcoholic beverages by the drink in the City.

1795  
1796 *Alcoholic beverage* means any beverage containing alcohol obtained by distillation  
1797 including rum, whiskey, gin, and other spirituous liquors by whatever name called, but  
1798 not including malt beverages, fermented wines, or fortified wines.

1799  
1800 *Drink* means any alcoholic beverages served for consumption on the premises  
1801 which may or may not be diluted by any other liquid.

1802  
1803 *Licensee* means any person who holds a permit from the City to sell alcoholic  
1804 beverages by the drink.

1805

1806 *Monthly period* means the calendar month of the year.

1807  
1808 *Person* means an individual, firm, partnership, joint venture, association, social club,  
1809 fraternal organization, joint stock company, corporation, nonprofit corporation or  
1810 cooperative nonprofit membership, estate, trust, business trust, receiver, trustee,  
1811 syndicate, or any other group or combination acting as a unit, the plural as well as the  
1812 singular number, excepting the United States of America, the State of Georgia, and any  
1813 political subdivision of either thereof upon which the City is without power to impose the  
1814 tax herein provided.

1815  
1816 *Purchase price* means the consideration received for the sale of alcoholic beverages  
1817 by the drink valued in money, whether received in cash or otherwise, including all  
1818 receipts, cash, credits and property or services of any kind or nature, and also the  
1819 amount for which credit is allowed by the licensee to the purchaser, without any  
1820 deduction therefrom whatsoever.

1821  
1822 *Purchaser* means any person who orders and gives present or future consideration for  
1823 any alcoholic beverages by the drink.

1824  
1825 *Tax* means the tax imposed by this division.

1826  
1827 **Sec. 16-8002. -Administration.**

1828  
1829 (a) *Authority of City Treasurer.* The City Finance Department will administer and  
1830 enforce the provisions of this title for the levy and collection of the tax imposed by  
1831 this title.

1832  
1833 (b) *Rules and regulations.* The City Finance Department has the power and authority  
1834 to make and publish reasonable rules and regulations not inconsistent with this title  
1835 or other laws of the City and the State of Georgia or the constitution of this state or  
1836 the United States for the administration and enforcement of the provisions of this  
1837 division and the collection of the taxes hereunder.

1838  
1839 (c) *Records required from operators; form.* Every licensee for the sale of alcoholic  
1840 beverages by the drink in the City to a person must keep such records, receipts,  
1841 invoices and other pertinent papers in any form as the City Finance Department,  
1842 which shall consist of the City Finance Director and/or his designee, may require.

1843  
1844 (d) *Examination of records; audits.* The City Finance Department may examine the  
1845 books, papers, records, financial reports, equipment, and other facilities of any  
1846 licensee liable for the tax, in order to verify the accuracy of any return made, or if no  
1847 return is made by the licensee, to ascertain and determine the amount required to be  
1848 paid.

1849  
1850 (e) *Authority to require report; contents.* In administration of the provisions of this title,  
1851 the City Finance Department may require the filing of reports by any person or class  
1852 of persons having in such person's possession or custody information relating to

1853 sales of alcoholic beverages which are subject to the tax. The report must be filed  
1854 with the City Finance License Department when required and must set forth the  
1855 price charged for each sale, the date or dates of sale, and such other information as  
1856 the City Finance Department may require. The City Finance Department will report  
1857 to the City business license and police department all determinations finding the  
1858 licensee deficient under this title.

1859  
1860 (f) *Disclosure of business of operators; limitation on rule.* The City Finance  
1861 Department or any other department or person having an administrative duty under  
1862 this division will not make known in any manner the business affairs, operations, or  
1863 information obtained by an audit of books, papers, records, financial reports,  
1864 equipment, and other facilities of any licensee or any other person visited or  
1865 examined in the discharge of official duty, or the amount or source of income, profits,  
1866 losses, expenditures, or any particular thereof, set forth or disclosed in any return, or  
1867 to permit any return or copy thereof or any book containing any abstract or  
1868 particulars thereof to be seen or examined by any person not having such  
1869 administrative duty under this division, except in the case of judicial proceedings or  
1870 other proceedings necessary to collect the tax hereby levied and assessed.  
1871 Successors, receivers, trustees, executors, administrators, assignees and  
1872 guarantors, if directly interested, may be given information as to the items included  
1873 in the measure and amount of unpaid tax or amounts of tax required to be collected,  
1874 interest, and penalties.

1875  
1876 **DIVISION 2. - DISTILLED SPIRITS AND WINE**

1877  
1878 **Sec. 16-8003. - Distilled spirits by the package; rate.**

1879  
1880 The excise tax levied on the sale of distilled spirits by the package, at either the  
1881 wholesale or retail level, is hereby set at the rate of \$0.22 per liter of distilled spirits,  
1882 excluding fortified wines, and a proportionate tax at like rates on all fractional parts of a  
1883 liter.

1884  
1885 **Sec. 16-8004. - Wine by the package; rate.**

1886  
1887 The excise tax levied on the first sale or use of wine by the package is hereby set at  
1888 \$0.22 per liter, and a proportionate tax at like rates on all fractional parts of a liter.

1889  
1890  
1891  
1892 **Sec. 16-8005. - Method of collection.**

1893  
1894 The excise taxes imposed by this division will be collected by all wholesalers selling  
1895 alcoholic beverages to persons holding retail licenses for sale to the same, in the City.  
1896 Said excise taxes will be collected by the wholesalers at the time of the wholesale sale  
1897 of such beverages. It is the duty of each wholesaler to remit the proceeds so collected  
1898 to the alcoholic beverage tax and business license division, on or before the 15th day of  
1899 each month, for the preceding calendar month. This remittance must be accompanied



1900 by a statement under oath showing the total sales of each type of alcoholic beverage,  
1901 by volume and price, sold to every person holding a retail license for the sale of  
1902 alcoholic beverages in the City. Failure to file such a statement, or to remit the tax  
1903 collected on or before the 15th day of each month, will be grounds for suspension or  
1904 revocation as provided for by this title, provided that the wholesalers making such  
1905 remittance are entitled to retain two percent of the amounts collected as compensation  
1906 for their duties under this section.

1907  
1908 **Sec. 16-8006. - Failure to pay; grounds for suspension or revocation of retail**  
1909 **license.**

1910  
1911 Failure to pay the taxes imposed by this title will be grounds for suspension or  
1912 revocation of any retail license to sell alcoholic beverages in the City. If any holder of a  
1913 retail license fails to pay the taxes imposed by this division of this title, it will be grounds  
1914 for suspension or revocation of any retail license to sell alcoholic beverages in the City.  
1915 If any holder of a retail license fails or refuses to pay to the wholesaler selling to him  
1916 alcoholic beverages the tax imposed by this division, the wholesaler must immediately  
1917 report such failure to pay to the alcoholic beverage tax division and make no further  
1918 sales of any alcoholic beverages to said retailer until receipt of written notification to do  
1919 so from the division. In such event, the tax may be collected by the City by an action at  
1920 law against that retailer.

1921  
1922  
1923 **DIVISION 3. - MALT BEVERAGES**

1924  
1925 **Sec. 16-8007. - Levy of excise tax on sale; reporting of sales; payment of tax.**

1926  
1927 (a) There is hereby levied and imposed upon all wholesale dealers selling malt  
1928 beverages within the City, a specific excise tax in the amount of \$0.05 per 12 ounces  
1929 (or proportionately thereof so as to graduate the tax on bottles, cans, and containers  
1930 of various sizes), and an excise tax on top or draft beer in the sum of \$6.00 for each  
1931 container sold as hereinafter specified, containing not more than 15½ gallons and at  
1932 a like rate for fractional parts, where the beverage is sold in or from a barrel or bulk  
1933 container, such beverage being commonly known as tap or draft beer, sold by each  
1934 wholesale dealer within the City, to be paid as follows:

1935  
1936 (b) On or before the 10th day of each month, each wholesale dealer selling malt  
1937 beverages within the City, must file with the City Finance Department a report on  
1938 forms furnished by the Finance Department, disclosing for the preceding calendar  
1939 month the exact quantities of malt beverages, by size and type of container. The  
1940 report will constitute a beginning and ending inventory of malt beverages for the  
1941 month, sold within the City. Each such wholesale dealer must remit to the City  
1942 Finance Department on the 10th day of the month for the preceding calendar month  
1943 in which such sales were made, the amount of excise tax due in accordance with  
1944 this title.

1945  
1946 **Sec. 16-8008. - Excise tax in addition to other fees and taxes.**

1947  
1948  
1949  
1950  
1951  
1952  
1953  
1954  
1955  
1956  
1957  
1958  
1959  
1960  
1961  
1962  
1963  
1964  
1965  
1966  
1967  
1968  
1969  
1970  
1971  
1972  
1973  
1974  
1975  
1976  
1977  
1978  
1979  
1980  
1981  
1982  
1983  
1984  
1985  
1986  
1987  
1988  
1989  
1990  
1991  
1992  
1993

The excise tax provided for hereinabove is in addition to any license fee, tax, or charge which may now or in the future be imposed upon the business of selling malt beverages at retail or wholesale, within the City.

**Sec. 16-8009. - Penalties for late reporting and payment.**

The failure to make a timely report and remittance, as above provided, may render a wholesale dealer liable for a penalty equal to two percent of the total amount due during the first 30-day period following the date such report and remittance were due, and a further penalty of five percent of the amount of such remittance for each successive 30-day period, or any portion thereof, during which such report and remittance are not filed. The filing of a false or fraudulent report will render the wholesale dealer making such report liable for a penalty equal to 20 percent of the amount of the remittance which would be required under an accurate and truthful report.

**DIVISION 4. - SALES BY THE DRINK**

**Sec. 16-8010. - Penalty for violation of division.**

Any person violating any of the provisions of this division may be charged with an offense and, upon conviction thereof in the State Court of the City, will be assessed a fine of \$1 ,000.00 for each such offense. The person may be charged with a separate offense for each day during any portion of which any violation of any provision of this division is committed, continued, or permitted by this person.

**Sec. 6-8011. - Rate of tax.**

There is hereby imposed and levied upon every sale of an alcoholic beverage purchased by the drink in the City a tax in the amount of three percent of the purchase price of said beverage.

**Sec. 16-8012. - Records of sales.**

Every licensee for the sale of alcoholic beverages by the drink operating a place of business in the City must, at the time of collecting for food and drinks served, itemize separately the price of alcoholic beverages served. Where the charges for food and drink are satisfied by credit or deferred payment, the payment of the tax to the licensee may be deferred in a like manner; however, the licensee will be liable therefor at the time and to the extent that such credits are incurred.

**Sec. 16-8013. - Liability for payment of tax.**

Every licensee or his agent is hereby authorized and directed to collect the tax herein imposed from purchasers of alcoholic beverages by the drink sold within his licensed premises. Such licensee or his agent must furnish such information as may be

1994 requested by the City Finance Department to facilitate the collection of this tax. Any  
1995 licensee who does not collect the tax on all retail sales made by him, or his agents, or  
1996 employees, of alcoholic beverages, as defined herein, which are subject to the tax  
1997 hereunder imposed, will be liable for and pay the tax himself.

1998

1999 **Sec. 16-8014. - Due dates, returns and collection fees.**

2000

2001 (a) *Due date of taxes.* All taxes collected by any licensee or agent hereunder are  
2002 due and payable to the City Finance Department monthly on or before the 20<sup>th</sup> day  
2003 of every month for the preceding calendar month.

2004

2005 (b) *Return; time of filing; persons required to file; execution.* On or before the 20th  
2006 day of the month following each monthly period, a return for the preceding monthly  
2007 period must be filed with the City Finance Department in such form as the City  
2008 Finance Department may prescribe by every licensee or agent liable for the  
2009 payment of tax hereunder.

2010

2011 (c) *Contents of return.* All returns must show the gross receipts from the sale of  
2012 alcoholic beverages by the drink, amount of tax collected or authorized due for the  
2013 related period, and such other information as may be required by the Finance  
2014 Department. The returns shall be assessed and evaluated by the Finance  
2015 Department.

2016

2017 (d) *Delivery of return and remittance.* The person required to file the return must  
2018 deliver the return, together with the remittance of the net amount of tax due to the  
2019 Finance Department.

2020

2021 (e) *Collection fee allowed operators.* Operators collecting the tax will be allowed a  
2022 percentage of the tax due and accounted for and will be reimbursed in the form of a  
2023 deduction in submitting, reporting and paying the amount due, if said amount is not  
2024 delinquent at the time of payment. The rate of the deduction will be the same rate  
2025 authorized for deductions from state tax under O.C.G.A. tit. 40, ch.8, art. 1  
2026 (O.C.G.A. § 40-8-1 et seq.), as now or hereafter amended.

2027

2028 **Sec. 16-8015. - Deficiency determinations.**

2029

2030 (a) *Recomputation of tax; authority to make; basis of recomputation.* If the City  
2031 Finance Department is not satisfied with the return or returns of the tax or the  
2032 amount of the tax required to be paid to the City by any person, it may compute and  
2033 determine the amount required to be paid upon the basis of any information within  
2034 his possession or that may come into his possession. One or more deficiency  
2035 determinations may be made of the amount due for one or more monthly periods.

2036

2037 (b) *Interest on deficiency.* The amount of the determination, exclusive of penalties,  
2038 will bear interest at the rate of three-fourths of one percent per month, or fraction  
2039 thereof, from the 20th day after the close of the monthly period for which the amount  
2040 or any portion thereof should have been returned until the date of payment.

- 2041  
2042 (c) *Offsetting of overpayments.* In making a determination the City Finance  
2043 Department may offset overpayments, for a period or periods, against  
2044 underpayments, for another period or periods, against penalties, and against the  
2045 interest on underpayments. The interest on overpayments will be computed in the  
2046 manner set forth in this title.  
2047  
2048 (d) *Penalty; negligence or disregard of rules and regulations.* If any part of the  
2049 deficiency for which a deficiency determination has been made is due to negligence  
2050 or disregard of rules and regulations, a penalty of 15 percent of the amount of such  
2051 deficiency will be added thereto.  
2052  
2053 (e) *Penalty for fraud or intent to evade.* If any part of the deficiency for which a  
2054 deficiency determination is made due to fraud, or intent to evade any provisions of  
2055 this regulation or other authorized rules and regulations, a penalty of 25 percent of  
2056 the deficiency will be added thereto.  
2057  
2058 (f) *Notice of the Finance Department's determination; service of the finance*  
2059 *department, or a designated representative, will give to the licensee, written notice of*  
2060 *the determination. The notice may be served personally or by mail; if by mail, such*  
2061 *service will be addressed to the licensee at his address as it appears in the records*  
2062 *of the business license department. In the case of service by mail of any notice*  
2063 *required by this title, the service is complete at the time of deposit in the United*  
2064 *States Post Office.*  
2065  
2066 (g) *Time within which notice of deficiency determination to be mailed.* Except in the  
2067 case of fraud, intent to evade this division, or authorized rules or regulations, or  
2068 failure to make a return, every notice of deficiency determination will be mailed  
2069 within three years after the 20th of the calendar month following the monthly period  
2070 for which the amount is proposed to be determined, or within three years after the  
2071 return is filed, whichever period should last expire.  
2072  
2073

2074 **Sec. 16-8016. - Determination of tax if no return made.**  
2075

- 2076 (a) *Estimate of gross receipts.* If any licensee fails to make a return, the City Finance  
2077 Department may make an estimate of the amounts of the gross receipts of the  
2078 licensee, or as the case may be, of the amount of the total sales in the City which  
2079 are subject to the tax. The estimate will be made for the period or periods in respect  
2080 to which the licensee failed to make the return and may be based upon any  
2081 information which is or may come into the possession of the Finance Department.  
2082 Upon the basis of this estimate, the City Finance Department will compute and  
2083 determine the amount required to be paid the City, adding to the sum thus  
2084 determined a penalty equal to 15 percent thereof. One or more determinations may  
2085 be made for one or more periods.  
2086

- 2087 (b) *Manner of computation; offsets; interest.* In making a determination the City  
2088 Finance Department may offset overpayments for a period or penalties, and against  
2089 the interest on the underpayments. The interest on underpayments will be computed  
2090 in the manner set forth in subsection (c).  
2091
- 2092 (c) *Interest on amount found due.* The amount of the determination, exclusive of  
2093 penalties, will bear interest at the rate of three-fourths of one percent per month, or  
2094 fraction thereof, from the 20th day of the month following the monthly period, for  
2095 which the amount or any portion thereof should have been returned, until the date of  
2096 payment.  
2097
- 2098 (d) *Penalty for fraud or intent to evade.* If the failure of any person to file a return is  
2099 due to fraud or intent to evade this title or rules and regulations, a penalty of 25  
2100 percent of the amount required to be paid by the person, exclusive of penalties, shall  
2101 be added thereto in addition to the 15 percent penalty provided in this title.  
2102
- 2103 (e) *Giving of notice; manner of service.* Promptly after making a determination, the  
2104 City Finance Department will give to the person written notice to be served  
2105 personally or by mail in the manner prescribed for service of notice of a deficiency  
2106 determination.  
2107

2108 **Sec. 16-9017. - Penalties and interest for failure to pay tax.**  
2109

2110 Any person who fails to pay the tax herein imposed to the City, or fails to pay any  
2111 amount of such tax required to be collected and paid to the City Finance Department,  
2112 within the time required, will pay a penalty of 15 percent of the tax, or amount of the tax,  
2113 in addition to the tax or amount of the tax, plus interest on the unpaid tax or any portion  
2114 thereof as set forth herein.  
2115

2116 **Sec. 16-8018. - Collection of tax.**  
2117

- 2118 (a) *Action for tax; time for.* The City Finance Department shall be responsible for  
2119 collection of the tax under this title. At any time within three years after any tax or  
2120 any amount of tax required to be collected becomes due and payable and at any  
2121 time within three years after the delinquency of any tax or any amount of tax  
2122 required to be collected, the business license department may bring an action in the  
2123 courts of this state, or any other state, or of the United States in the name of the  
2124 City to collect the amount delinquent, together with penalties and interest, court  
2125 fees, filing fees, attorneys' fees, and other legal fees incident thereto.  
2126
- 2127 (b) *Duty of successors or assignees of operator to withhold tax from purchase*  
2128 *money.* If any operator liable for any amount under this title sells out his business or  
2129 quits the business, his successors or assigns must withhold sufficient of the  
2130 purchase price to cover this amount until the former owner produces a receipt from  
2131 the City Finance Department showing that he has been paid or a certificate stating  
2132 that no amount is due.  
2133

2134 (c) *Liability for failure to withhold; certificate of notice of amount due; time to enforce*  
2135 *successor's liability.* If the purchaser of a business fails to withhold purchase price  
2136 as required, he becomes personally liable for the payment of the amount required  
2137 to be withheld by him to the extent of the purchase price, valued in money. Within  
2138 30 days after receiving a written request from the purchaser for a certificate, the  
2139 City Finance Department will either issue the certificate or mail notice to the  
2140 purchaser at his address as it appears on the records of the City Business License  
2141 Department of the amount that must be paid as a condition of issuing the certificate.  
2142 The time within which the obligation of a successor may be enforced will start to run  
2143 at the time the operator sells out his business or at the time that the determination  
2144 against the operator becomes final, whichever event occurs the later.  
2145

2146 (d) *Tax credit, penalty, or interest paid more than once or illegally collected.*  
2147 Whenever the amount of any tax, penalty, or interest has been paid more than  
2148 once, or has been erroneously or illegally collected or received by the City under  
2149 this title, it may be offset as provided in the City code. If the operator or person  
2150 determines that he has overpaid or paid more than once, which fact has not been  
2151 determined by the business license department, he will have three years from the  
2152 date of payment to file claim in writing stating the specific ground upon which the  
2153 claim is founded. The claim will be audited. If the claim is approved by the Finance  
2154 Department, the excess amount paid the City may be credited on any amounts then  
2155 due and payable from the person by whom it was paid or his administrators or  
2156 executors.  
2157

2158 **Sec. 16-8019. - Administration and enforcement of this title.**

- 2159 (a) The city revenue division shall administer and enforce the provisions of this article.  
2160 (b) The City Manager or designee may promulgate rules and regulations for the  
2161 enforcement of this article.  
2162 (c) Every licensee engaging in the sale of mixed drinks shall keep such records,  
2163 receipts, invoices, and other pertinent papers in such form as may be required by  
2164 the city.  
2165 (d) The City Finance Department may examine the books, papers, records, financial  
2166 reports, equipment, and facilities of any licensee, person or business engaging in  
2167 the sale of any alcoholic beverage, retail or wholesale, in order to verify the  
2168 accuracy of any return, or if no return is made to ascertain the amount of tax due.  
2169 (e) In the administration of the provisions of this article, the city revenue division may  
2170 require the filing of reports by any person or class of persons having in their  
2171 possession or custody any information relating to purchases subject to taxation  
2172 under this article.

2173

2174 **CHAPTER 9. ALCOHOL FEE SCHEDULE**

2175

2176 **Sec. 16-9001. – Fee Schedule**

2177  
2178 The following alcohol licenses fees are hereby established and shall be payable by  
2179 check or money order, as applicable, at the time of filing the alcohol application:

2180

2181 **Administrative Fees**

|      |                                                 |          |
|------|-------------------------------------------------|----------|
| 2182 | Alcohol License Application Processing Fee..... | \$450.00 |
| 2183 | Background/Fingerprint Fee .....                | \$55.00  |
| 2184 | Advertising Fee .....                           | \$505.00 |
| 2185 | Fire Inspection Fee .....                       | \$75.00  |

2186

2187 **Retail Consumption on Premises**

|      |                                                                  |               |
|------|------------------------------------------------------------------|---------------|
| 2188 | Liquor.....                                                      | \$3,200.00    |
| 2189 | Beer .....                                                       | \$650.00      |
| 2190 | Wine.....                                                        | \$650.00      |
| 2191 | Add'l Bar/Lounges .....                                          | \$1,000.00ea. |
| 2192 | BYOB Wine.....                                                   | \$125.00      |
| 2193 | Wine & Malt Beverage Tasting (No Distilled Spirits/Liquor) ..... | \$50.00ea.    |

2194

2195 **Special Permit Fees**

|      |                                                                      |          |
|------|----------------------------------------------------------------------|----------|
| 2196 | Non-Profit Special Event Beer, Wine, & Distilled Spirits/Liquor..... | \$50.00  |
| 2197 | For-Profit Special Event Beer & Wine .....                           | \$125.00 |
| 2198 | For-Profit Special Event Distilled Spirits/Liquor.....               | \$125.00 |
| 2199 | Annual Off Premises Catering License.....                            | \$200.00 |
| 2200 | Off Premises per Event Catering Permit .....                         | \$50.00  |

2201

2202 **Retail Package**

|      |                                |            |
|------|--------------------------------|------------|
| 2203 | Distilled Spirits/Liquor ..... | \$3,000.00 |
| 2204 | Beer .....                     | \$400.00   |
| 2205 | Wine.....                      | \$400.00   |

2206

2207 **Temporary Alcohol License Fees**

|      |                                                              |          |
|------|--------------------------------------------------------------|----------|
| 2208 | Distilled Spirits/Liquor (Sale/Consumption on Premises)..... | \$500.00 |
| 2209 | Beer and Wine (Sale/Consumption on Premises).....            | \$250.00 |
| 2210 | Beer and Wine (Retail Package) .....                         | \$250.00 |

2211

2212 **Wholesale:**

|      |                                |            |
|------|--------------------------------|------------|
| 2213 | Distilled Spirits/Liquor.....  | \$3,500.00 |
| 2214 | Beer.....                      | \$500.00   |
| 2215 | Wine .....                     | \$500.00   |
| 2216 | Location Outside of City ..... | \$100.00   |

2217

2218 **Manufacturer (Distillery):**

|      |                               |            |
|------|-------------------------------|------------|
| 2219 | Distilled Spirits/Liquor..... | \$4,000.00 |
| 2220 | Beer.....                     | \$500.00   |
| 2221 | Wine .....                    | \$500.00   |

|      |                                  |            |
|------|----------------------------------|------------|
| 2222 |                                  |            |
| 2223 | <b><u>Microbrewery</u></b> ..... | \$2,000.00 |
| 2224 |                                  |            |
| 2225 | <b><u>Farm Winery</u></b> .....  | \$2,000.00 |
| 2226 |                                  |            |
| 2227 | <b><u>Growler</u></b> .....      | \$2,000.00 |

2228  
2229 **Section 2.** Appendix F, Alcohol License Fee Schedule, to the City of South Fulton  
2230 Code of Ordinances is hereby deleted in its entirety.  
2231

2232 \*\*\*\*\*

2233 **Section 3.** It is hereby declared to be the intention of the City Council that: (a) All  
2234 sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were,  
2235 upon their enactment, believed by the City Council to be fully valid, enforceable and  
2236 constitutional.

2237 (b) To the greatest extent allowed by law, each and every section, paragraph,  
2238 sentence, clause or phrase of this Ordinance is severable from every other section,  
2239 paragraph, sentence, clause or phrase of this Ordinance. No section, paragraph,  
2240 sentence, clause or phrase of this Ordinance is mutually dependent upon any other  
2241 section, paragraph, sentence, clause or phrase of this Resolution.

2242 (c) In the event that any phrase, clause, sentence, paragraph or section of this  
2243 Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or  
2244 otherwise unenforceable by the valid judgment or decree of any court of competent  
2245 jurisdiction, it is the express intent of the City Council that such invalidity,  
2246 unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not  
2247 render invalid, unconstitutional or otherwise unenforceable any of the remaining  
2248 phrases, clauses, sentences, paragraphs or sections of the Ordinance.

2249 **Section 4.** All Ordinance and Resolutions in conflict herewith are hereby expressly  
2250 repealed.

2251 **Section 5.** The City Attorney, City Clerk and contracted City Codifier are authorized  
2252 to make non-substantive formatting and renumbering edits to this ordinance for  
2253 proofing, codification, and supplementation purposes. The final version of all  
2254 ordinances shall be filed with the clerk.

2255 **Section 6.** The effective date of this Ordinance shall be on the date as set forth  
2256 under Sec. 3.21 of the City Charter unless provided otherwise by applicable local, state  
2257 and/or federal law.  
2258  
2259  
2260  
2261  
2262



2263  
2264 THIS ORDINANCE so adopted this \_\_\_\_\_ day of \_\_\_\_\_ 2019.  
2265

2266 **CITY OF SOUTH FULTON, GEORGIA**  
2267

2268  
2269  
2270 \_\_\_\_\_  
2271 WILLIAM "BILL" EDWARDS, MAYOR  
2272

2273 ATTEST:  
2274

2275  
2276 \_\_\_\_\_  
2277 S. DIANE WHITE, CITY CLERK  
2278

2279 APPROVED AS TO FORM:  
2280  
2281  
2282 \_\_\_\_\_  
2283 EMILIA C. WALKER, CITY ATTORNEY

2284  
2285  
2286  
2287  
2288  
2289  
2290  
2291  
2292  
2293  
2294  
2295  
2296  
2297  
2298  
2299  
2300  
2301  
2302  
2303  
2304  
2305  
2306  
2307  
2308

2309 The foregoing Ordinance No. 2019-\_\_\_\_\_ was moved for approval by Councilmember  
2310 \_\_\_\_\_. The motion was seconded by Councilmember  
2311 \_\_\_\_\_, and being put to a vote, the result was as  
2312 follows:

|                                    | AYE   | NAY   |
|------------------------------------|-------|-------|
| 2313                               |       |       |
| 2314                               |       |       |
| 2315                               |       |       |
| 2316                               |       |       |
| 2317 William "Bill" Edwards, Mayor | _____ | _____ |
| 2318 Mark Baker, Mayor Pro Tem     | _____ | _____ |
| 2319 Catherine Foster Rowell       | _____ | _____ |
| 2320 Carmalitha Lizandra Gumbs     | _____ | _____ |
| 2321 Helen Zenobia Willis          | _____ | _____ |
| 2322 Gertrude Naeema Gilyard       | _____ | _____ |
| 2323 Rosie Jackson                 | _____ | _____ |
| 2324 khalid kamau                  | _____ | _____ |
| 2325                               |       |       |
| 2326                               |       |       |

**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council Approval to Purchase Bear Cat

**DATE:** September 24, 2019

**SUBJECT:** Council Approval to Purchase Bear Cat

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description        | Type       | Upload Date |
|--------------------|------------|-------------|
| Bear Cat Equipment | Cover Memo | 9/19/2019   |



Protecting Our Nation's Defenders™

10 Betnr Industrial Drive – Pittsfield, MA 01201  
PH (413) 443-7359 – FAX (413) 445-7865

# Quotation 17691A

Quotation Date: August 6, 2019  
Lenco Tax ID#: 04-2719777

|                                                                                                              |                                                  |
|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| CUST#: SOLGA<br><br>South Fulton City Police Department<br>5440 Fulton Industrial Drive<br>Atlanta, GA 30336 | <b>F.O.B.:</b> Atlanta, GA                       |
|                                                                                                              | <b>Ship Via:</b> Common Carrier                  |
|                                                                                                              | <b>Payment Terms:</b> Net 30 Days                |
|                                                                                                              | <b>Estimated Completion:</b> 240 days ARO (Est.) |
| <b>Inspection &amp; Acceptance:</b> At Lenco's Facility, Pittsfield, MA                                      |                                                  |

**Terms and Conditions:** 1) Transfer of Vehicle Certificate of Origin to New Owner Done Upon Receipt of Payment in Full. 2) Lenco Does Not Collect Tax or Register Vehicles with DMV. 3) Cooperative Purchasing available under Lenco's GSA Contract# GS-07F-169DA (Schedule 84) or the 1122 Program. 4) Acceptance of this Quotation or entering into a purchase agreement with Lenco, the purchaser agrees to Lenco's full Terms and Conditions of Sale, available upon request.

| Item:                                                                | Product # | Commercial                                             | Net Price           |
|----------------------------------------------------------------------|-----------|--------------------------------------------------------|---------------------|
| Lenco BearCat (4WD, Rotating Hatch; Counter Balanced)                | BC55003   | \$209,255.79                                           | \$198,793.00        |
| NIJ IV & Multi-hit .50 CAL BMG Armor Protection                      |           |                                                        |                     |
| Paint Color: CARC Air Force Green # 34088                            |           |                                                        |                     |
| LED Lights Front/Rear: All Blue                                      |           |                                                        |                     |
| <b>Options:</b>                                                      |           |                                                        |                     |
| BearCat G3 4-Wheel Off-Road Upgrade Pkg w/Run-Flats                  | BC3WOFFRD | 36,797.89                                              | 34,958.00           |
| Diesel Engine, 6.7L Turbo                                            | BCDLEN    | 8,557.89                                               | 8,130.00            |
| 4-Door Configuration                                                 | BC4DR     | 8,271.58                                               | 7,858.00            |
| G3 Spare Tire with Run-Flat                                          | BC40STRF  | 5,214.74                                               | 4,954.00            |
| AC-DC Power Inverter 2,000 Watt with Battery Charge Feature          | BCINV2000 | 5,728.42                                               | 5,442.00            |
| Kussmaul Super Eject Deluxe                                          | BCKUSS    | 994.74                                                 | 945.00              |
| High Intensity Driving Lights in Front Bumper                        | BCHIDL    | 1,410.53                                               | 1,340.00            |
| Intercom System; Inside to Outside                                   | BCINT     | 3,022.11                                               | 2,871.00            |
| Radio Prep Package (2)                                               | BCINSRA   | 1,056.84                                               | 1,004.00            |
| Rear A/C - Heating System: High Capacity                             | BCHAC     | 3,128.42                                               | 2,972.00            |
| Rear A/C - Heating System: High Capacity Upgrade                     | BCHACUP   | 4,029.47                                               | 3,828.00            |
| Roof Mounted Remote Control Spot Light - LED (3)                     | BCSLLED   | 4,433.67                                               | 4,212.00            |
| Thermal Image & Color Camera w/Flat Screen Color Monitor             | BCTI      | 30,225.26                                              | 28,714.00           |
| VSP Style Low Profile & Scene Lighting Pkg                           | BCVSPL    | 4,282.11                                               | 4,068.00            |
| Hydraulic Front Mounted Receiver with Ram Post and Plate             | BCHYDRAM  | 13,135.79                                              | 12,479.00           |
| Gas Injector Unit                                                    | BCGIU     | 15,317.89                                              | 14,552.00           |
| Plasma Rope (1)                                                      | BCPLAS1   | 529.47                                                 | 503.00              |
| Military Style Cupola w/Ballistic Windows & Mechanical Turret System | BCMCUPOLA | 27,706.32                                              | 26,321.00           |
| Take Down Light (Bumper Mounted)                                     | BCTDL     | 1,950.53                                               | 1,853.00            |
| Weapons Mounts (Set of 6)                                            | BCWMT     | 1,263.16                                               | 1,200.00            |
| Electric Power Heated Mirrors                                        | BCMIR     | 1,587.37                                               | 1,508.00            |
| 360 Camera System                                                    | BC360DEG  | 4,654.74                                               | 4,422.00            |
| <b>Net Savings</b>                                                   |           | <b>\$19,627.73</b>                                     | <b>\$372,927.00</b> |
|                                                                      |           | Shipping and Handling, FOB Atlanta, GA                 | \$4,975.00          |
|                                                                      |           | <b>Total Cost of (1) Lenco BearCat FOB Atlanta, GA</b> | <b>\$377,902.00</b> |

Specifications Subject to Change **PROPRIETARY**

**WARNING: Information Subject to Export Control Laws**  
 The technical data in this document is restricted by the Arms Export Control Act (Title 22, U.S.C., Sec 2751, et seq.) or the Export Administration Act of 1979, as amended, Title 50, U.S.C., App. 2401 et seq. and which may not be exported, released or disclosed to non-U.S. persons (i.e. persons who are not U.S. citizens or lawful permanent residents ["green card" holders]) inside or outside the United States, without first obtaining an export license. Violations of these export laws are subject to severe civil, criminal and administrative penalties.  
 THE WRITTEN APPROVAL OF THE DIRECTORATE OF US DEFENSE TRADE CONTROLS AND LENCO INDUSTRIES, INC. MUST BE OBTAINED BEFORE RESELLING, TRANSFERRING, TRANSSHIPPING, OR DISPOSING OF A DEFENSE ARTICLE TO ANY END USER, END USE OR DESTINATION OTHER THAN AS STATED ON THIS LENCO QUOTE OR THE SHIPPER'S EXPORT DECLARATION IN CASES WHERE AN EXEMPTION IS CLAIMED UNDER THIS SUBCHAPTER 123.9(A).  
 WE ARE PLEASED TO SUBMIT THE ABOVE QUOTATION FOR YOUR CONSIDERATION. SHOULD YOU PLACE AN ORDER, BE ASSURED IT WILL RECEIVE OUR PROMPT ATTENTION. THIS QUOTATION IS VALID FOR 30 DAYS. THEREAFTER, IT IS SUBJECT TO CHANGE WITHOUT NOTICE.

**ACCEPTANCE OF PROPOSAL** – The above prices are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Authorized Signature: \_\_\_\_\_  
 Please sign and return

LENCO INDUSTRIES, INC.  
 Authorized Signature: *James J. Massery*  
 James J. Massery

Thank You  
Page 1 of 1



U.S. General Services Administration

## **Contract Summary Document**

**Company Name: Lenco Industries, Inc.**

**Duns Number : 051950293**

**Contract Number : GS07F169DA**

**1. Estimated Award Value :\$ 4000000**

**Base Period :\$ 1000000**

**Option Period 1 :\$ 1000000**

**Option Period 2 :\$ 1000000**

**Option Period 3 :\$ 1000000**

**2. Solicitation Number : 7FCI-L3-030084-B**

**3. Contract Period : August 23, 2016 through August 22, 2021**

**4. Business Size : Small Business**

**5. Business Types :**

| Business Type | Description                  |
|---------------|------------------------------|
| 2X            | 2X - For-Profit Organization |
| XS            | XS - S Corporation           |
| MF            | MF - Manufacturer of Goods   |
| VW            | VW - Contracts and Grants    |

**6. Sub Contracting Plan Expiration : N/A**

**7. Items Awarded :**

| SIN    | Description                                                 |
|--------|-------------------------------------------------------------|
| 426 5B | 426 5B-Armored Vehicles, Vehicle Armoring Services, Wheeled |

| SIN | Description        |
|-----|--------------------|
|     | Vehicles - SUBJECT |

**Labor Categories :**

N/A

**8. Escalation Rates :**

N/A

**9. IFF Statement :**

552.238-74 - INDUSTRIAL FUNDING FEE AND SALES REPORTING(JUL 2003)

**10. Minimum Order Quantities:**

N/A

**11. Minimum Order Limit : \$ 50**

**12. Maximum Order Limit : \$ 850000**

**13. Geographic Coverage :**

| SIN    | Scope         |
|--------|---------------|
| 426 5B | W - WorldWide |

**14. Prompt payment Discounts :**

Discount1 : 00.000 % if Payment is made within 00 days

Discount2 : 00.000 % if Payment is made within 00 days

Net 30 days.

**Volume Discounts :**

N/A

**15. MFC(Most Favorable Customer) :**

State and Local Governments

**16. Approved Exceptions :**

N/A

**17. Terms and Conditions :**

| Clause     | Title                                                                                                   |
|------------|---------------------------------------------------------------------------------------------------------|
| 552.216-70 | ECONOMIC PRICE ADJUSTMENT - FSS MULTIPLE AWARD SCHEDULE<br>CONTRACTS (SEP1999)                          |
| 552.216-70 | ECONOMIC PRICE ADJUSTMENT - FSS MULTIPLE AWARD SCHEDULE<br>CONTRACTS (SEP1999)(ALTERNATE I -- SEP 1999) |
| 552.216-70 | ECONOMIC PRICE ADJUSTMENT - FSS MULTIPLE AWARD SCHEDULE<br>CONTRACTS (SEP1999)(DEVIATION)               |
| 552.238-75 | PRICE REDUCTIONS (MAY 2004)                                                                             |
| 552.238-75 | PRICE REDUCTIONS (MAY 2004)(ALTERNATE)                                                                  |

**Terms and Conditions Notes :**

The price/discount relationship between the Government and the MFC and/or BOA is as follows:

Lenco Ind., Inc. s Most Favored Customers (MFC) and the Basis of Award (BOA) is State and



Local Governments . The price/discount relationship between the Government and the MFC will never be less favorable to the Government than at the time of award, that is: For the life of the contract, the Government's basic discount will never be less than 5% and will always be at least 5% greater than the 0% basic discount granted to the MFC, which is State and Local Governments.

**GENERAL SERVICES ADMINISTRATION**  
**Federal Supply Service**  
**Authorized Federal Supply Schedule Price List**  
**Federal Supply Schedule: 084**  
**SIN #426-5B**  
*Law Enforcement & Security*  
FSC Class: 2355 / NAICS: 33699  
Date Revised: 09/14/16

**CONTRACTOR CATALOG**  
**Terms & Conditions**

**I. LENCO Contact Information**

**Lenco Contract #:** GS-07F-169DA

**Contractor:** LENCO INDUSTRIES, INC.  
dba LENCO ARMORED VEHICLES  
10 BETNR INDUSTRIAL DRIVE  
PITTSFIELD, MA 01201

**Web Address:** <http://www.SWATtrucks.com>

**E-Mail:** [Info@SWATtrucks.com](mailto:Info@SWATtrucks.com)

**Effective Date:** August 23, 2016 thru August 22, 2021  
**Contract Period:** August 23, 2016 thru August 22, 2021

**Order Status POC:** [Sales@SWATtrucks.com](mailto:Sales@SWATtrucks.com)


**DUNS:** 051950293

**Business Size:** Small / Manufacturer

**Contract Administration:** Carrie MacKinnon/Tel. 413-443-7359 Ex 103

For more information on ordering from Federal Supply Schedules, click on the FSS Schedules Button at <http://www.fss.gsa.gov>.

**II. TERMS AND CONDITIONS  
LENCO INDUSTRIES, INC.**

- 1a. **Awarded Special Item Numbers:** 426 5B – Armored Security Vehicles
- 1b. **Lowest Priced Model Number for each Awarded Special Item Number(s):**  
SIN# 426 5B, Lenco B.E.A.R.® Base Price \$275,951.  
SIN# 426 5B, Lenco BearCat® Base Price \$198,793.  
SIN# 426 5B, Replacement Glass Price List
- 1c. **Does Not Apply.**
2. **Maximum Order Guideline:** \$850,000 per order  
(Note: delivery order may be placed against the Schedule contract even though it exceeds the maximum order)
3. **Minimum Order:** \$100
4. **Geographic Coverage:** U.S. 50 States, Washington D.C., Puerto Rico, U.S. Territories; and CONUS or OCONUS.
5. **Points of Production:** Lenco Armored Vehicles  
10 Betnr Industrial Drive  
Pittsfield, MA 01201  
Berkshire County
6. **Basic Discount:** Net GSA pricing as shown on the Lenco GSA Pricing Schedules found on GSA Advantage and on Lenco web sites for the Lenco BEAR and BearCat.
7. **Qty/Vol Discount:** .5% Discount Each Off Purchase of (5) (Base Model Armored Vehicles)  
1% Discount Each Off Purchase of (10) (Base Model Armored Vehicles)
8. **Prompt Payment Terms:** 0%, Net 30 Days
9. **Government Credit Card:** Accept Government Credit Cards –  
Below and Above micro purchase threshold
10. **Foreign Items:** None
- 11a. **Time of Delivery:** 240 Days ARO 
- 11b. **Expedited Delivery:** Contact Contractor
- 11c. **Overnight/2-Day Delivery:** Contact Contractor
- 11d. **Urgent Requirements:** Contact Contractor
12. **FOB Point:** Origin, Freight Prepaid & Added
13. **Ordering Address:** Lenco Industries, Inc.  
10 Betnr Industrial Drive  
Pittsfield, MA 01201  
Telephone: 1-800-444-5362 or 413-443-7359  
FAX: 413-445-7865  
Email: sales@SWATrucks.com
14. **Payment Address:** Lenco Industries, Inc.  
10 Betnr Industrial Drive  
Pittsfield MA 01201
15. **Warranty Provisions:** Standard Commercial Warranty

**III. TERMS AND CONDITIONS  
LENCO INDUSTRIES, INC.**

- 16. **Export Packing Charges:** Export Packing Charges To Be Determined
- 17. **Terms and Conditions of Government Credit Card Acceptance:**  
Accepted all purchases up to a maximum of \$10,000.
- 18. **Terms and Conditions of any other service:** Not Applicable
- 19. **Terms and Conditions of Installation:** None
- 20. **Terms and Conditions of Repair Parts indicating Date of Parts Price Lists and any Discounts from List Prices:** None
- 21. **List of Service and Distribution Points:** N/A
- 22. **List of Participating Dealers:** None
- 23. **Preventative Maintenance:** None
- 24. **Environmental Attributes, E.G. Recycled Content, Energy Efficiency, and/or Reduced Pollutants:**  
Meets Federal Emission Standards.
- 25. **Data Universal Number System (DUNS) Number:** 051950293
- 26. **CCR Database:** Yes - Cage Code 1KA02
- 27. **Inspection & Acceptance:** At Lenco Factory, Pittsfield, MA



Effective Date: November 19, 2018 (Contract Period: August 23, 2016 thru August 22, 2021)

BearCat GSA Price List w/ Option Prices

LENCO CONTRACT # GS-07F-169DA - Contract End Date August 22, 2021

Schedule Number 084 SIN #426 5B

PROPRIETARY

Qty/Vol Discount: .5% Discount Each Off Purchase of (5) (Off Base Model)

1% Discount Each Off Purchase of (10) (Off Base Model)

| Item:                                                                  | Product #     | Commercial    | GSA Net Price |
|------------------------------------------------------------------------|---------------|---------------|---------------|
| Lenco BearCat (4WD, Rotating Hatch; Counter Balanced)                  | BC55003       | \$ 209,255.79 | \$ 198,793.00 |
| V-10 Gasoline Engine Standard                                          |               |               |               |
| <b>Electric Options:</b>                                               |               |               |               |
| Diesel Engine, 6.7L Turbo                                              | BCDLEN        | \$ 8,557.89   | \$ 8,130.00   |
| 7.3 Ford Long Block Diesel Engine                                      | BCDE7.3       | \$ 10,481.05  | \$ 9,957.00   |
| 6.0 Ford Long Block Diesel Engine                                      | BCDE6.0       | \$ 14,555.79  | \$ 13,828.00  |
| 6.4 Ford Long Block Diesel Engine                                      | BCDE6.4       | \$ 15,771.58  | \$ 14,983.00  |
| 6.7 Ford Long Block Diesel Engine                                      | BCDE6.7       | \$ 14,121.05  | \$ 13,415.00  |
| 4-Channel DVR 160 GR                                                   | BC4CHDVR      | \$ 1,842.11   | \$ 1,750.00   |
| 17" Flat Panel LCD Monitor                                             | BC17FPLCD     | \$ 1,842.11   | \$ 1,750.00   |
| 24-Volt Conversion System; 2-Cycle Batteries - CROWS                   | BC24VCSYS     | \$ 13,157.89  | \$ 12,500.00  |
| AC-DC Power Inverter 2,000 Watt with Battery Charge Feature            | BCINV2000     | \$ 5,728.42   | \$ 5,442.00   |
| Back up Camera System with Monitor                                     | BCBU          | \$ 2,417.89   | \$ 2,297.00   |
| Electric Power Heated Mirrors                                          | BCMIR         | \$ 1,587.37   | \$ 1,508.00   |
| Electric Power Winch (Deletes Front Storage Area on Bumper)            | BCWNCH        | \$ 5,940.00   | \$ 5,643.00   |
| Explosive Gas Detection Pkg                                            | BCDRG         | \$ 5,289.47   | \$ 5,025.00   |
| Heated Windshield Upgrade                                              | BCHGW         | \$ 2,266.32   | \$ 2,153.00   |
| High Intensity Driving Lights in Front Bumper                          | BCHIDL        | \$ 1,410.53   | \$ 1,340.00   |
| LED Headlight Upgrade                                                  | BCHLLED       | \$ 1,894.74   | \$ 1,800.00   |
| Intercom System; Inside to Outside                                     | BCINT         | \$ 3,022.11   | \$ 2,871.00   |
| Integration of Cust Supplied Monitor/Computer Component                | BCGUSTMON     | \$ 1,578.95   | \$ 1,500.00   |
| Integration of Cust Supplied Fiber Optic Spool/Ground Mt & Roof Lead   | BCCUSFIBR     | \$ 3,684.21   | \$ 3,500.00   |
| Kussmaul Super Eject Deluxe                                            | BCKUSS        | \$ 994.74     | \$ 945.00     |
| Light Bar Prep Package                                                 | BCILB         | \$ 528.42     | \$ 502.00     |
| On Board SCBA System/Includes Bottled Air & Inside Attach Points       | BCSBA         | \$ 27,051.58  | \$ 25,699.00  |
| Mounting Plates for Customer Supplied Air Packs (3)                    | BCCUSTAIR     | \$ 789.47     | \$ 750.00     |
| Pan/Tilt 26X NTSC Color Camera w/Joystick/Monitor                      | BCPANTILT     | \$ 19,473.68  | \$ 18,500.00  |
| Radiation Detection Package                                            | BCRAD         | \$ 5,289.47   | \$ 5,025.00   |
| Radio Prep Package, (1) Max (2)                                        | BCINSRA       | \$ 528.42     | \$ 502.00     |
| Desert Climate Cooling Package                                         | BCDCCP        | \$ 1,894.74   | \$ 1,800.00   |
| Interior Crew Compartment Exhaust Fan                                  | BCICEF        | \$ 1,250.53   | \$ 1,188.00   |
| Rear A/C - Heating System: High Capacity                               | BCHAC         | \$ 3,128.42   | \$ 2,972.00   |
| Rear A/C - Heating System: High Capacity Upgrade                       | BCHACUP       | \$ 4,029.47   | \$ 3,828.00   |
| Rear A/C - Heating System: Engine Mounted                              | BCEMAC        | \$ 11,052.63  | \$ 10,500.00  |
| Roof Mounted Remote Control Spot Light (1) - Max (4)                   | BCRCSL        | \$ 1,056.84   | \$ 1,004.00   |
| Roof Mounted Remote Control Spot Light - LED                           | BCSLLED       | \$ 1,477.89   | \$ 1,404.00   |
| Thermal Image & Color Camera w/Flat Screen Color Monitor               | BCTI          | \$ 30,225.26  | \$ 28,714.00  |
| Telescoping Mast System; 10' w/Compressor & Proximity Switch           | BCTELMAS      | \$ 21,211.58  | \$ 20,151.00  |
| VSP Style Low Profile & Scene Lighting Pkg                             | BCVSP         | \$ 4,282.11   | \$ 4,068.00   |
| Whelen Edge Light Bar (Installed)                                      | BCWELB        | \$ 2,141.05   | \$ 2,034.00   |
| Whelen Liberty LED Light Bar (Installed)                               | BCLED         | \$ 3,077.89   | \$ 2,924.00   |
| Trauma Lighting (6) Overhead Dome White w/Hi/Low/Red                   | BCLTMED       | \$ 2,629.47   | \$ 2,498.00   |
| Extreme White Rear Area Scene Lights                                   | BCEWRASL      | \$ 2,080.00   | \$ 1,986.00   |
| Protective Window Screens                                              | BCPWS         | \$ 7,244.21   | \$ 6,882.00   |
| Protective Window Screens - Automatic                                  | BCPWSA        | \$ 9,453.68   | \$ 8,981.00   |
| Take Down Light (Bumper Mounted)                                       | BCTDL         | \$ 1,950.53   | \$ 1,853.00   |
| LRAD Wiring Prep (for internal controls)                               | BCLWP         | \$ 4,757.89   | \$ 4,520.00   |
| LRAD T-Lock Mount                                                      | BCLTM         | \$ 1,713.68   | \$ 1,628.00   |
| LRAD Hatch Mount                                                       | BCMHM         | \$ 1,435.79   | \$ 1,364.00   |
| LRAD Roof Rail Mount                                                   | BCLRRM        | \$ 1,505.26   | \$ 1,430.00   |
| In-Line Diesel Fuel Heater                                             | BCDFH         | \$ 789.47     | \$ 750.00     |
| ECM Diagnostics System                                                 | BCEDS         | \$ 315.79     | \$ 300.00     |
| Fire Suppression System (Crew Area Only)                               | BCFSSCA       | \$ 19,894.74  | \$ 18,900.00  |
| 5 Pack Mag Kit                                                         | BCMAGKIT      | \$ 1,026.32   | \$ 975.00     |
| Armored Oil Pan Guard                                                  | BCAOPG        | \$ 2,037.89   | \$ 1,936.00   |
| Fire Suppression: Engine; Manual Discharge                             | BCFSUPE       | \$ 6,400.00   | \$ 6,080.00   |
| Fire Suppression: Tires; Left Side & Right Side; Manual Discharge      | BCFSUPT       | \$ 14,600.00  | \$ 13,870.00  |
| Front Area Barricade Plow with Hydraulic Lift                          | BCPLOW        | \$ 14,200.00  | \$ 13,490.00  |
| Integrated LED Visor Lights (8); 4 Red / 4 Blue                        | BCIVL         | \$ 2,141.05   | \$ 2,034.00   |
| Integrated Side Area Lights (8); 2 Red / 2 Blue / 4 White              | BCSAL         | \$ 2,141.05   | \$ 2,034.00   |
| Gas Injector Storage Basket                                            | BCGISB        | \$ 1,363.16   | \$ 1,295.00   |
| 2 Rear Area Electric Fans                                              | BC2RELFAN     | \$ 315.79     | \$ 300.00     |
| HRI Mineroller Vehicle Integration Kit w/ Export Crate                 | HRIMVIK-SOMFL | \$ 8,410.53   | \$ 7,990.00   |
| 24V System (HRI Mineroller Hydraulic Steering upgrade) w/ Export Crate | 24VHRI-SOMFL  | \$ 13,578.95  | \$ 12,900.00  |

Page 1 of 2

Page 2 of 2

Effective Date: November 19, 2018 (Contract Period: August 23, 2016 thru August 22, 2021)

BearCat GSA Price List w/ Option Prices

| LENCO CONTRACT # GS-07F169DA - Contract End Date August 22, 2021       |            |                                          |               |
|------------------------------------------------------------------------|------------|------------------------------------------|---------------|
| Schedule Number 084 SIN #426 5B                                        |            |                                          |               |
| Item:                                                                  | Product #  | Commercial                               | GSA Net Price |
| <b>Interior Options:</b>                                               |            |                                          |               |
| Advanced BMI MRAP Gunner's Seat                                        | BCBMIGS    | \$ 1,562.11                              | \$ 1,484.00   |
| Blast Seat (Each)                                                      | BCBSEATS   | \$ 3,173.68                              | \$ 3,015.00   |
| 2-Mid Back Seats in Rear (Bench Seats Shortened)                       | BCMBS      | \$ 1,662.11                              | \$ 1,579.00   |
| Wall Mounted Flip Down Seat                                            | BCFLIPSEAT | \$ 505.26                                | \$ 480.00     |
| Center Mounted Bench Seating with Storage                              | BCCENTMB   | \$ 2,620.00                              | \$ 2,489.00   |
| Ford F550 Service Manuals                                              | BCFMNL     | \$ 657.89                                | \$ 625.00     |
| Seat Belts Rear Bench Seats                                            | BCSBLT     | \$ 1,309.47                              | \$ 1,244.00   |
| Spec Rest Sniper System                                                | BCSRESTSS  | \$ 2,084.21                              | \$ 1,980.00   |
| Work Counter/Control Station w/Swivel Seat/Lumbar Support              | BCWKCT     | \$ 5,263.16                              | \$ 5,000.00   |
| <b>Exterior Options:</b>                                               |            |                                          |               |
| Run-Flat Tires: Set of (6)                                             | BCRF6      | \$ 6,347.37                              | \$ 6,030.00   |
| 19.5" Spare Tire with Run Flat                                         | BCSTRF     | \$ 2,429.47                              | \$ 2,308.00   |
| Run-Flat Tires for 22.5" Tire and Wheel Upgrade                        | BCRF225    | \$ 7,455.79                              | \$ 7,083.00   |
| 22.5" Spare Tire with Run Flat                                         | BCSTRF2    | \$ 3,045.26                              | \$ 2,893.00   |
| 22.5" Tire and Wheel Upgrade                                           | BCTWU      | \$ 9,263.16                              | \$ 8,800.00   |
| G3/G4 Spare Tire with Run-Flat                                         | BC40STRF   | \$ 5,214.74                              | \$ 4,954.00   |
| (1) 7" Vertical GunPort Upgrade                                        | BCGP7      | \$ 160.00                                | \$ 152.00     |
| 4-Door Configuration                                                   | BC4DR      | \$ 8,271.58                              | \$ 7,858.00   |
| Armored Engine Firewall                                                | BCAEF      | \$ 14,965.26                             | \$ 14,217.00  |
| Ballistic Skip Round Shield                                            | BCBSRS2    | \$ 2,037.89                              | \$ 1,936.00   |
| BearCat EOD Pkg/Robot Deployment Door/Truck Extension/Raised Roof      | BCEOD      | \$ 29,473.68                             | \$ 28,000.00  |
| Front Mid Hydraulic Robot Lift/Delivery Platform/Winch                 | BCFMHYRO   | \$ 7,894.74                              | \$ 7,500.00   |
| BearCat G3 4-Wheel Off-Road Upgrade Pkg w/Run-Flats                    | BC3WOFFRD  | \$ 36,797.89                             | \$ 34,958.00  |
| BearCat G4 Off-Road Pkg w/RunFlats/4-Dr/Lg Tinted Windows/2-Rear Seats | BCG4       | \$ 50,173.68                             | \$ 47,665.00  |
| BearCat G5 4-Wheel Mine Resistant Package                              | BCG5       | \$ 81,980.00                             | \$ 77,881.00  |
| BearCat X2 Utility Package                                             | BCX2       | \$ 9,157.89                              | \$ 8,700.00   |
| BearCat X3 Utility Package                                             | BCX3       | \$ 36,797.89                             | \$ 34,958.00  |
| BearCat X-Series Fire Response Package                                 | BCX3MON    | \$ 98,842.11                             | \$ 93,900.00  |
| BearCat MedEvac (4) Litter Pkg                                         | BCMEDEVAC  | \$ 20,870.53                             | \$ 19,827.00  |
| BearCat MedEvac LAPD TEMS Version                                      | BCMEDLAPD  | \$ 20,870.53                             | \$ 19,827.00  |
| BearCat MedEvac LASD TEMS Version                                      | BCMEDLASD  | \$ 27,186.32                             | \$ 25,827.00  |
| <b>BearCat Life-Cycle Maintenance Program</b>                          | BCLCMP     | \$ 146,895.79                            | \$ 139,551.00 |
| Light Weight Assault Litters                                           | BCLWAL     | \$ 1,315.79                              | \$ 1,250.00   |
| BearCat VIP, SUV Pkg                                                   | BCVIPSUV   | \$ 46,289.47                             | \$ 43,975.00  |
| BearCat Hi Rail System                                                 | BCHRS      | \$ 44,129.47                             | \$ 41,923.00  |
| BearCat Hi Rail System Accessory Kit                                   | BCHRAK     | \$ 7,004.21                              | \$ 6,654.00   |
| Bedrock Paint                                                          | BCPJ       | \$ 3,218.95                              | \$ 3,058.00   |
| Emergency Escape Hatch                                                 | BCEEH      | \$ 3,602.11                              | \$ 3,422.00   |
| Extreme Heat Reducing Insulation & Sound Reduction Pkg                 | BCEXHT     | \$ 3,204.21                              | \$ 3,044.00   |
| Front Mounted Receiver with Ram Post and Plate                         | BCFRAM     | \$ 4,735.79                              | \$ 4,499.00   |
| Hydraulic Front Mounted Receiver with Ram Post and Plate               | BCHDRAM    | \$ 13,135.79                             | \$ 12,479.00  |
| Break and Rake                                                         | BCBARA     | \$ 1,263.16                              | \$ 1,200.00   |
| Ram Cam with Monitor                                                   | BCRC       | \$ 25,187.37                             | \$ 23,928.00  |
| Ram Cam Prep Pkg                                                       | BCRCP      | \$ 2,291.58                              | \$ 2,177.00   |
| RAM Cam Plug & Play Package                                            | BCPPP      | \$ 5,305.26                              | \$ 5,040.00   |
| 360 Camera System                                                      | BC360DEG   | \$ 4,654.74                              | \$ 4,422.00   |
| Gas Injector Unit                                                      | BCGIU      | \$ 15,317.89                             | \$ 14,552.00  |
| Gun Mount for 240/50 w/Pedestal/Gasket/Armor Shield                    | BCGMT240   | \$ 8,412.63                              | \$ 7,992.00   |
| High Gloss Exterior Paint (CARC is Standard)                           | BCHGP      | \$ 9,157.89                              | \$ 8,700.00   |
| Military Style Cupola and Mechanical Turret System                     | BCMTUR     | \$ 19,646.32                             | \$ 18,664.00  |
| Military Style Cupola w/Ballistic Windows & Mechanical Turret System   | BCMCUPOLA  | \$ 27,706.32                             | \$ 26,321.00  |
| 1-Plasma Rope                                                          | BCPLAS1    | \$ 529.47                                | \$ 503.00     |
| BearCat UV Ray Protective Cover                                        | BCUVPC     | \$ 2,555.79                              | \$ 2,428.00   |
| BearCat Spare Parts Kit                                                | BCG5SP     | \$ 1,961.05                              | \$ 1,863.00   |
| BearCat Export Conversion                                              | BCEXCON    | \$ 4,236.84                              | \$ 4,025.00   |
| Rear Tow Hitch Receiver                                                | BCRTOWR    | \$ 1,057.89                              | \$ 1,005.00   |
| Single Side Personnel Door w/Window/Gunport/Adj Ht Gunner Stand        | BCSSPD     | \$ 5,263.16                              | \$ 5,000.00   |
| Supplemental Floor Armor/Blast Shield                                  | BCSFA      | \$ 5,541.05                              | \$ 5,264.00   |
| VSP Police Style Turret-Tower with Gunport                             | BCVSPT     | \$ 11,586.32                             | \$ 11,007.00  |
| Water Monitor (Integration) with Joy Stick Control                     | BCMON      | \$ 41,034.74                             | \$ 38,983.00  |
| Water Monitor (Integration) w/Joy Stick Control: Bumper Mounted Nozzle | BCMONBMN   | \$ 29,578.95                             | \$ 28,100.00  |
| Water Piercing Monitor                                                 | BCWPN      | \$ 7,201.05                              | \$ 6,841.00   |
| Semi-Automatic Tire Inflation System (STIS)                            | BCSTIS     | \$ 9,052.63                              | \$ 8,600.00   |
| Crows Integration w/24 Volt Conversion                                 | BCCRWS     | \$ 48,434.74                             | \$ 46,013.00  |
| Vehicle Front Stabilization System                                     | BCVFSS     | \$ 17,137.89                             | \$ 16,281.00  |
| Engineering Support Labor Rate (per hour)                              | BCELSR     | \$ 273.68                                | \$ 260.00     |
| Roadside Tire Tool Kit                                                 | BCRTK      | \$ 902.11                                | \$ 857.00     |
| Weapons Mounts (Set of 6)                                              | BCWMT      | \$ 1,263.16                              | \$ 1,200.00   |
| <i>FOB: Origin (TBD) Prepaid and Added</i>                             |            | <i>Specifications Subject to Change.</i> |               |

Sales and Product Inquiries:  
Email: Sales@SWATtrucks.com

General Information:  
Lenco industries, Inc.  
10 Betnr Industrial Drive  
Pittsfield, MA 01201  
Toll Free: (800) 444-5362  
Tel: (413) 443-7359

**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council Approval of Resolution Authorizing Capital Projects

**DATE:** September 24, 2019

**SUBJECT:** Council Approval of Resolution Authorizing Capital Projects

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description                           | Type       | Upload Date |
|---------------------------------------|------------|-------------|
| Resolution Capital Projects Agreement | Cover Memo | 9/18/2019   |
| Exhibit A - Capital Projects          | Cover Memo | 9/18/2019   |

1 **STATE OF GEORGIA**  
2 **COUNTY OF FULTON**  
3 **CITY OF SOUTH FULTON**  
4  
5

6 **A RESOLUTION BY THE CITY AUTHORIZING THE CITY MANAGER TO EXECUTE**  
7 **CAPITAL PROJECT AGREEMENTS FOR THE ASSUMPTION AND CONTINUATION**  
8 **OF TRANSPORTATION PROJECTS WITHIN THE CITY AND FOR OTHER LAWFUL**  
9 **PURPOSES**  
10

11 **WHEREAS**, the City of South Fulton (“City”) is a municipal corporation duly  
12 organized and existing under the laws of the State of Georgia;  
13

14 **WHEREAS**, the duly elected governing authority of the City, is the Mayor and  
15 Council thereof (“City Council”);

16 **WHEREAS**, prior to the City’s incorporation, Fulton County negotiated and/or  
17 entered into multiple agreements with various vendors for road and bridge repairs and  
18 related transportation projects within the City (agreements attached hereto as “Exhibit  
19 A”);

20 **WHEREAS**, the City has designated funding for the continuation of transportation  
21 related capital projects throughout the City;

22 **WHEREAS**, the City Council desires to authorize the City Manager negotiate and  
23 the City Attorney to finalize the City’s assumption of the capital project agreements  
24 attached hereto, within the confines of the amounts budgeted by the City for the same;  
25 and

26 **WHEREAS**, this Resolution is in the best interests of the health and general  
27 welfare of the City, its residents and general public.

28 **THE COUNCIL OF THE CITY OF SOUTH FULTON, GEORGIA, HEREBY**  
29 **RESOLVES** as follows:  
30

31 **Section 1.** The City Council hereby authorizes the City Manager to negotiate  
32 and execute and the City Attorney to finalize agreements causing for City’s assumption  
33 in substantial form of the capital projects agreements attached hereto as Exhibit A,  
34 within the confines of the amounts budgeted by the City for transportation projects.  
35

36 \*\*\*\*\*



37           **Section 2.** It is hereby declared to be the intention of the City Council that: (a)  
38 All sections, paragraphs, sentences, clauses and phrases of this Resolution are or  
39 were, upon their enactment, believed by the City Council to be fully valid, enforceable  
40 and constitutional.

41 (b) To the greatest extent allowed by law, each and every section, paragraph, sentence,  
42 clause or phrase of this Resolution is severable from every other section, paragraph,  
43 sentence, clause or phrase of this Resolution. No section, paragraph, sentence, clause  
44 or phrase of this Resolution is mutually dependent upon any other section, paragraph,  
45 sentence, clause or phrase of this Resolution.

46 (c) In the event that any phrase, clause, sentence, paragraph or section of this  
47 Resolution shall, for any reason whatsoever, be declared invalid, unconstitutional or  
48 otherwise unenforceable by the valid judgment or decree of any court of competent  
49 jurisdiction, it is the express intent of the City Council that such invalidity,  
50 unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not  
51 render invalid, unconstitutional or otherwise unenforceable any of the remaining  
52 phrases, clauses, sentences, paragraphs or sections of the Resolution.

53           **Section 3.** The city attorney and city clerk are authorized to make non-substantive  
54 editing and renumbering revisions to this Resolution for proofing, codification, and  
55 supplementation purposes. The final version of all ordinances shall be filed with the city  
56 clerk.

57           **Section 4.** The effective date of this Resolution shall be the date of adoption, unless  
58 provided otherwise by the City Charter or state and/or federal law.  
59  
60

61 THIS RESOLUTION adopted this \_\_\_\_\_ day of \_\_\_\_\_ 2019.

62  
63  
64  
65  
66  
67  
68  
69  
70  
71  
72  
73  
74  
75  
76  
77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100  
101  
102  
103  
104

**CITY OF SOUTH FULTON, GEORGIA**

\_\_\_\_\_  
WILLIAM "BILL" EDWARDS, MAYOR

ATTEST:

\_\_\_\_\_  
S. DIANE WHITE, CITY CLERK

APPROVED AS TO FORM:

\_\_\_\_\_  
EMILIA C. WALKER, CITY ATTORNEY

105 The foregoing RESOLUTION No. 2019-\_\_\_\_\_, adopted on \_\_\_\_\_  
106 was offered by Councilmember \_\_\_\_\_, who moved its approval. The motion  
107 was seconded by Councilmember \_\_\_\_\_, and being put to a vote, the  
108 result was as follows:

109  
110  
111  
112  
113  
114  
115  
116  
117  
118  
119  
120  
121  
122  
123  
124  
125

|                               | AYE   | NAY   |
|-------------------------------|-------|-------|
| William "Bill" Edwards, Mayor | _____ | _____ |
| Mark Baker, Mayor Pro Tem     | _____ | _____ |
| Catherine Foster Rowell       | _____ | _____ |
| Carmalitha Lizandra Gumbs     | _____ | _____ |
| Helen Zenobia Willis          | _____ | _____ |
| Gertrude Naeema Gilyard       | _____ | _____ |
| Rosie Jackson                 | _____ | _____ |
| khalid kamau                  | _____ | _____ |



# FULTON COUNTY

*People*      *Vision*      *Neighborhoods*  
*Families*

*Mission*  
*To serve, protect and govern in concert with*  
*local municipalities*

*Values*  
*People*      *Customer Services*  
*Ethics*      *Resource Management*  
*Innovation*      *Equal Opportunity*

**CONTRACT (B) DOCUMENTS**

**FOR**

**#11RFP80998K-DB**

**STANDBY ENGINEERING TRANSPORTATION  
SERVICES**

**For**

**FACILITIES AND TRANSPORTATION SERVICES DEPARTMENT**

*Index of Articles*

- ARTICLE 1. CONTRACT DOCUMENTS
- ARTICLE 2. SEVERABILITY
- ARTICLE 3. DESCRIPTION OF PROJECT
- ARTICLE 4. SCOPE OF WORK
- ARTICLE 5. DELIVERABLES
- ARTICLE 6. SERVICES PROVIDED BY COUNTY
- ARTICLE 7. MODIFICATIONS/CHANGE ORDERS
- ARTICLE 8. SCHEDULE OF WORK
- ARTICLE 9. CONTRACT TERM
- ARTICLE 10. COMPENSATION AND PAYMENT FOR CONSULTANT SERVICES
- ARTICLE 11. PERSONNEL AND EQUIPMENT
- ARTICLE 12. SUSPENSION OF WORK
- ARTICLE 13. DISPUTES
- ARTICLE 14. TERMINATION OF AGREEMENT FOR CAUSE
- ARTICLE 15. TERMINATION FOR CONVENIENCE OF COUNTY
- ARTICLE 16. WAIVER OF BREACH
- ARTICLE 17. INDEPENDENT CONSULTANT
- ARTICLE 18. RESPONSIBILITY OF CONSULTANT
- ARTICLE 19. COOPERATION WITH OTHER CONSULTANTS
- ARTICLE 20. ACCURACY OF WORK
- ARTICLE 21. REVIEW OF WORK
- ARTICLE 22. INDEMNIFICATION
- ARTICLE 23. CONFIDENTIALITY
- ARTICLE 24. OWNERSHIP OF INTELLECTUAL PROPERTY AND INFORMATION
- ARTICLE 25. COVENANT AGAINST CONTINGENT FEES
- ARTICLE 26. INSURANCE
- ARTICLE 27. PROHIBITED INTEREST
- ARTICLE 28. SUBCONTRACTING
- ARTICLE 29. ASSIGNABILITY
- ARTICLE 30. ANTI-KICKBACK CLAUSE
- ARTICLE 31. AUDITS AND INSPECTORS
- ARTICLE 32. ACCOUNTING SYSTEM
- ARTICLE 33. VERBAL AGREEMENT
- ARTICLE 34. NOTICES
- ARTICLE 35. JURISDICTION
- ARTICLE 36. EQUAL EMPLOYMENT OPPORTUNITY
- ARTICLE 37. FORCE MAJEURE
- ARTICLE 38. OPEN RECORDS ACT
- ARTICLE 39. CONSULTANT'S COMPLIANCE WITH ALL ASSURANCES OR PROMISES MADE IN RESPONSE TO PROCUREMENT
- ARTICLE 40. INVOICING AND PAYMENT
- ARTICLE 41. TAXES
- ARTICLE 42. PERMITS, LICENSES AND BONDS
- ARTICLE 43. NON-APPROPRIATION
- ARTICLE 44. WAGE CLAUSE

# CONTRACT AGREEMENT

Consultant: Ayres Associates Inc.

Contract No.: #11RFP80998K-DB; 2011 Standby Engineering Transportation Services

Address: 225 Peachtree St., NE, South Tower, Suite 1400  
City, State Atlanta, Georgia 30303

Telephone: 404-658-9320

Email: SunnaH@ayresassociates.com

Contact: Hisham Sunna,  
Vice President

This Agreement made and entered into effective the 23<sup>rd</sup> day of May, 2012 by and between **FULTON COUNTY, GEORGIA**, a political subdivision of the State of Georgia, hereinafter referred to as "**County**", and **Ayres Associates, Inc.**, hereinafter referred to as "**Consultant**", authorized to transact business in the State of Georgia.

## WITNESSETH

WHEREAS, County through its Facilities and Transportation Services Department hereinafter referred to as the "**Department**", desires to retain a qualified and experienced Consultant to perform technical, professional and other services for various County projects as broadly described in the scope of services, on a as needed basis, hereinafter, referred to as the "**Project**".

WHEREAS, Consultant has represented to County that it is experienced and has qualified and local staff available to commit to the Project and County has relied upon such representations.

NOW THEREFORE, for and in consideration of the mutual covenants contained herein, and for other good and valuable consideration, County and Consultant agree as follows:

### ARTICLE 1. CONTRACT DOCUMENTS

County hereby engages Consultant, and Consultant hereby agrees, to perform the services hereinafter set forth in accordance with this Agreement, consisting of the following contract documents:

- I. Form of Agreement;
- II. Addenda;

- III. Exhibit A: General Requirements;
- IV. Exhibit B: Special Conditions [N/A];
- V. Exhibit C: Scope of Work;
- VI. Exhibit D: Project Deliverables;
- VII. Exhibit E: Compensation;
- VIII. Exhibit F: Purchasing Forms;
- IX. Exhibit G: Office of Contract Compliance Forms;
- X. Exhibit H: Insurance and Risk Management Forms;
- XI. Appendix 1: Policy 800-6, Procedure for Handling Change Orders;

The foregoing documents constitute the entire Agreement of the parties pertaining to the Project hereof and is intended as a complete and exclusive statement of promises, representations, discussions and agreements oral or otherwise that have been made in connection therewith. No modifications or amendment to this Agreement shall be binding upon the parties unless the same is in writing, conforms to Fulton County Policy and Procedure 800-6 governing change orders, is signed by the County's and the Consultant's duly authorized representatives, and entered upon the meeting minutes of the Fulton County Board of Commissioners.

If any portion of the Contract Documents shall be in conflict with any other portion, the various documents comprising the Contract Documents shall govern in the following order of precedence: 1) the Agreement, 2) the RFP, 3) any Addenda, 4) change orders, 5) the exhibits, and 6) portions of Consultant's proposal that was accepted by the County and made a part of the Contract Documents.

The Agreement was approved by the Fulton County Board of Commissioners on **April 4, 2012; item #12-0278.**

## ARTICLE 2. **SEVERABILITY**

If any provision of this Agreement is held to be unenforceable for any reason, the unenforceability thereof shall not affect the remainder of the Agreement, which shall remain in full force and effect, and enforceable in accordance with its terms.

## ARTICLE 3. **DESCRIPTION OF PROJECT**

County and Consultant agree the Project is to perform preparation of reports, technical memoranda, manpower, studies, plans, drawings and specifications for construction and improvements to Fulton County's transportation and solid waste systems. Projects range from surveying, minor drainage designs, roadway design, geotechnical investigations, wetland studies, traffic signal warrant studies, landfill mitigation plans, road design in accordance with the Georgia

DOT PDP process, landscaping design, pavement management, feasibility studies and providing assistance to County staff on a as needed basis. All exhibits referenced in this agreement are incorporated by reference and constitute an integral part of this Agreement as if they were contained herein.

#### ARTICLE 4. SCOPE OF WORK

Unless modified in writing by both parties in the manner specified in the agreement, duties of Consultant shall not be construed to exceed those services specifically set forth herein. Consultant agrees to provide all services, products, and data and to perform all tasks described in Exhibit C, Scope of Work.

#### ARTICLE 5. DELIVERABLES

Consultant shall deliver to County all reports prepared under the terms of this Agreement that are specified in Exhibit D, Project Deliverables. Consultant shall provide to County all deliverables specified in Exhibit D, Project Deliverables. Deliverables shall be furnished to County by Consultant in a media of form that is acceptable and usable by County at no additional cost at the end of the project.

#### ARTICLE 6. SERVICES PROVIDED BY COUNTY

Consultant shall gather from County all available non-privileged data and information pertinent to the performance of the services for the Project. Certain services as described in Exhibit C, Scope of Work, if required, will be performed and furnished by County in a timely manner so as not to unduly delay Consultant in the performance of said obligations. County shall have the final decision as to what data and information is pertinent.

County will appoint in writing a County authorized representative with respect to work to be performed under this Agreement until County gives written notice of the appointment of a successor. The County's authorized representative shall have complete authority to transmit instructions, receive information, and define County's policies, consistent with County rules and regulations. Consultant may rely upon written consents and approvals signed by County's authorized representative that are consistent with County rules and regulations.

#### ARTICLE 7. MODIFICATIONS

If during the course of performing the Project, County and Consultant agree that it is necessary to make changes in the Project as described herein and referenced exhibits, such changes will be incorporated by written amendments in the form of Change Orders to this Agreement. Any such Change Order and/or supplemental agreement shall not become effective or binding unless approved by the Board of Commissioners and entered on the minutes. Such modifications shall conform to the requirements of Fulton County Policy 800-6, specified in Appendix 1.



## ARTICLE 8. SCHEDULE OF WORK

Consultant shall not proceed to furnish such services and County shall not become obligated to pay for same until a written authorization to proceed (Notice to Proceed) has been sent to Consultant from County. The Consultant shall begin work under this Agreement no later than five (5) days after the effective date of notice to proceed.

## ARTICLE 9. CONTRACT TERM

**365** consecutive calendar days from the issuance of the Notice to Proceed (NTP). The County reserves the right to renew this contract for two consecutive optional one (1) year renewal periods dependent on funding, approval by the Board of Commissioners and satisfactory work performance.

## ARTICLE 10. COMPENSATION

Compensation for work performed by Consultant on Project shall be in accordance with the payment provisions and compensation schedule, attached as Exhibit E, Compensation.

The total contract amount for the Project shall not exceed **\$250,000.00**, which is full payment for a complete scope of work/services.

## ARTICLE 11. PERSONNEL AND EQUIPMENT

Consultant shall designate in writing a person(s) to serve as its authorized representative(s) who shall have sole authority to represent Consultant on all manners pertaining to this contract.

Consultant represents that it has secured or will secure, at its' own expense, all equipment and personnel necessary to complete this Agreement, none of whom shall be employees of or have any contractual relationship with County. All of the services required hereunder will be performed by Consultant under his supervision and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted under law to perform such services.

Written notification shall be immediately provided to County upon change or severance of any of the authorized representative(s), listed key personnel or sub-consultant performing services on this Project by Consultant. No changes or substitutions shall be permitted in Consultant's key personnel or sub-consultant as set forth herein without the prior written approval of the County. Requests for changes in key personnel or sub-consultants will not be unreasonably withheld by County.

## ARTICLE 12. SUSPENSION OF WORK

**Suspension Notice:** The County may by written notice to the Consultant, suspend at any time the performance of all or any portion of the services to be performed under this Agreement. Upon receipt of a suspension notice, the Consultant must, unless the notice requires otherwise:

- 1) Immediately discontinue suspended services on the date and to the extent specified in the notice;
- 2) Place no further orders or subcontracts for material, services or facilities with respect to suspended services, other than to the extent required in the notice; and
- 3) Take any other reasonable steps to minimize costs associated with the suspension.

**Notice to Resume:** Upon receipt of notice to resume suspended services, the Consultant will immediately resume performance under this Agreement as required in the notice.

## ARTICLE 13. DISPUTES

Except as otherwise provided in this Agreement, any dispute concerning a question of fact arising under this contract which is not disposed of by agreement shall be decided by **Facilities and Transportation Services Department**. The representative shall reduce the decision to writing and mail or otherwise furnish a copy thereof to the Consultant. The Consultant shall have 30 days from date the decision is sent to appeal the decision to the County Manager or his designee by mailing or otherwise furnishing to the County Manager or designee, copy of the written appeal. The decision of the County Manager or his designee for the determination of such appeal shall be final and conclusive. Pending any final decision of a dispute hereunder, Consultant shall proceed diligently with performance of the Agreement and in accordance with the decision of the **Facilities and Transportation Services Department** designated representative.

## ARTICLE 14. TERMINATION OF AGREEMENT FOR CAUSE

- (1) Either County or Consultant may terminate work under this Agreement in the event the other party fails to perform in accordance with the provisions of the Agreement. Any party seeking to terminate this Agreement is required to give thirty (30) days prior written notice to the other party.
- (2) Notice of termination shall be delivered by certified mail with receipt for delivery returned to the sender.
- (3) **TIME IS OF THE ESSENCE** and if the Consultant refuses or fails to perform the work as specified in Exhibit C, Scope of Work and maintain the scheduled level of effort as proposed, or any separable part thereof,

with such diligence as will insure completion of the work within the specified time period, or any extension or tolling there of, or fails to complete said work within such time. The County may exercise any remedy available under law or this Agreement. Failure to maintain the scheduled level of effort as proposed or deviation from the aforesaid proposal without prior approval of County shall constitute cause for termination

- (4) The County may, by written notice to Consultant, terminate Consultant's right to proceed with the Project or such part of the Project as to which there has been delay. In such event, the County may take over the work and perform the same to completion, by contract or otherwise, and Consultant shall be required to provide all copies of finished or unfinished documents prepared by Consultant under this Agreement to the County as stated in Exhibit D, "Project Deliverables".
- (5) Consultant shall be entitled to receive compensation for any satisfactory work completed on such documents as reasonably determined by the County.
- (6) Whether or not the Consultant's right to proceed with the work has been terminated, the Consultant shall be liable for any damage to the County resulting from the Consultant's refusal or failure to complete the work within the specified time period, and said damages shall include, but not be limited to, any additional costs associated with the County obtaining the services of another Consultant to complete the project.

#### ARTICLE 15. TERMINATION FOR CONVENIENCE OF COUNTY

Notwithstanding any other provisions, the County may terminate this Agreement for its convenience at any time by a written notice to Consultant. If the Agreement is terminated for convenience by the County, as provided in this article, Consultant will be paid compensation for those services actually performed. Partially completed tasks will be compensated for based on a signed statement of completion to be submitted by Consultant which shall itemize each task element and briefly state what work has been completed and what work remains to be done.

If, after termination, it is determined that the Consultant was not in default, or that the default was excusable, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the government.

## ARTICLE 16. WAIVER OF BREACH

The waiver by either party of a breach or violation of any provision of this Agreement, shall not operate or be construed to be, a waiver of any subsequent breach or violation of the same or other provision thereof.

## ARTICLE 17. INDEPENDENT CONSULTANT

Consultant shall perform the services under this Agreement as an independent Consultant and nothing contained herein shall be construed to be inconsistent with such relationship or status. Nothing in this Agreement shall be interpreted or construed to constitute Consultant or any of its agents or employees to be the agent, employee or representative of County.

## ARTICLE 18. PROFESSIONAL RESPONSIBILITY

Consultant represents that it has, or will secure at its own expenses, all personnel appropriate to perform all work to be completed under this Agreement;

All the services required hereunder will be performed by Consultant or under the direct supervision of Consultant. All personnel engaged in the Project by Consultant shall be fully qualified and shall be authorized or permitted under applicable State and local law to perform such services.

None of the work or services covered by this Agreement shall be transferred, assigned, or subcontracted by Consultant without the prior written consent of the County.

## ARTICLE 19. COOPERATION WITH OTHER CONSULTANTS

Consultant will undertake the Project in cooperation with and in coordination with other studies, projects or related work performed for, with or by County's employees, appointed committee(s) or other Consultants. Consultant shall fully cooperate with such other related Consultants and County employees or appointed committees. Consultant shall provide within his schedule of work, time and effort to coordinate with other Consultants under contract with County. Consultant shall not commit or permit any act, which will interfere with the performance of work by any other consultant or by County employees. Consultant shall not be liable or responsible for the delays of third parties not under its control nor affiliated with the Consultant in any manner.

## ARTICLE 20. ACCURACY OF WORK

Consultant shall be responsible for the accuracy of his work and shall promptly correct its errors and omissions without additional compensation. Acceptance of the work by the County will not relieve Consultant of the responsibility of subsequent corrections of any errors and the clarification of any ambiguities.

Consultant shall prepare any plans, report, fieldwork, or data required by County to correct its errors or omissions. The above consultation, clarification or correction shall be made without added compensation to Consultant. Consultant shall give immediate attention to these changes so there will be a minimum of delay to others.

#### ARTICLE 21. REVIEW OF WORK

Authorized representatives of County may at all reasonable times review and inspect Project activities and data collected under this Agreement and amendments thereto. All reports, drawings, studies, specifications, estimates, maps and computations prepared by or for Consultant, shall be available to authorized representatives of County for inspection and review at all reasonable times in the main office of County. Acceptance shall not relieve Consultant of its professional obligation to correct, at its expense, any of its errors in work. County may request at any time and Consultant shall produce progress prints or copies of any work as performed under this Agreement. Refusal by Consultant to submit progress reports and/or plans shall be cause for County, without any liability thereof, to withhold payment to consultant until Consultant complies with County's request in this regard. County's review recommendations shall be incorporated into the plans by Consultant.

#### ARTICLE 22. INDEMNIFICATION

Consultant hereby agrees to release, indemnify, defend and hold harmless Fulton County, its Commissioners, officers, employees, sub-consultants, successors, assigns and agents, from and against any and all losses (including death), claims, damages, liabilities, costs and expenses (including but not limited to all actions, proceedings, or investigations in respect thereof and any costs of judgments, settlements, court costs, attorney's fees or expenses, regardless of the outcome of any such action, proceeding, or investigation), caused by, relating to, based upon or arising out of any act or omission by Consultant, its directors, officers, employees, sub-consultants, successors, assigns or agents, or otherwise in connection (directly or indirectly) with its acceptance, or the performance, or nonperformance, of its obligations under these agreements. Such obligations shall not be construed to negate, abridge or otherwise reduce any other rights or obligations of indemnity which would otherwise exist as to any party or person as set forth in this paragraph.

Consultant obligation to protect, defend, indemnify and hold harmless, as set forth hereinabove, shall also include, but is not limited to, any matter arising out of any actual or alleged infringement of any patent, trademark, copyright, or service mark, or other actual or alleged unfair competition disparagement of product or service, or other tort or any type whatsoever, or any actual or alleged violation of trade regulations.

Consultant further agrees to protect, defend, indemnify and hold harmless Fulton County, its Commissioners, officers, employees, sub-consultants, successors, assigns and agents from and against any and all claims or liability for compensation under the Worker's Compensation Act, Disability Benefits Act, or any other employee benefits act arising out of injuries sustained by any employees of Consultant. These indemnities shall not be limited by reason of the listing of any insurance coverage.

These indemnity provisions are for the protection of the County indemnities only and shall not establish, of themselves, any liability to third parties. The provisions of this article shall survive termination of this Agreement.

#### ARTICLE 23. CONFIDENTIALITY

Consultant agrees that its conclusions and any reports are for the confidential information of County and that it will not disclose its conclusions in whole or in part to any persons whatsoever, other than to submit its written documentation to County, and will only discuss the same with it or its authorized representatives, except as required under this Agreement to provide information to the public. Upon completion of this Agreement term, all documents, reports, maps, data and studies prepared by Consultant pursuant thereto and any equipment paid for by County as a result of this Agreement, shall become the property of County and be delivered to the **Facilities and Transportation Services Department**.

Articles, papers, bulletins, reports, or other materials reporting the plans, progress, analyses, or results and findings of the work conducted under this Agreement shall not be presented publicly or published without prior approval in writing of County.

It is further agreed that if any information concerning the Project, its conduct results, or data gathered or processed should be released by Consultant without prior approval from County, the release of the same shall constitute grounds for termination of this Agreement without indemnity to Consultant, but should any such information be released by County or by Consultant with such prior written approval, the same shall be regarded as Public information and no longer subject to the restrictions of this Agreement.

#### ARTICLE 24. OWNERSHIP OF INTELLECTUAL PROPERTY AND INFORMATION

Consultant agrees that Fulton County is the sole owner of all information, data, and materials that are developed or prepared subject to this Agreement. Consultant or any sub-consultant is not allowed to use or sell any information subject to this contract for educational, publication, profit, research or any other purpose without the written and authorized consent of the County. All electronic files used in connection to this Agreement, which are by definition, any custom software files used in connection to this Agreement, (collectively, the "Software"),

shall be turned over to the County for its use after termination hereof and Consultant shall have no interest of any kind in such electronic files. Any required licenses and fees for the Software or other required materials shall be purchased and/or paid for by Consultant and registered in the name of the County, if possible. The Software as defined hereunder, specifically excludes all software, documentation, information, and materials in which Consultant has pre-existing proprietary rights and/or has otherwise been licensed to Consultant prior to this Agreement, and any upgrades, updates, modifications or enhancements thereto. Consultant agrees to provide at no cost to County any upgrades to any software used in connection with this Agreement which may be subsequently developed or upgraded for a period of three (3) years from the date of completion of the work under the Agreement, except in the case of commercial Software licensed to the County. Any information developed for use in connection with this Agreement may be released as public domain information by the County at its sole discretion.

#### ARTICLE 25. COVENANT AGAINST CONTINGENT FEES

Consultant warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees maintained by Consultant for the purpose of securing business and that Consultant has not received any non-County fee related to this Agreement without the prior written consent of County. For breach or violation of this warranty, County shall have the right to annul this Agreement without liability or at its discretion to deduct from the Contract Price or consideration the full amount of such commission, percentage, brokerage or contingent fee.

#### ARTICLE 26. INSURANCE

Consultant agrees to obtain and maintain during the entire term of this Agreement, all of the insurance required as specified in the Agreement documents, Exhibit G, Insurance and Risk Management Forms, with the County as an additional insured and shall furnish the County a Certificate of Insurance showing the required coverage. The cancellation of any policy of insurance required by this Agreement shall meet the requirements of notice under the laws of the State of Georgia as presently set forth in the Georgia Code.

#### ARTICLE 27. PROHIBITED INTEREST

##### Section 27.01 Conflict of interest:

Consultant agrees that it presently has no interest and shall acquire no interest direct or indirect that would conflict in any manner or degree with the performance of its service hereunder. Consultant further agrees that, in the performance of the Agreement, no person having any such interest shall be employed.

Section 27.02 **Interest of Public Officials:**

No member, officer or employee of County during his tenure shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

**ARTICLE 28. SUBCONTRACTING**

Consultant shall not subcontract any part of the work covered by this Agreement or permit subcontracted work to be further subcontracted without prior written approval of County.

**ARTICLE 29. ASSIGNABILITY**

Consultant shall not assign or subcontract this Agreement or any portion thereof without the prior expressed written consent of County. Any attempted assignment or subcontracting by Consultant without the prior expressed written consent of County shall at County's sole option terminate this Agreement without any notice to Consultant of such termination. Consultant binds itself, its successors, assigns, and legal representatives of such other party in respect to all covenants, agreements and obligations contained herein.

**ARTICLE 30. ANTI-KICKBACK CLAUSE**

Salaries of engineers, surveyors, draftsmen, clerical and technicians performing work under this Agreement shall be paid unconditionally and not less often than once a month without deduction or rebate on any account except only such payroll deductions as are mandatory by law. Consultant hereby promises to comply with all applicable "Anti-Kickback" Laws, and shall insert appropriate provisions in all subcontracts covering work under this Agreement.

**ARTICLE 31. AUDITS AND INSPECTORS**

At any time during normal business hours and as often as County may deem necessary, Consultant shall make available to County and/or representatives of the County for examination all of its records with respect to all matters covered by this Agreement.

It shall also permit County and/or representative of the County to audit, examine and make copies, excerpts or transcripts from such records of personnel, conditions of employment and other data relating to all matters covered by this Agreement. Consultant's records of personnel, conditions of employment, and financial statements (hereinafter "Information") constitute trade secrets and are considered confidential and proprietary by Consultant. To the extent County audits or examines such Information related to this Agreement, County shall not disclose or otherwise make available to third parties any such Information without Consultant's prior written consent unless required to do so by a court order.



Nothing in this Agreement shall be construed as granting County any right to make copies, excerpts or transcripts of such information outside the area covered by this Agreement without the prior written consent of Consultant. Consultant shall maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred on the Project and used in support of its proposal and shall make such material available at all reasonable times during the period of the Agreement and for eight years from the date of final payment under the Agreement, for inspection by County or any reviewing agencies and copies thereof shall be furnished upon request and at no additional cost to County. Consultant agrees that the provisions of this Article shall be included in any Agreements it may make with any sub-consultant, assignee or transferee.

#### ARTICLE 32. ACCOUNTING SYSTEM

Consultant shall have an accounting system, which is established, and maintaining in accordance with generally accepted accounting principles. Consultant must account for cost in a manner consistent with generally accepted accounting procedures, as approved by Fulton County.

#### ARTICLE 33. VERBAL AGREEMENT

No verbal agreement or conversation with any officer, agent or employee of County either before, during or after the execution of this Agreement, shall affect or modify any of the terms of obligations herein contained, nor shall such verbal agreement or conversation entitle Consultant to any additional payment whatsoever under the terms of this Agreement. All changes to this shall be in writing and the form of a change order in supplemental agreement, approved by the County, and entered on the Minutes of the Board of Commissioners.

#### ARTICLE 34. NOTICES

All notices shall be in writing and delivered in person or transmitted by certified mail, postage prepaid.

Notice to County, shall be addressed as follows:

Deputy Director for Facilities and Transportation Services Department  
141 Pryor Street, Suite G119  
Atlanta, Georgia 30303  
Telephone: 404-612-8325  
Email: [ernest.slaughter@fultoncountyga.gov](mailto:ernest.slaughter@fultoncountyga.gov)  
Attention: Ernest Slaughter

**With a copy to:**

Department of Purchasing & Contract Compliance  
Interim Director  
130 Peachtree Street, S.W. Suite 1168  
Atlanta, Georgia 30303  
Telephone: (404) 612-5800  
Email: [felicia.strong-whitaker@fultoncountyga.gov](mailto:felicia.strong-whitaker@fultoncountyga.gov)  
Attention: Felicia Strong-Whitaker

Notices to Consultant shall be addressed as follows:

Hisham Sunna, Vice President  
225 Peachtree St., NE, South Tower, Suite 1400,  
Atlanta, Georgia 30303  
Telephone: 404-658-9320  
Email: [SunnaH@ayresassociates.com](mailto:SunnaH@ayresassociates.com)  
Attention: Hisham Sunna

**ARTICLE 35. JURISDICTION**

This Agreement will be executed and implemented in Fulton County. Further, this Agreement shall be administered and interpreted under the laws of the State of Georgia. Jurisdiction of litigation arising from this Agreement shall be in the Fulton County Superior Courts. If any part of this Agreement is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said laws, but the remainder of this Agreement shall be in full force and effect.

Whenever reference is made in the Agreement to standards or codes in accordance with which work is to be performed, the edition or revision of the standards or codes current on the effective date of this Agreement shall apply, unless otherwise expressly stated.

**ARTICLE 36. EQUAL EMPLOYMENT OPPORTUNITY**

During the performance of this Agreement, Consultant agrees as follows:

Section 36.01 Consultant will not discriminate against any employee or applicant for employment because of race, creed, color, sex or national origin;

Section 36.02 Consultant will, in all solicitations or advertisements for employees placed by, or on behalf of, Consultant state that all qualified applicants, will receive consideration for employment without regard to race, creed, color, sex or national origin;

Section 36.03 Consultant will cause the foregoing provisions to be inserted in all subcontracts for any work covered by the Agreement so that such provision will be binding upon each sub-consultant, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

#### ARTICLE 37. FORCE MAJEURE

Neither County nor Consultant shall be deemed in violation of this Agreement if either is prevented from performing its obligations hereunder for any reason beyond its control, including but not limited to acts of God, civil or military authority, act of public enemy, accidents, fires, explosions, earthquakes, floods or catastrophic failures of public transportation, provided however, that nothing herein shall relieve or be construed to relieve Consultant from performing its obligations hereunder in the event of riots, rebellions or legal strikes.

#### ARTICLE 38. OPEN RECORDS ACT

The Georgia Open Records Act, O.C.G.A. Section 50-18-70 et seq., applies to this Agreement. The Consultant acknowledges that any documents or computerized data provided to the County by the Consultant may be subject to release to the public. The Consultant also acknowledges that documents and computerized data created or held by the Consultant in relation to the Agreement may be subject to release to the public, to include documents turned over to the County. The Consultant shall cooperate with and provide assistance to the County in rapidly responding to Open Records Act requests. The Consultant shall notify the County of any Open Records Act requests no later than 24 hours following receipt of any such requests by the Consultant. The Consultant shall promptly comply with the instructions or requests of the County in relation to responding to Open Records Act requests.

#### ARTICLE 39. CONSULTANT'S COMPLIANCE WITH ALL ASSURANCES OR PROMISES MADE IN RESPONSE TO PROCUREMENT

Where the procurement documents do not place a degree or level of service relating to the scope of work, M/FBE participation, or any other matter relating to the services being procured, should any Consultant submit a response to the County promising to provide a certain level of service for the scope of work, M/FBE participation, or any other matter, including where such promises or assurances are greater than what is required by the procurement documents, and should this response containing these promises or assurances be accepted by the County and made a part of the Contract Documents, then the degree or level of service promised relating to the scope of work, M/FBE participation, or other matter shall be considered to be a material part of the Agreement between the Consultant and the County, such that the Consultant's failure to provide the agreed upon degree or level of service or participation shall be a material breach

of the Agreement giving the County just cause to terminate the Agreement for cause, pursuant to ARTICLE 14 of the Agreement.

#### ARTICLE 40. INVOICING AND PAYMENT

Consultant shall submit monthly invoices for work performed during the previous calendar month, in a form acceptable to the County and accompanied by all support documentation requested by the County, for payment and for services that were completed during the preceding phase. The County shall review for approval of said invoices. The County shall have the right not to pay any invoice or part thereof if not properly supported, or if the costs requested or a part thereof, as determined by the County, are reasonably in excess of the actual stage of completion.

**Time of Payment:** Invoices for payment shall be submitted to County by the first (1st) calendar day of the month to facilitate processing for payment in that same month. Invoices received after the first (1st) calendar day of the month may not be paid until the last day of the following month. The County shall make payments to Consultant by U.S. mail approximately thirty (30) days after receipt of a proper invoice. Parties hereto expressly agree that the above contract term shall supersede the rates of interest, payment periods, and contract and subcontract terms provided for under the Georgia Prompt Pay Act, O.C.G.A. 13-11-1 et seq., pursuant to 13-11-7(b), and the rates of interest, payment periods, and contract and subcontract terms provided for under the Prompt Pay Act shall have no application to this Agreement; parties further agree that the County shall not be liable for any interest or penalty arising from late payments.

**Submittal of Invoices:** Consultant shall submit all invoices in original and one (1) copy to:

Facilities and Transportation Services Department  
141 Pryor Street, Suite G119  
Atlanta, Georgia 30303  
Telephone: 404-612-8325  
Email: [ernest.slaughter@fultoncountyga.gov](mailto:ernest.slaughter@fultoncountyga.gov)  
Attention: Ernest Slaughter

Consultant's cumulative invoices shall not exceed the total not-to-exceed fee established for this Agreement.

**County's Right to Withhold Payments:** The County may withhold payments for services that involve disputed costs, involve disputed audits, or are otherwise performed in an inadequate fashion. Payments withheld by the County will be released and paid to the Consultant when the services are subsequently performed adequately and on a timely basis, the causes for disputes are reconciled or any other remedies or actions stipulated by the County are

satisfied. The County shall promptly pay any undisputed items contained in such invoices.

**Payment of Sub-consultants/Suppliers:** The Consultant must certify in writing that all sub-consultants of the Consultant and suppliers have been promptly paid for work and materials and previous progress payments received. In the event the prime Consultant is unable to pay sub-consultants or suppliers until it has received a progress payment from Fulton County, the prime Consultant shall pay all sub-consultants or supplier funds due from said progress payments within forty-eight (48) hours of receipt of payment from Fulton County and in no event later than fifteen days as provided for by State Law.

**Acceptance of Payments by Consultant; Release.** The acceptance by the Consultant of any payment for services under this Agreement will, in each instance, operate as, and be a release to the County from, all claim and liability to the Consultant for work performed or furnished for or relating to the service for which payment was accepted, unless the Consultant within five (5) days of its receipt of a payment, advises the County in writing of a specific claim it contends is not released by that payment.

#### ARTICLE 41. TAXES

The Consultant shall pay all sales, retail, occupational, service, excise, old age benefit and unemployment compensation taxes, consumer, use and other similar taxes, as well as any other taxes or duties on the materials, equipment, and labor for the work provided by the Consultant which are legally enacted by any municipal, county, state or federal authority, department or agency at the time bids are received, whether or not yet effective. The Consultant shall maintain records pertaining to such taxes as well as payment thereof and shall make the same available to the County at all reasonable times for inspection and copying. The Consultant shall apply for any and all tax exemptions which may be applicable and shall timely request from the County such documents and information as may be necessary to obtain such tax exemptions. The County shall have no liability to the Consultant for payment of any tax from which it is exempt.

#### ARTICLE 42. PERMITS, LICENSES AND BONDS

All permits and licenses necessary for the work shall be secured and paid for by the Consultant. If any permit, license or certificate expires or is revoked, terminated, or suspended as a result of any action on the part of the Consultant, the Consultant shall not be entitled to additional compensation or time.

#### ARTICLE 43. NON-APPROPRIATION

This Agreement states the total obligation of the County to the Consultant for the calendar year of execution. Notwithstanding anything contained in this

Agreement, the obligation of the County to make payments provided under this Agreement shall be subject to annual appropriations of funds thereof by the governing body of the County and such obligation shall not constitute a pledge of the full faith and credit of the County within the meaning of any constitutional debt limitation. The Director of Finance shall deliver written notice to the Consultant in the event the County does not intend to budget funds for the succeeding Contract year.

Notwithstanding anything contained in this Agreement, if sufficient funds have not been appropriated to support continuation of this Agreement for an additional calendar year or an additional term of the Agreement, this Agreement shall terminate absolutely and without further obligation on the part of the County at the close of the calendar year of its execution and at the close of each succeeding calendar year of which it may be renewed, unless a shorter termination period is provided or the County suspends performance pending the appropriation of funds.

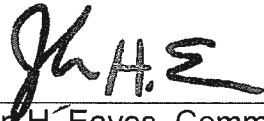
#### ARTICLE 44. WAGE CLAUSE

Consultant shall agree that in the performance of this Agreement the Consultant will comply with all lawful agreements, if any, which the Consultant had made with any association, union, or other entity, with respect to wages, salaries, and working conditions, so as not to cause inconvenience, picketing, or work stoppage.

**IN WITNESS THEREOF**, the Parties hereto have caused this Contract to be executed by their duly authorized representatives as attested and witnessed and their corporate seals to be hereunto affixed as of the day and year date first above written.

OWNER:

**FULTON COUNTY, GEORGIA**



John H. Eaves, Commission Chair  
Board of Commissioners

ATTEST:

  
Mark Massey  
Clerk to the Commission (Seal)

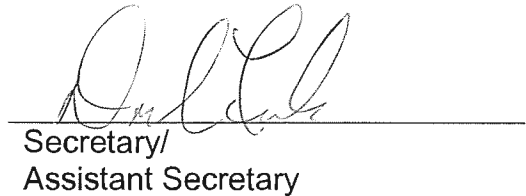
CONSULTANT:

**Ayres Associates, Inc.**



**Hisham Sunna, Vice President**

ATTEST:


  
Secretary/  
Assistant Secretary

(Affix Corporate Seal)

APPROVED AS TO FORM:

  
Office of the County Attorney

APPROVED AS TO CONTENT:

  
**David Ricks, Director  
Facilities and Transportation  
Services Department**

ITEM # \_\_\_\_\_  
REGULAR MEETING

**"AGREEMENT"**

This agreement, made and entered into as of the 15 day of DECEMBER, 2004 by and between **FULTON COUNTY, GEORGIA**, a political subdivision of the State of Georgia, hereinafter referred to as "COUNTY", and **B & E Jackson/OK4 Joint Venture** to provide professional engineering services in Georgia, hereinafter referred to as "CONSULTANT":

**WITNESSETH**

WHEREAS, COUNTY through its Department of Public Works (hereinafter referred to as the "DEPARTMENT") desires to retain a qualified and experienced consultant to perform certain services regarding the design of **Sandtown Community Sidewalks** (hereinafter, referred to as the "PROJECT").

WHEREAS, CONSULTANT has represented to COUNTY that it is experienced and has qualified and local staff available to commit to the PROJECT and COUNTY has relied upon such representations.

NOW THEREFORE, for and in consideration of the mutual covenants contained herein, and for other good and valuable consideration, COUNTY and CONSULTANT agree as follows:

ARTICLE 1. **CONTRACT DOCUMENTS:** COUNTY hereby engages CONSULTANT, and CONSULTANT hereby agrees to perform the services hereinafter set forth. This Agreement, together with the COUNTY's request for proposal, acknowledgements, the Agreement, general conditions [where applicable], special conditions [where applicable], acceptable portions of CONSULTANT'S submitted proposal, and change orders shall all form essential parts of this Agreement. The foregoing documents constitute the entire Agreement of the parties pertaining to the Project hereof and is intended as a complete and exclusive statement of promises, representations, discussions and agreements oral or otherwise that have been made in connection therewith. No modifications or amendment to this Agreement shall be binding upon the parties unless the same is in writing, conform to Fulton County Policy and Procedure 800-6 governing change orders, is signed by the COUNTY'S and the CONSULTANT'S duly authorized representatives, and entered upon the meeting minutes of the Fulton County Board of Commissioners.

If any portion of the Contract Documents shall be in conflict with any other portion, the various documents comprising the Contract Documents shall govern in the following order of precedence: 1) the Agreement, 2) the RFP, 3) any Addenda, 4) change orders, 5) the exhibits, and 6) portions of CONSULTANT'S proposal that was accepted by the County and made a part of the Contract Documents.

ARTICLE 2. **SEVERABILITY:** If any provision of this Agreement is held to be unenforceable for any reason, the unenforceability thereof shall not affect the remainder of the Agreement, which shall remain in full force and effect, and enforceable in accordance with its terms.



Sandtown Community Sidewalks (T162)  
Section III – Contract Agreement

ARTICLE 3. **DESCRIPTION OF PROJECT:** COUNTY and CONSULTANT agree the PROJECT is as described in Exhibit H entitled, "Description of Project". All exhibits referenced in this agreement are incorporated by reference and constitute an integral part of this AGREEMENT as if they were contained herein.

ARTICLE 4. **SCOPE OF SERVICES:** Unless modified in writing by both parties in the manner specified in the agreement, duties of CONSULTANT shall not be construed to exceed those services specifically set forth herein. CONSULTANT agrees to provide all services, products, and data and to perform all tasks described in Exhibit I entitled, "Scope of Services".

ARTICLE 5. **DELIVERABLES:** CONSULTANT shall deliver to COUNTY all reports, specifications and drawings prepared under the terms of this AGREEMENT that are specified in Exhibit J entitled, "Deliverables". CONSULTANT shall provide to COUNTY all deliverables specified in Exhibit I. Deliverables shall be furnished to COUNTY by CONSULTANT in a media of form that is acceptable and usable by COUNTY at no additional cost at the end of the project.

ARTICLE 6. **SERVICES PROVIDED BY COUNTY:** CONSULTANT shall gather from COUNTY all available non-privileged data and information pertinent to the performance of the services for the PROJECT. Certain services as described in Exhibit I entitled, "Scope of Services", if required, will be performed and furnished by COUNTY in a timely manner so as not to unduly delay CONSULTANT in the performance of said obligations. COUNTY shall have the final decision as to what data and information is pertinent.

COUNTY will appoint in writing a COUNTY authorized representative with respect to work to be performed under this AGREEMENT until COUNTY gives written notice of the appointment of a successor. The COUNTY'S authorized representative shall have complete authority to transmit instructions, receive information, and define COUNTY'S policies, consistent with COUNTY rules and regulations. CONSULTANT may rely upon written consents and approvals signed by COUNTY'S authorized representative that are consistent with COUNTY rules and regulations.

ARTICLE 7. **MODIFICATIONS/CHANGE ORDERS:** If during the course of performing the PROJECT, COUNTY and CONSULTANT agree that it is necessary to make changes in the PROJECT, such changes will be incorporated by written Change Order and/or supplemental agreements to this AGREEMENT. Any such Change Order and/or supplemental agreement shall not become effective or binding unless approved by the Board of Commissioners and entered on the minutes. Such modifications shall conform to the requirements of Fulton County Policy 800-6, which is incorporated by reference herein.

ARTICLE 8. **SCHEDULE OF WORK:** CONSULTANT shall not proceed to furnish such services and COUNTY shall not become obligated to pay for same until a written authorization to proceed (Notice to Proceed) has been sent to CONSULTANT from COUNTY. Services shall be furnished in accordance with the CONSULTANT'S schedule as presented in Exhibit "L", entitled, "Schedule of Work". The CONSULTANT shall begin work under this Agreement no later than five (5) days after the effective date of notification to proceed.

Sandtown Community Sidewalks (T162)  
Section III – Contract Agreement

A stop work order issued to the CONSULTANT shall be the only means of suspending the time of performance of work under the Agreement. The time of performance of work as reference on Exhibit "L" does not include time for reviews for the project by the COUNTY, its authorized representative, Georgia DOT or any other agencies reviewing the project. Time charges shall cease when a phase specified in the engineering fee proposal has been completed to the satisfaction of the COUNTY'S authorized representative.

The COUNTY'S authorized representative with respect to the PROJECT shall issue a stop work order for the time of performance for work to the CONSULTANT once all **tasks of each phase is considered accepted and fulfilled as specified in the engineering fee proposal.**

A notice to proceed shall be issued to the CONSULTANT for the next phase of work and shall address the total time of performance of work remaining on the contract.

ARTICLE 9. **CONTRACT TERM:** The term of this AGREEMENT shall commence on the date of award by the Board of Commissioners and is subject to and funded through Capital Improvements Funds. Notwithstanding the foregoing, this AGREEMENT shall continue until Fulton County has received and accepted all deliverables, but in no event shall this AGREEMENT extend beyond December 31, 2007 unless the same is amended.

ARTICLE 10. **COMPENSATION AND PAYMENT FOR CONSULTANT SERVICES:** Compensation for work performed by CONSULTANT on PROJECT shall be on the basis of rates shown in Section I (Q. Basis of Payment & Cost Proposal). Direct and miscellaneous cost should be included in the proposal.

The total contract amount for the PROJECT shall not exceed **\$647,380.00 (Six hundred forty seven thousand, three hundred eighty dollars)** which is full payment for a complete scope of services. Invoices for payment shall be submitted to COUNTY by the first (1st) calendar day of the month to facilitate processing for payment in that same month. Invoices received after the first (1st) calendar day of the month may not be paid until the last day of the following month.

The CONSULTANT may submit to the COUNTY, an invoice, in a form acceptable to the COUNTY and accompanied by all support documentation requested by the COUNTY, for payment and for services that were completed during the preceding phase. The COUNTY shall review for approval of said invoices. The COUNTY shall have the right not to pay any invoice or part thereof if not properly supported, or if the costs requested or a part thereof, as determined by the COUNTY, are reasonably in excess of the actual stage of completion. The COUNTY shall pay each such invoice or portion thereof as approved, provided that the approval or payment of any such invoice shall not be considered to be evidence of the performance of the CONSULTANT to the point indicated by such invoice, or receipt of acceptance by the COUNTY of the services covered by such invoice. The COUNTY shall promptly pay any undisputed items contained in such invoices. As a minimum, each invoice shall include a narrative describing the total work accomplished for each phase, an accurate updated schedule, a description of the percentage of total work completed for each phase through the date of the statement, and an updated draw-down of the Task-Discipline Matrix submitted with the CONSULTANT'S cost proposal.

Sandtown Community Sidewalks (T162)  
Section III – Contract Agreement

The consultant must certify in writing that all subconsultants of the CONSULTANT and suppliers have been promptly paid for work and materials and previous progress payments received. In the event the prime consultant is unable to pay subconsultants or suppliers until it has received a progress payment from Fulton County, the prime consultant shall pay all subconsultants or supplier funds due from said progress payments within forty-eight (48) hours of receipt of payment from Fulton County and in no event later than fifteen days as provided for by State Law.

CONSULTANT agrees that the compensation provided within shall be full and final settlement of all claims arising against COUNTY for work done, materials furnished, cost incurred or otherwise arising out of this AGREEMENT and shall release COUNTY from any and all further claims related to payment for services and materials furnished in connection with this AGREEMENT.

COUNTY shall not be responsible for any interest penalty for any late payment.

**ARTICLE 11. PERSONNEL AND EQUIPMENT:** CONSULTANT shall identify in writing a project manager who shall have sole authority to represent CONSULTANT on all matters pertaining to this contract.

CONSULTANT represents that it has secured or will secure, at its own expense, all equipment and personnel necessary to complete this AGREEMENT, none of whom shall be employees of or have any contractual relationship with COUNTY. All of the services required hereunder will be performed by CONSULTANT under his supervision and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted under law to perform such services.

Key personnel, including subcontractors, engaged in performing services for CONSULTANT under this AGREEMENT are indicated in Exhibit K entitled, "Key Personnel Listing". Written notification shall be immediately provided to COUNTY upon change or severance of any listed key personnel or subcontractor performing services on this PROJECT by CONSULTANT. No changes or substitutions shall be permitted in CONSULTANT'S key personnel or subcontractor as set forth herein without the prior written approval of the COUNTY. Requests for changes in key personnel or subcontractors will not be unreasonably withheld by COUNTY. Changing of key personnel or subcontractor during the course of this PROJECT shall constitute a cause for termination under the terms outlined in ARTICLE 14. TERMINATION OF AGREEMENT FOR CAUSE of this AGREEMENT.

CONSULTANT shall employ those people, who are in responsible charge of supervision on the work performed on this PROJECT, duly registered in the State of Georgia in the appropriate area.

CONSULTANT shall endorse all deliverables including reports, and contract plans. Such endorsements shall be made by a person duly registered for such services by the governing authority authorized by the State of Georgia, being in the full employ of CONSULTANT and responsible for the work prescribed by this AGREEMENT.

Sandtown Community Sidewalks (T162)  
Section III – Contract Agreement

ARTICLE 12. **SUSPENSION OF WORK:** COUNTY may order CONSULTANT in writing to suspend, delay or interrupt all or any part of the work for such period of time as he may determine appropriate for the convenience of COUNTY, or for delays caused by third parties not in any way affiliated with the CONSULTANT. The time for completion of the PROJECT shall be extended by the number of days the work is suspended. County shall not be responsible for any claims, damages or cost stemming from any delay of the PROJECT.

ARTICLE 13. **DISPUTES:** Except as otherwise provided in this AGREEMENT, any dispute concerning a question of fact arising under this contract which is not disposed of by agreement shall be decided by the Fulton County Department of Public Works designated representative. The representative shall reduce the decision to writing and mail or otherwise furnish a copy thereof to the CONSULTANT. The Consultant shall have 30 days from date of receipt to appeal the decision to the County Manager or his designee by mailing or otherwise furnishing to the County Manager or designee, copy of the written appeal. The decision of the County Manager or his designee for the determination of such appeal shall be final and conclusive. This condition shall not be pleaded in any suit involving a question of fact arising under this AGREEMENT, unless the same is fraudulent, or capricious, or arbitrary, or so grossly erroneous as necessarily to imply bad faith, or is not supported by substantial evidence. In connection with any appeal proceeding under this clause, CONSULTANT shall be afforded an opportunity to be heard and to offer evidence in support of an appeal. Pending any final decision of a dispute hereunder, CONSULTANT shall proceed diligently with performance of the Agreement and in accordance with the Director of Public Works' decision.

ARTICLE 14. **TERMINATION OF AGREEMENT FOR CAUSE:**

- (1) Either COUNTY or CONSULTANT may terminate work under this Agreement in the event the other party fails to perform in accordance with the provisions of the Agreement. Any party seeking to terminate this Agreement is required to give thirty (30) days prior written notice to the other party.
- (2) Notice of termination shall be delivered by certified mail with receipt for delivery returned to the sender.
- (3) **TIME IS OF THE ESSENCE** and if the Consultant refuses or fails to perform the work, maintain the scheduled level of effort as proposed and described in Exhibit L entitled, "Schedule of Work", or any separable part thereof, with such diligence as will insure completion of the work within the specified time period, as more thoroughly described in Section 3, Article 8, or any extension or tolling there of, or fails to complete said work within such time. Failure to maintain the scheduled level of effort as proposed or deviation from the aforesaid proposal without prior approval of COUNTY, shall constitute cause for termination.
- (4) The County may, by written notice to CONSULTANT, terminate CONSULTANT'S right to proceed with the PROJECT or such part of the PROJECT as to which there has been delay. In such event, the COUNTY may take over the work and perform the same to completion, by contract or otherwise, and CONSULTANT shall be required to provide

all copies of finished or unfinished documents prepared by CONSULTANT under this AGREEMENT to the County as stated in Exhibit J entitled, "Deliverables".

- (5) CONSULTANT shall be entitled to receive compensation for any satisfactory work completed on such documents as reasonably determined by the COUNTY.
- (6) Whether or not the CONSULTANT'S right to proceed with the work has been terminated, the CONSULTANT shall be liable for any damage to the COUNTY resulting from the CONSULTANT'S refusal or failure to complete the work within the specified time period, and said damages shall include, but not be limited to, any additional costs associated with the COUNTY obtaining the services of another CONSULTANT to complete the design of the project.

ARTICLE 15. **TERMINATION FOR CONVENIENCE OF COUNTY:** Notwithstanding any other provisions, COUNTY may terminate this AGREEMENT for its convenience at any time by a written notice to CONSULTANT. If the AGREEMENT is terminated for convenience by COUNTY, as provided in this article, CONSULTANT will be paid compensation for those services actually performed. Partially completed tasks will be compensated for based on a signed statement of completion to be submitted by CONSULTANT which shall itemize each task element and briefly state what work has been completed and what work remains to be done.

ARTICLE 16. **WAIVER OF BREACH:** The waiver by either party of a breach or violation of any provision of this AGREEMENT, shall not operate or be construed to be, a waiver of any subsequent breach or violation of the same or other provision thereof.

ARTICLE 17. **INDEPENDENT CONTRACTOR:** CONSULTANT shall perform the services under this AGREEMENT as an independent contractor and nothing contained herein shall be construed to be inconsistent with relationship or status. Nothing in this AGREEMENT shall be interpreted or construed to constitute CONSULTANT or any of its agents or employees to be the agent, employee or representative of COUNTY.

ARTICLE 18. **RESPONSIBILITY OF CONSULTANT:** CONSULTANT is employed to render a professional service only and any payments made to CONSULTANT are compensation solely for such services rendered and recommendations made in carrying out the work. CONSULTANT shall follow the practice of the engineering profession to make findings, opinions, factual presentations, professional advice and recommendations. Errors due to CONSULTANT'S failure to comply with standard engineering procedures shall be corrected in a time frame agreed to by COUNTY and at CONSULTANT'S expense.

ARTICLE 19. **COOPERATION WITH OTHER CONSULTANTS:** CONSULTANT will undertake the PROJECT in cooperation with and in coordination with other studies, projects or related work performed for, with or by COUNTY'S employees, appointed committee(s) or other consultants. CONSULTANT shall fully cooperate with such other related consultants and COUNTY employees or appointed committees. CONSULTANT shall provide within his schedule of work, time and effort to coordinate with other consultants under contract with COUNTY. CONSULTANT shall not commit or permit any act, which will interfere with the

Sandtown Community Sidewalks (T162)  
Section III – Contract Agreement

performance of work by any other consultant or by COUNTY employees. CONSULTANT shall not be liable or responsible for the delays of third parties not under its control nor affiliated with the CONSULTANT in any manner.

**ARTICLE 20. ACCURACY OF WORK:** CONSULTANT shall be responsible for the accuracy of his work and shall promptly correct its errors and omissions without additional compensation. Acceptance of the work by the COUNTY will not relieve CONSULTANT of the responsibility of subsequent corrections of any errors and the clarification of any ambiguities. CONSULTANT shall prepare any plans, report, fieldwork, or data required by COUNTY to correct its errors or omissions. The above consultation, clarification or correction shall be made without added compensation to consultant. CONSULTANT shall give immediate attention to these changes so there will be a minimum of delay to others.

**ARTICLE 21. REVIEW OF WORK:** Authorized representatives of COUNTY may at all reasonable times review and inspect PROJECT activities and data collected under this AGREEMENT and amendments thereto. All reports, drawings, studies, specifications, estimates, maps and computations prepared by or for CONSULTANT, shall be available to authorized representatives of COUNTY for inspection and review at all reasonable times in the main office of COUNTY. Acceptance shall not relieve CONSULTANT of its professional obligation to correct, at its expense, any of its errors in work. COUNTY may request at any time and CONSULTANT shall produce progress prints or copies of any work as performed under this AGREEMENT. Refusal by CONSULTANT to submit progress reports and/or plans shall be cause for COUNTY, without any liability thereof, to withhold payment to CONSULTANT until CONSULTANT complies with COUNTY'S request in this regard. COUNTY'S review recommendations shall be incorporated into the plans by CONSULTANT.

**ARTICLE 22. INDEMNIFICATION:** The CONSULTANT shall indemnify, defend and hold harmless the COUNTY, its officers, agents, employees and successors and assigns from and against any and all liability, loss, damages, claims, suits, liens, and judgments including attorneys fees, of whatever nature, including claims for contributions and/or indemnification, for injuries to or death or any person or persons, or damage to property or other rights of any person or persons caused by (1) any failure by the CONSULTANT to perform its obligations under this AGREEMENT; (2) the negligent, intentional or willful misconduct of the CONSULTANT or any of its officers, directors, employees, representatives, agents or Subcontractors in connection with this AGREEMENT; (3) CONSULTANT'S fault; or (4) the performance of the CONSULTANT'S obligations under this AGREEMENT. The CONSULTANT shall also indemnify the COUNTY to the extent provided elsewhere in this AGREEMENT. To the extent there is a determination that CONSULTANT has acted as an agent of the COUNTY, the CONSULTANT is specifically excluded from the term "agent" mentioned in the previous sentence, such that CONSULTANT will be required to comply with the requirements of this Article. CONSULTANT'S obligation to protect, defend, indemnify, and hold harmless, as set forth hereinabove, shall also included but not limited to any matter arising out of any actual or alleged infringement of any patent, trademark, copyright, or service mark, or any actual or alleged unfair competition disparagement of produce or service, or other business tort of any type whatsoever, or any actual or alleged violation of trade regulations. CONSULTANT shall

Sandtown Community Sidewalks (T162)  
Section III – Contract Agreement

not indemnify or hold harmless the COUNTY for the sole acts or omissions of employees or officers of the COUNTY.

CONSULTANT further agrees to protect, defend, indemnify and hold harmless COUNTY, its officers, agents and employees from and against any and all claims or liability for compensation under the Worker's Compensation Act arising out of injuries sustained by any employees of CONSULTANT. These CONSULTANT indemnities shall not be limited by reason of the listing of any insurance coverage.

These indemnity provisions are for the protection of the COUNTY indemnities only and shall not establish, of themselves, any liability to third parties. The provisions of this ARTICLE shall survive termination of this AGREEMENT.

**ARTICLE 23. CONFIDENTIALITY:** CONSULTANT agrees that its conclusions and any reports are for the confidential information of COUNTY and that it will not disclose its conclusions in whole or in part to any persons whatsoever, other than to submit its written documentation to COUNTY, and will only discuss the same with it or its authorized representatives, except as required under this AGREEMENT to provide information to the public. Upon completion of this AGREEMENT term, all documents, reports, maps, data and studies prepared by CONSULTANT pursuant thereto and any equipment paid for by COUNTY as a result of this AGREEMENT, shall become the property of COUNTY and be delivered to the Director of the Public Works Department.

Articles, papers, bulletins, reports, or other materials reporting the plans, progress, analyses, or results and findings of the work conducted under this AGREEMENT shall not be presented publicly or published without prior approval in writing of COUNTY.

It is further agreed that if any information concerning the PROJECT, its conduct results, or data gathered or processed should be released by CONSULTANT without prior approval from COUNTY, the release of the same shall constitute grounds for termination of this AGREEMENT without indemnity to CONSULTANT, but should any such information be released by COUNTY or by CONSULTANT with such prior written approval, the same shall be regarded as Public information and no longer subject to the restrictions of this AGREEMENT.

**ARTICLE 24. OWNERSHIP OF INTELLECTUAL PROPERTY AND INFORMATION:** CONSULTANT agrees that Fulton County is the sole owner of all information, data, and materials that are developed or prepared subject to this AGREEMENT. CONSULTANT or any subcontractor is not allowed to use or sell any information subject to this contract for educational, publication, profit, research or any other purpose without the written and authorized consent of the Director of the Department of Public Works. All electronic files used in connection to this AGREEMENT, which are by definition, any custom software files used in connection to this AGREEMENT, (collectively, the "Software"), shall be turned over to the COUNTY for its use after termination hereof and CONSULTANT shall have no interest of any kind in such electronic files. Any required licenses and fees for the Software or other required materials shall be purchased and/or paid for by CONSULTANT and registered in the name of the Director of the Department of Public Works, if possible. The Software as defined hereunder,

Sandtown Community Sidewalks (T162)  
Section III – Contract Agreement

specifically excludes all software, documentation, information, and materials in which CONSULTANT has pre-existing proprietary rights and/or has otherwise been licensed to Consultant prior to this AGREEMENT, and any upgrades, updates, modifications or enhancements thereto. CONSULTANT agrees to provide at no cost to COUNTY any upgrades to any software used in connection with this AGREEMENT which may be subsequently developed or upgraded for a period of three (3) years from the date of completion of the work under the AGREEMENT, except in the case of commercial Software licensed to the COUNTY or Director of the Department of Public Works. Any information developed for use in connection with this AGREEMENT may be released as public domain information by the COUNTY at its sole discretion.

**ARTICLE 25. COVENANT AGAINST CONTINGENT FEES:** CONSULTANT warrants that no person or selling agency has been employed or retained to solicit or secure this AGREEMENT upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees maintained by CONSULTANT for the purpose of securing business and that CONSULTANT has not received any non-COUNTY fee related to this AGREEMENT without the prior written consent of COUNTY. For breach or violation of this warranty, COUNTY shall have the right to annul this AGREEMENT without liability or at its discretion to deduct from the Contract Price or consideration the full amount of such commission, percentage, brokerage or contingent fee.

**ARTICLE 26. INSURANCE:** CONSULTANT shall furnish certificates to COUNTY for the following minimum amounts or levels of insurance coverage:

Section 26.01     **Workman's Compensation Insurance** in accordance with the laws of the State of Georgia and in an amount not less than Five Hundred Thousand Dollars (\$500,000) per employee, Five Hundred Thousand Dollars (\$500,000) per occurrence, and Five hundred Thousand Dollars (\$500,000) per employee per disease.

Section 26.02     **General Aggregate** in an amount not less than Two Million Dollars (\$2,000,000)

Section 26.03     **General Liability Insurance** in an amount not less than One Million Dollars (\$1,000,000) for bodily injury and/ or property damages per occurrence.

Section 26.04     **Professional Liability Insurance** in an amount that equals or exceeds the amount of fees for the AGREEMENT. If coverage is issued on a claims-made basis, a policy should be kept in force at least twenty-four (24) months after completion and acceptance of the PROJECT.

Section 26.05     **Comprehensive Automobile Liability Insurance**, including operation of owned, non-owned and hired automobiles, covering bodily injury and/or property damage with limits of One Million Dollars (\$1,000,000) per occurrence.



Sandtown Community Sidewalks (T162)  
Section III – Contract Agreement

Section 26.06 **Valuable Papers Insurance** in an amount sufficient to assure the restoration of any plans, drawings, field notes, or other similar data relating to the work covered by the project and the AGREEMENT.

All insurance shall contain a provision that the coverage afforded will not be canceled, materially changed, or renewal refused until at least thirty (30) days prior written notice has been given to COUNTY. All such insurance shall remain in effect until final payment is made and the project is accepted by COUNTY. If CONSULTANT receives notice of non-renewal or material adverse change of any of the above coverages, CONSULTANT will promptly advise COUNTY in writing. Failure of CONSULTANT to promptly notify COUNTY on non-renewal or material adverse change of any of the above coverages terminates AGREEMENT as of the date that CONSULTANT should have given notification to COUNTY.

If COUNTY has any objections to the coverage afforded by or provisions of the insurance required to be purchased and maintained by CONSULTANT, COUNTY will notify CONSULTANT thereof within twenty (20) days of the date of delivery of such certificates to COUNTY.

CONSULTANT will provide to COUNTY such additional information in respect of insurance provided by him as COUNTY may reasonably request. The right of COUNTY to review and comment on Certificates of Insurance is not intended to relieve CONSULTANT of his responsibility to provide insurance coverage as specified nor to relieve CONSULTANT of his liability for any claims, which might arise.

**ARTICLE 27. PROHIBITED INTEREST:**

Section 27.01 Conflict of Interest: CONSULTANT agrees that it presently has no interest and shall acquire no interest direct or indirect, that would conflict in any manner or degree with the performance of its service hereunder. CONSULTANT further agrees that, in the performance of the AGREEMENT, no person having any such interest shall be employed.

Section 27.02 Interest of Public Officials: No member, officer or employee of COUNTY during his tenure shall have any interest, direct or indirect, in this AGREEMENT or the proceeds thereof.

**ARTICLE 28. SUBCONTRACTING:** Except as identified in Exhibit K entitled, "Key Personnel Listing", CONSULTANT shall not subcontract any part of the work covered by this AGREEMENT or permit subcontracted work to be further subcontracted without prior written approval of COUNTY.

**ARTICLE 29. ASSIGNABILITY:** CONSULTANT shall not assign or subcontract this AGREEMENT or any portion thereof without the prior expressed written consent of COUNTY. Any attempted assignment or subcontracting by CONSULTANT without the prior expressed written consent of COUNTY shall at COUNTY'S sole option terminate this AGREEMENT without any notice to CONSULTANT of such termination. CONSULTANT binds itself, its

successors, assigns, and legal representatives of such other party in respect to all covenants, agreements and obligations contained herein.

ARTICLE 30. **ANTI-KICKBACK CLAUSE:** Salaries of engineers, surveyors, draftsmen, clerical and technicians performing work under this AGREEMENT shall be paid unconditionally

and not less often than once a month without deduction or rebate on any account except only such payroll deductions as are mandatory by law. CONSULTANT hereby promises to comply with all applicable "Anti-Kickback" Laws, and shall insert appropriate provisions in all subcontracts covering work under this AGREEMENT.

ARTICLE 31. **AUDITS AND INSPECTORS:** At any time during normal business hours and as often as COUNTY may deem necessary, CONSULTANT shall make available to COUNTY and/or representatives of the COUNTY for examination all of its records with respect to all matters covered by this AGREEMENT.

It shall also permit COUNTY and/or representative of the COUNTY to audit, examine and make copies, excerpts or transcripts from such records of personnel, conditions of employment and other data relating to all matters covered by this AGREEMENT. CONSULTANT'S records of personnel, conditions of employment, and financial statements (hereinafter "Information") constitute trade secrets and are considered confidential and proprietary by CONSULTANT. To the extent COUNTY audits or examines such Information related to this AGREEMENT, COUNTY shall not disclose or otherwise make available to third parties any such Information without CONSULTANT'S prior written consent unless required to do so by a court order. Nothing in this AGREEMENT shall be construed as granting COUNTY any right to make copies, excerpts or transcripts of such information outside the area covered by this AGREEMENT without the prior written consent of CONSULTANT. CONSULTANT shall maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred on the PROJECT and used in support of its proposal and shall make such material available at all reasonable times during the period of the AGREEMENT and for three years from the date of final payment under the AGREEMENT, for inspection by COUNTY or any reviewing agencies and copies thereof shall be furnished upon request and at no additional cost to COUNTY. CONSULTANT agrees that the provisions of this Article shall be included in any Agreements it may make with any subcontractor, assignee or transferee.

ARTICLE 32. **ACCOUNTING SYSTEM:** CONSULTANT shall have an accounting system, which is established, and maintaining in accordance with generally accepted accounting principles. CONSULTANT must account for cost in a manner consistent with generally accepted accounting procedures, as approved by Fulton County.

ARTICLE 33. **VERBAL AGREEMENT:** No verbal agreement or conversation with any officer, agent or employee of COUNTY either before, during or after the execution of this AGREEMENT, shall affect or modify any of the terms of obligations herein contained, nor shall such verbal agreement or conversation entitle CONSULTANT to any additional payment whatsoever under the terms of this AGREEMENT. All changes to this shall be in writing and the form of a change order in supplemental agreement, approved by the COUNTY, and entered on the Minutes of the Board of Commissioners.

ARTICLE 34. **NOTICES:** All notices shall be in writing and delivered in person or transmitted by certified mail, postage prepaid.

Notice to COUNTY, shall be addressed as follows:

Angela K. Parker, Interim Director  
Fulton County Department of Public Works  
141 Pryor Street, S.W., Suite 6001  
Atlanta, Georgia 30303  
404-730-8102

Notices to CONSULTANT shall be addressed as follows:

B & E Jackson/QK4 Joint Venture  
Bridel F. Jackson, III  
229 Peachtree Street, NE., Ste 6001  
Atlanta, Georgia 30303  
404-577-4914

ARTICLE 35. **JURISDICTION:** This AGREEMENT shall be administered and interpreted under the laws of the State of Georgia. Jurisdiction of litigation arising from this AGREEMENT shall be in that state. If any part of this AGREEMENT is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said laws, but the remainder of this AGREEMENT shall be in full force and effect.

Whenever reference is made in the AGREEMENT to standards or codes in accordance with which work is to be performed, the edition or revision of the standards or codes current on the effective date of this AGREEMENT shall apply, unless otherwise expressly stated.

ARTICLE 36. **EQUAL EMPLOYMENT OPPORTUNITY:** During the performance of this AGREEMENT, CONSULTANT agrees as follows:

Section 36.01 CONSULTANT will not discriminate against any employee or applicant for employment because of race, creed, color, sex or national origin;

Section 36.02 CONSULTANT will, in all solicitations or advertisements for employees placed by, or on behalf of, CONSULTANT state that all qualified applicants, will receive consideration for employment without regard to race, creed, color, sex or national origin;

Section 36.03 CONSULTANT will cause the foregoing provisions to be inserted in all subcontracts for any work covered by the AGREEMENT so that such provision will be binding upon each subcontractor, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

ARTICLE 37. **FORCE MAJEURE:** Neither COUNTY nor CONSULTANT shall be deemed in violation of this AGREEMENT if either is prevented from performing its obligations hereunder for any reason beyond its control, including but not limited to acts of GOD, civil or military

Sandtown Community Sidewalks (T162)  
Section III – Contract Agreement

authority, act of public enemy, accidents, fires, explosions, earthquakes, floods or catastrophic failures of public transportation, provided however, that nothing herein shall relieve or be construed to relieve CONSULTANT from performing its obligations hereunder in the event of riots, rebellions or legal strikes.

ARTICLE 38. **OPEN RECORDS ACT:** The Georgia Open Records Act, O.C.G.A. Section 50-18-70 et seq., applies to this AGREEMENT. The CONSULTANT acknowledges that any documents or computerized data provided to the COUNTY by the CONSULTANT may be subject to release to the public. The CONSULTANT also acknowledges that documents and computerized data created or held by the CONSULTANT in relation to the AGREEMENT may be subject to release to the public, to include documents turned over to the COUNTY. The CONSULTANT shall cooperate with and provide assistance to the COUNTY in rapidly responding to Open Records Act requests. The CONSULTANT shall notify the COUNTY of any Open Records Act requests no later than 24 hours following receipt of any such requests by the CONSULTANT. The CONSULTANT shall promptly comply with the instructions or requests of the COUNTY in relation to responding to Open Records Act requests.

ARTICLE 39. **CONSULTANT'S COMPLIANCE WITH ALL ASSURANCES OR PROMISES MADE IN RESPONSE TO PROCUREMENT:** Where the procurement documents do not place a degree or level of service relating to the scope of work, MFBE participation, or any other matter relating to the services being procured, should any proposer submit a response to the COUNTY promising to provide a certain level of service for the scope of work, MFBE participation, or any other matter, including where such promises or assurances are greater than what is required by the procurement documents, and should this response containing these promises or assurances be accepted by the COUNTY and made a part of the Contract Documents, then the degree or level of service promised relating to the scope of work, MFBE participation, or other matter shall be considered to be a material part of the AGREEMENT between the CONSULTANT and the COUNTY, such that the CONSULTANT'S failure to provide the agreed upon degree or level of service or participation shall be a material breach of the AGREEMENT giving the COUNTY just cause to terminate the AGREEMENT for cause, pursuant to ARTICLE 14 of the AGREEMENT.

[SIGNATURES ON NEXT PAGE]

Sandtown Community Sidewalks (T162)

Section III - Contract Agreement

WITNESS WHEREOF, each of the parties hereto has caused AGREEMENT to be executed and delivered on this, the \_\_\_\_ day of \_\_\_\_\_, 2004.

Attest:

B & E Jackson/QK4 Joint Venture

By: Demetra Breason

B & E Jackson/QK4

Title: Ill. Administrator

Seal (Affix)

Attest:

FULTON COUNTY, GEORGIA

By: Mark Massey  
Mark Massey, Clerk to the Commission  
Clerk to the Commission

By: Karen Handel  
Karen Handel, Commission Chair,  
Board of Commissioners

COS Standard Paper

APPROVED AS TO FORM:

APPROVED AS TO CONTENT:

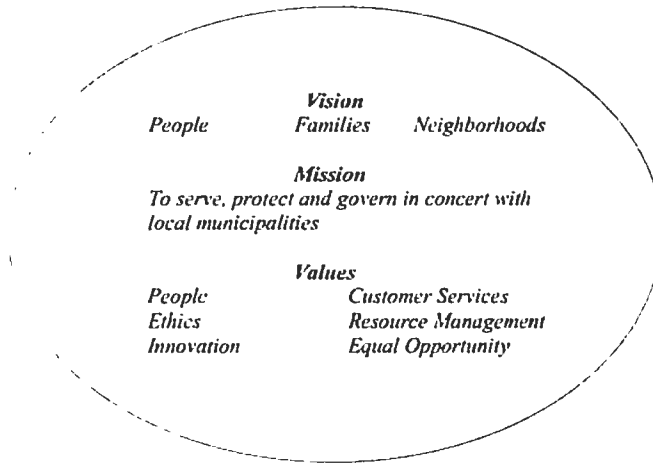
By: Mark Massey  
Office of County Attorney

By: Angela Parker  
Angela Parker, Interim Director  
Department of Public Works

ITEM # 04-1343 RGS 12/15/04  
RECESS MEETING



# FULTON COUNTY



**CONTRACT DOCUMENTS FOR**  
**REQUEST FOR PROPOSAL NO. ENTER RFP NUMBER**  
**T242- Butner Road @ Stonewall Tell Road Intersection Improvement**  
**For**  
**DEPARTMENT OF PUBLIC WORKS**

## Index of Articles

|             |                                                                                                |
|-------------|------------------------------------------------------------------------------------------------|
| ARTICLE 1.  | <u>CONTRACT DOCUMENTS</u>                                                                      |
| ARTICLE 2.  | <u>SEVERABILITY</u>                                                                            |
| ARTICLE 3.  | <u>DESCRIPTION OF PROJECT</u>                                                                  |
| ARTICLE 4.  | <u>SCOPE OF SERVICES</u>                                                                       |
| ARTICLE 5.  | <u>DELIVERABLES</u>                                                                            |
| ARTICLE 6.  | <u>SERVICES PROVIDED BY COUNTY</u>                                                             |
| ARTICLE 7.  | <u>MODIFICATIONS/CHANGE ORDERS</u>                                                             |
| ARTICLE 8.  | <u>SCHEDULE OF WORK</u>                                                                        |
| ARTICLE 9.  | <u>CONTRACT TERM</u>                                                                           |
| ARTICLE 10. | <u>COMPENSATION AND PAYMENT FOR CONSULTANT SERVICES</u>                                        |
| ARTICLE 11. | <u>PERSONNEL AND EQUIPMENT</u>                                                                 |
| ARTICLE 12. | <u>SUSPENSION OF WORK</u>                                                                      |
| ARTICLE 13. | <u>DISPUTES</u>                                                                                |
| ARTICLE 14. | <u>TERMINATION OF AGREEMENT FOR CAUSE</u>                                                      |
| ARTICLE 15. | <u>TERMINATION FOR CONVENIENCE OF COUNTY</u>                                                   |
| ARTICLE 16. | <u>WAIVER OF BREACH</u>                                                                        |
| ARTICLE 17. | <u>INDEPENDENT CONTRACTOR</u>                                                                  |
| ARTICLE 18. | <u>RESPONSIBILITY OF CONSULTANT</u>                                                            |
| ARTICLE 19. | <u>COOPERATION WITH OTHER CONSULTANTS</u>                                                      |
| ARTICLE 20. | <u>ACCURACY OF WORK</u>                                                                        |
| ARTICLE 21. | <u>REVIEW OF WORK</u>                                                                          |
| ARTICLE 22. | <u>INDEMNIFICATION</u>                                                                         |
| ARTICLE 23. | <u>CONFIDENTIALITY</u>                                                                         |
| ARTICLE 24. | <u>OWNERSHIP OF INTELLECTUAL PROPERTY AND INFORMATION</u>                                      |
| ARTICLE 25. | <u>COVENANT AGAINST CONTINGENT FEES</u>                                                        |
| ARTICLE 26. | <u>INSURANCE</u>                                                                               |
| ARTICLE 27. | <u>PROHIBITED INTEREST</u>                                                                     |
| ARTICLE 28. | <u>SUBCONTRACTING</u>                                                                          |
| ARTICLE 29. | <u>ASSIGNABILITY</u>                                                                           |
| ARTICLE 30. | <u>ANTI-KICKBACK CLAUSE</u>                                                                    |
| ARTICLE 31. | <u>AUDITS AND INSPECTORS</u>                                                                   |
| ARTICLE 32. | <u>ACCOUNTING SYSTEM</u>                                                                       |
| ARTICLE 33. | <u>VERBAL AGREEMENT</u>                                                                        |
| ARTICLE 34. | <u>NOTICES</u>                                                                                 |
| ARTICLE 35. | <u>JURISDICTION</u>                                                                            |
| ARTICLE 36. | <u>EQUAL EMPLOYMENT OPPORTUNITY</u>                                                            |
| ARTICLE 37. | <u>FORCE MAJEURE</u>                                                                           |
| ARTICLE 38. | <u>OPEN RECORDS ACT</u>                                                                        |
| ARTICLE 39. | <u>CONSULTANT'S COMPLIANCE WITH ALL ASSURANCES OR PROMISES MADE IN RESPONSE TO PROCUREMENT</u> |
| ARTICLE 40. | <u>INVOICING AND PAYMENT</u>                                                                   |
| ARTICLE 41. | <u>NON-APPROPRIATION</u>                                                                       |
| ARTICLE 42. | <u>WAGE CLAUSE</u>                                                                             |

## **SAMPLE CONTRACT AGREEMENT**

Consultant: **[Insert Consultant Name]**  
Contract No.: **[Insert Project Number and Title]**  
Address: **[Insert Consultant Address]**  
City, State  
Telephone: **[Insert Consultant telephone #]**  
Facsimile: **[Insert Consultant Facsimile #]**  
Contact: **[Insert Consultant Contact Name]**  
**[Insert Consultant Contact Title]**

This Agreement made and entered into effective the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by and between **FULTON COUNTY, GEORGIA**, a political subdivision of the State of Georgia, hereinafter referred to as "**County**", and **[Insert Consultant Company Name]** to provide professional consulting services in Georgia, hereinafter referred to as "**Consultant**".

### **WITNESSETH**

WHEREAS, County through its **Department of Public Works** hereinafter referred to as the "**Department**", desires to retain a qualified and experienced Consultant to perform **Butner Road at Stonewall Tell Road**, hereinafter, referred to as the "**Project**".

WHEREAS, Consultant has represented to County that it is experienced and has qualified and local staff available to commit to the Project and County has relied upon such representations.

NOW THEREFORE, for and in consideration of the mutual covenants contained herein, and for other good and valuable consideration, County and Consultant agree as follows:

#### **ARTICLE 1. CONTRACT DOCUMENTS**

County hereby engages Consultant, and Consultant hereby agrees, to perform the services hereinafter set forth in accordance with this Agreement, consisting of the following contract documents:

- I. Form of Agreement;
- II. Addenda;
- III. Exhibit A: General Conditions;
- IV. Exhibit B: Special Conditions [where applicable];
- V. Exhibit C: Scope of Work
- VI. Exhibit D: Project Deliverables;



- VII. Exhibit E: Compensation;
- VIII. Exhibit F: Office of Contract Compliance Forms;
- IX. Exhibit G: Insurance and Risk Management Forms

The foregoing documents constitute the entire Agreement of the parties pertaining to the Project hereof and is intended as a complete and exclusive statement of promises, representations, discussions and agreements oral or otherwise that have been made in connection therewith. No modifications or amendment to this Agreement shall be binding upon the parties unless the same is in writing, conforms to Fulton County Policy and Procedure 800-6 governing change orders, is signed by the County's and the Consultant's duly authorized representatives, and entered upon the meeting minutes of the Fulton County Board of Commissioners.

If any portion of the Contract Documents shall be in conflict with any other portion, the various documents comprising the Contract Documents shall govern in the following order of precedence: 1) the Agreement, 2) the RFP, 3) any Addenda, 4) change orders, 5) the exhibits, and 6) portions of Consultant's proposal that was accepted by the County and made a part of the Contract Documents.

The Agreement was approved by the Fulton County Board of Commissioners on **[Insert Board of Commissioners approval date and item number]**.

#### ARTICLE 2. **SEVERABILITY**

If any provision of this Agreement is held to be unenforceable for any reason, the unenforceability thereof shall not affect the remainder of the Agreement, which shall remain in full force and effect, and enforceable in accordance with its terms.

#### ARTICLE 3. **DESCRIPTION OF PROJECT:**

County and Consultant agree the Project is to perform **[Insert project description]**. All exhibits referenced in this agreement are incorporated by reference and constitute an integral part of this Agreement as if they were contained herein.

#### ARTICLE 4. **SCOPE OF SERVICES**

Unless modified in writing by both parties in the manner specified in the agreement, duties of Consultant shall not be construed to exceed those services specifically set forth herein. Consultant agrees to provide all services, products, and data and to perform all tasks described in Appendix C, Scope of Work.

#### ARTICLE 5. **DELIVERABLES**

Consultant shall deliver to County all reports prepared under the terms of this Agreement that are specified in Appendix D, Project Deliverables. Consultant shall provide to County all deliverables specified in Appendix D, Project Deliverables.

Deliverables shall be furnished to County by Consultant in a media of form that is acceptable and usable by County at no additional cost at the end of the project.

#### **ARTICLE 6. SERVICES PROVIDED BY COUNTY**

Consultant shall gather from County all available non-privileged data and information pertinent to the performance of the services for the Project. Certain services as described in Appendix C, Scope of Work, if required, will be performed and furnished by County in a timely manner so as not to unduly delay Consultant in the performance of said obligations. County shall have the final decision as to what data and information is pertinent.

County will appoint in writing a County authorized representative with respect to work to be performed under this Agreement until County gives written notice of the appointment of a successor. The County's authorized representative shall have complete authority to transmit instructions, receive information, and define County's policies, consistent with County rules and regulations. Consultant may rely upon written consent and approval signed by County's authorized representative that is consistent with County rules and regulations.

#### **ARTICLE 7. MODIFICATIONS**

If during the course of performing the Project, County and Consultant agree that it is necessary to make changes in the Project as described herein and referenced exhibits, such changes will be incorporated by written amendments in the form of Change Orders to this Agreement. Any such Change Order and/or supplemental agreement shall not become effective or binding unless approved by the Board of Commissioners and entered on the minutes. Such modifications shall conform to the requirements of Fulton County Policy 800-6, which is incorporated by reference herein.

#### **ARTICLE 8. SCHEDULE OF WORK**

Consultant shall not proceed to furnish such services and County shall not become obligated to pay for same until a written authorization to proceed (Notice to Proceed) has been sent to Consultant from County. The Consultant shall begin work under this Agreement no later than five (5) days after the effective date of notice to proceed.

#### **ARTICLE 9. CONTRACT TERM**

The term of this contract shall commence on the date of award by the Board of Commissioners and is subject to and funded through Capital Improvement Funds. Notwithstanding the foregoing, this contract shall continue until Fulton County has received and accepted all deliverables.

## ARTICLE 10. COMPENSATION

Compensation for work performed by Consultant on Project shall be in accordance with the payment provisions and compensation schedule, attached as Appendix E, Cost Proposal.

The total contract amount for the Project shall not exceed *[Insert amount approved by BOC]*, which is full payment for a complete scope of services.

## ARTICLE 11. PERSONNEL AND EQUIPMENT

Consultant shall designate in writing a person(s) to serve as its authorized representative(s) who shall have sole authority to represent Consultant on all manners pertaining to this contract.

Consultant represents that it has secured or will secure, at its' own expense, all equipment and personnel necessary to complete this Agreement, none of whom shall be employees of or have any contractual relationship with County. All of the services required hereunder will be performed by Consultant under his supervision and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted under law to perform such services.

Written notification shall be immediately provided to County upon change or severance of any of the authorized representative(s), listed key personnel or subcontractor performing services on this Project by Consultant. No changes or substitutions shall be permitted in Consultant's key personnel or subcontractor as set forth herein without the prior written approval of the County. Requests for changes in key personnel or subcontractors will not be unreasonably withheld by County.

## ARTICLE 12. SUSPENSION OF WORK

**Suspension Notice:** The County may by written notice to the Consultant, suspend at any time the performance of all or any portion of the services to be performed under this Agreement. Upon receipt of a suspension notice, the Consultant must, unless the notice requires otherwise:

- 1) Immediately discontinue suspended services on the date and to the extent specified in the notice;
- 2) Place no further orders or subcontracts for material, services or facilities with respect to suspended services, other than to the extent required in the notice; and
- 3) Take any other reasonable steps to minimize costs associated with the suspension.

**Notice to Resume:** Upon receipt of notice to resume suspended services, the Consultant will immediately resume performance under this Agreement as required in the notice.

## ARTICLE 13. DISPUTES

Except as otherwise provided in this Agreement, any dispute concerning a question of fact arising under this contract which is not disposed of by agreement shall be decided by the Fulton County Board of Tax Assessors designated representative. The representative shall reduce the decision to writing and mail or otherwise furnish a copy thereof to the Consultant. The Consultant shall have 30 days from date the decision is sent to appeal the decision to the County Manager or his designee by mailing or otherwise furnishing to the County Manager or designee, copy of the written appeal. The decision of the County Manager or his designee for the determination of such appeal shall be final and conclusive. This condition shall not be pleaded in any suit involving a question of fact arising under this Agreement, unless the same is fraudulent, or capricious, or arbitrary, or so grossly erroneous as necessarily to imply bad faith, or is not supported by substantial evidence. In connection with any appeal proceeding under this clause, Consultant shall be afforded an opportunity to be heard and to offer evidence in support of an appeal. Pending any final decision of a dispute hereunder, Consultant shall proceed diligently with performance of the Agreement and in accordance with the decision of the Tax Assessors designated representative.

## ARTICLE 14. TERMINATION OF AGREEMENT FOR CAUSE

- (1) Either County or Consultant may terminate work under this Agreement in the event the other party fails to perform in accordance with the provisions of the Agreement. Any party seeking to terminate this Agreement is required to give thirty (30) days prior written notice to the other party.
- (2) Notice of termination shall be delivered by certified mail with receipt for delivery returned to the sender.
- (3) **TIME IS OF THE ESSENCE** and if the Consultant refuses or fails to perform the work as specified in Appendix C, Scope of Work and maintain the scheduled level of effort as proposed, or any separable part thereof, with such diligence as will insure completion of the work within the specified time period, or any extension or tolling there of, or fails to complete said work within such time. The County may exercise any remedy available under law or this Agreement. Failure to maintain the scheduled level of effort as proposed or deviation from the aforesaid proposal without prior approval of County shall constitute cause for termination
- (4) The County may, by written notice to Consultant, terminate Consultant's right to proceed with the Project or such part of the Project as to which there has been delay. In such event, the County may take over the work and perform the same to completion, by contract or otherwise, and Consultant shall be required to provide all copies of finished or unfinished documents prepared by Consultant under this Agreement to the County as stated in Appendix, D "Project Deliverables".

- (5) Consultant shall be entitled to receive compensation for any satisfactory work completed on such documents as reasonably determined by the County.
- (6) Whether or not the Consultant's right to proceed with the work has been terminated, the Consultant shall be liable for any damage to the County resulting from the Consultant's refusal or failure to complete the work within the specified time period, and said damages shall include, but not be limited to, any additional costs associated with the County obtaining the services of another Consultant to complete the project.

**ARTICLE 15. TERMINATION FOR CONVENIENCE OF COUNTY**

Notwithstanding any other provisions, the County may terminate this Agreement for its convenience at any time by a written notice to Consultant. If the Agreement is terminated for convenience by the County, as provided in this article, Consultant will be paid compensation for those services actually performed. Partially completed tasks will be compensated for based on a signed statement of completion to be submitted by Consultant which shall itemize each task element and briefly state what work has been completed and what work remains to be done.

**ARTICLE 16. WAIVER OF BREACH**

The waiver by either party of a breach or violation of any provision of this Agreement, shall not operate or be construed to be, a waiver of any subsequent breach or violation of the same or other provision thereof.

**ARTICLE 17. INDEPENDENT CONTRACTOR**

Consultant shall perform the services under this Agreement as an independent contractor and nothing contained herein shall be construed to be inconsistent with such relationship or status. Nothing in this Agreement shall be interpreted or construed to constitute Consultant or any of its agents or employees to be the agent, employee or representative of County.

**ARTICLE 18. PROFESSIONAL RESPONSIBILITY**

Consultant represents that it has, or will secure at its own expenses, all personnel appropriate to perform all work to be completed under this Agreement;

All the services required hereunder will be performed by Consultant or under the direct supervision of Consultant. All personnel engaged in the Project by Consultant shall be fully qualified and shall be authorized or permitted under applicable State and local law to perform such services.

None of the work or services covered by this Agreement shall be transferred, assigned, or subcontracted by Consultant without the prior written consent of the County.

**ARTICLE 19. COOPERATION WITH OTHER CONSULTANTS**

Consultant will undertake the Project in cooperation with and in coordination with other studies, projects or related work performed for, with or by County's employees, appointed committee(s) or other Consultants. Consultant shall fully cooperate with such other related Consultants and County employees or appointed committees. Consultant shall provide within his schedule of work, time and effort to coordinate with other Consultants under contract with County. Consultant shall not commit or permit any act, which will interfere with the performance of work by any other consultant or by County employees. Consultant shall not be liable or responsible for the delays of third parties not under its control nor affiliated with the Consultant in any manner.

**ARTICLE 20. ACCURACY OF WORK**

Consultant shall be responsible for the accuracy of his work and shall promptly correct its errors and omissions without additional compensation. Acceptance of the work by the County will not relieve Consultant of the responsibility of subsequent corrections of any errors and the clarification of any ambiguities. Consultant shall prepare any plans, report, fieldwork, or data required by County to correct its errors or omissions. The above consultation, clarification or correction shall be made without added compensation to Consultant. Consultant shall give immediate attention to these changes so there will be a minimum of delay to others.

**ARTICLE 21. REVIEW OF WORK**

Authorized representatives of County may at all reasonable times review and inspect Project activities and data collected under this Agreement and amendments thereto. All reports, drawings, studies, specifications, estimates, maps and computations prepared by or for Consultant, shall be available to authorized representatives of County for inspection and review at all reasonable times in the main office of County. Acceptance shall not relieve Consultant of its professional obligation to correct, at its expense, any of its errors in work. County may request at any time and Consultant shall produce progress prints or copies of any work as performed under this Agreement. Refusal by Consultant to submit progress reports and/or plans shall be cause for County, without any liability thereof, to withhold payment to consultant until Consultant complies with County's request in this regard. County's review recommendations shall be incorporated into the plans by Consultant.

**ARTICLE 22. INDEMNIFICATION**

The Consultant shall indemnify, defend and hold harmless the County, its officers, agents, employees and successors and assigns from and against any and all liability, loss, damages, claims, suits, liens, and judgments including attorneys fees, of whatever nature, including claims for contributions and/or indemnification, for injuries to or death or any person or persons, or damage to property or other rights of any person or persons caused by (1) any failure by the Consultant to perform its obligations under this

Agreement; (2) the negligent, intentional or willful misconduct of the Consultant or any of its officers, directors, employees, representatives, agents or Subcontractors in connection with this Agreement; (3) Consultant's fault; or (4) the performance of the Consultant's obligations under this Agreement. The Consultant shall also indemnify the County to the extent provided elsewhere in this Agreement. To the extent there is a determination that Consultant has acted as an agent of the County, the Consultant is specifically excluded from the term "agent" mentioned in the previous sentence, such that Consultant will be required to comply with the requirements of this Article. Consultant's obligation to protect, defend, indemnify, and hold harmless, as set forth hereinabove, shall also included but not limited to any matter arising out of any actual or alleged infringement of any patent, trademark, copyright, or service mark, or any actual or alleged unfair competition disparagement of produce or service, or other business tort of any type whatsoever, or any actual or alleged violation of trade regulations. Consultant shall not indemnify or hold harmless the County for the sole acts or omissions of employees or officers of the County. Consultant further agrees to protect, defend, indemnify and hold harmless County, its officers, agents and employees from and against any and all claims or liability for compensation under the Worker's Compensation Act arising out of injuries sustained by any employees of Consultant. These Consultant indemnities shall not be limited by reason of the listing of any insurance coverage.

These indemnity provisions are for the protection of the County indemnities only and shall not establish, of themselves, any liability to third parties. The provisions of this article shall survive termination of this Agreement.

#### ARTICLE 23. CONFIDENTIALITY

Consultant agrees that its conclusions and any reports are for the confidential information of County and that it will not disclose its conclusions in whole or in part to any persons whatsoever, other than to submit its written documentation to County, and will only discuss the same with it or its authorized representatives, except as required under this Agreement to provide information to the public. Upon completion of this Agreement term, all documents, reports, maps, data and studies prepared by Consultant pursuant thereto and any equipment paid for by County as a result of this Agreement, shall become the property of County and be delivered to the Chief Appraiser, County Board of Tax Assessors.

Articles, papers, bulletins, reports, or other materials reporting the plans, progress, analyses, or results and findings of the work conducted under this Agreement shall not be presented publicly or published without prior approval in writing of County.

It is further agreed that if any information concerning the Project, its conduct results, or data gathered or processed should be released by Consultant without prior approval from County, the release of the same shall constitute grounds for termination of this Agreement without indemnity to Consultant, but should any such information be released by County or by Consultant with such prior written approval, the same shall be

regarded as Public information and no longer subject to the restrictions of this Agreement.

#### ARTICLE 24. OWNERSHIP OF INTELLECTUAL PROPERTY AND INFORMATION

Consultant agrees that Fulton County is the sole owner of all information, data, and materials that are developed or prepared subject to this Agreement. Consultant or any subcontractor is not allowed to use or sell any information subject to this contract for educational, publication, profit, research or any other purpose without the written and authorized consent of the *[Insert User Department Representative for project]*. All electronic files used in connection to this Agreement, which are by definition, any custom software files used in connection to this Agreement, (collectively, the "Software"), shall be turned over to the County for its use after termination hereof and Consultant shall have no interest of any kind in such electronic files. Any required licenses and fees for the Software or other required materials shall be purchased and/or paid for by Consultant and registered in the name of the *[Insert User Department Representative for project]* , if possible. The Software as defined hereunder, specifically excludes all software, documentation, information, and materials in which Consultant has pre-existing proprietary rights and/or has otherwise been licensed to Consultant prior to this Agreement, and any upgrades, updates, modifications or enhancements thereto. Consultant agrees to provide at no cost to County any upgrades to any software used in connection with this Agreement which may be subsequently developed or upgraded for a period of three (3) years from the date of completion of the work under the Agreement, except in the case of commercial Software licensed to the County or *[Insert User Department Representative for project]*. Any information developed for use in connection with this Agreement may be released as public domain information by the County at its sole discretion.

#### ARTICLE 25. COVENANT AGAINST CONTINGENT FEES

Consultant warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees maintained by Consultant for the purpose of securing business and that Consultant has not received any non-County fee related to this Agreement without the prior written consent of County. For breach or violation of this warranty, County shall have the right to annul this Agreement without liability or at its discretion to deduct from the Contract Price or consideration the full amount of such commission, percentage, brokerage or contingent fee.



## ARTICLE 26. INSURANCE

Consultant agrees to obtain and maintain during the entire term of this Agreement, all of the insurance required as specified in the Agreement documents, Exhibit G, Insurance and Risk Management Forms, with the County as an additional insured and shall furnish the County a Certificate of Insurance showing the required coverage. The cancellation of any policy of insurance required by this Agreement shall meet the requirements of notice under the laws of the State of Georgia as presently set forth in the Georgia Code.

## ARTICLE 27. PROHIBITED INTEREST

### Section 27.01 Conflict of interest:

Consultant agrees that it presently has no interest and shall acquire no interest direct or indirect that would conflict in any manner or degree with the performance of its service hereunder. Consultant further agrees that, in the performance of the Agreement, no person having any such interest shall be employed.

### Section 27.02 Interest of Public Officials:

No member, officer or employee of County during his tenure shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

## ARTICLE 28. SUBCONTRACTING

Consultant shall not subcontract any part of the work covered by this Agreement or permit subcontracted work to be further subcontracted without prior written approval of County.

## ARTICLE 29. ASSIGNABILITY

Consultant shall not assign or subcontract this Agreement or any portion thereof without the prior expressed written consent of County. Any attempted assignment or subcontracting by Consultant without the prior expressed written consent of County shall at County's sole option terminate this Agreement without any notice to Consultant of such termination. Consultant binds itself, its successors, assigns, and legal representatives of such other party in respect to all covenants, agreements and obligations contained herein.

## ARTICLE 30. ANTI-KICKBACK CLAUSE

Salaries of engineers, surveyors, draftsmen, clerical and technicians performing work under this Agreement shall be paid unconditionally and not less often than once a month without deduction or rebate on any account except only such payroll deductions as are mandatory by law. Consultant hereby promises to comply with all applicable

"Anti-Kickback" Laws, and shall insert appropriate provisions in all subcontracts covering work under this Agreement.

### **ARTICLE 31. AUDITS AND INSPECTORS**

At any time during normal business hours and as often as County may deem necessary, Consultant shall make available to County and/or representatives of the County for examination all of its records with respect to all matters covered by this Agreement.

It shall also permit County and/or representative of the County to audit, examine and make copies, excerpts or transcripts from such records of personnel, conditions of employment and other data relating to all matters covered by this Agreement. Consultant's records of personnel, conditions of employment, and financial statements (hereinafter "Information") constitute trade secrets and are considered confidential and proprietary by Consultant. To the extent County audits or examines such Information related to this Agreement, County shall not disclose or otherwise make available to third parties any such Information without Consultant's prior written consent unless required to do so by a court order. Nothing in this Agreement shall be construed as granting County any right to make copies, excerpts or transcripts of such information outside the area covered by this Agreement without the prior written consent of Consultant. Consultant shall maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred on the Project and used in support of its proposal and shall make such material available at all reasonable times during the period of the Agreement and for three years from the date of final payment under the Agreement, for inspection by County or any reviewing agencies and copies thereof shall be furnished upon request and at no additional cost to County. Consultant agrees that the provisions of this Article shall be included in any Agreements it may make with any subcontractor, assignee or transferee.

### **ARTICLE 32. ACCOUNTING SYSTEM**

Consultant shall have an accounting system, which is established, and maintaining in accordance with generally accepted accounting principles. Consultant must account for cost in a manner consistent with generally accepted accounting procedures, as approved by Fulton County.

### **ARTICLE 33. VERBAL AGREEMENT**

No verbal agreement or conversation with any officer, agent or employee of County either before, during or after the execution of this Agreement, shall affect or modify any of the terms of obligations herein contained, nor shall such verbal agreement or conversation entitle Consultant to any additional payment whatsoever under the terms of this Agreement. All changes to this shall be in writing and the form of a change order in supplemental agreement, approved by the County, and entered on the Minutes of the Board of Commissioners.

## ARTICLE 34. NOTICES

All notices shall be in writing and delivered in person or transmitted by certified mail, postage prepaid.

Notice to County, shall be addressed as follows:

Fulton County Department of Public Works  
Public Works Director  
141 Pryor Street, Suite 6066  
Atlanta, Georgia 30303  
Telephone: 404-612-8102  
Facsimile: 404-730-6325  
Attention: Angela Parker

### **With a copy to:**

Fulton County Department of Purchasing  
Purchasing Director  
130 Peachtree Street, Suite 1168  
Atlanta, Georgia 30303  
Telephone: (404) 730-5800  
Facsimile: (404) 893-6273  
Attention: Jerome Noble

Notices to Consultant shall be addressed as follows:

**[Insert Consultant Representative for project]**

**[Insert Consultant Address]**

Telephone:

Facsimile:

Attention: **[Insert Consultant Representative for project]**

## ARTICLE 35. JURISDICTION

This Agreement shall be administered and interpreted under the laws of the State of Georgia. Jurisdiction of litigation arising from this Agreement shall be in that state. If any part of this Agreement is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said laws, but the remainder of this Agreement shall be in full force and effect.

Whenever reference is made in the Agreement to standards or codes in accordance with which work is to be performed, the edition or revision of the standards or codes current on the effective date of this Agreement shall apply, unless otherwise expressly stated.

## ARTICLE 36. EQUAL EMPLOYMENT OPPORTUNITY

During the performance of this Agreement, Consultant agrees as follows:

Section 36.01 Consultant will not discriminate against any employee or applicant for employment because of race, creed, color, sex or national origin;

Section 36.02 Consultant will, in all solicitations or advertisements for employees placed by, or on behalf of, Consultant state that all qualified applicants, will receive consideration for employment without regard to race, creed, color, sex or national origin;

Section 36.03 Consultant will cause the foregoing provisions to be inserted in all subcontracts for any work covered by the Agreement so that such provision will be binding upon each subcontractor, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

#### **ARTICLE 37. FORCE MAJEURE**

Neither County nor Consultant shall be deemed in violation of this Agreement if either is prevented from performing its obligations hereunder for any reason beyond its control, including but not limited to acts of God, civil or military authority, act of public enemy, accidents, fires, explosions, earthquakes, floods or catastrophic failures of public transportation, provided however, that nothing herein shall relieve or be construed to relieve Consultant from performing its obligations hereunder in the event of riots, rebellions or legal strikes.

#### **ARTICLE 38. OPEN RECORDS ACT**

The Georgia Open Records Act, O.C.G.A. Section 50-18-70 et seq., applies to this Agreement. The Consultant acknowledges that any documents or computerized data provided to the County by the Consultant may be subject to release to the public. The Consultant also acknowledges that documents and computerized data created or held by the Consultant in relation to the Agreement may be subject to release to the public, to include documents turned over to the County. The Consultant shall cooperate with and provide assistance to the County in rapidly responding to Open Records Act requests. The Consultant shall notify the County of any Open Records Act requests no later than 24 hours following receipt of any such requests by the Consultant. The Consultant shall promptly comply with the instructions or requests of the County in relation to responding to Open Records Act requests.

#### **ARTICLE 39. CONSULTANT'S COMPLIANCE WITH ALL ASSURANCES OR PROMISES MADE IN RESPONSE TO PROCUREMENT**

Where the procurement documents do not place a degree or level of service relating to the scope of work, M/FBE participation, or any other matter relating to the services being procured, should any Consultant submit a response to the County promising to provide a certain level of service for the scope of work, M/FBE participation, or any

other matter, including where such promises or assurances are greater than what is required by the procurement documents, and should this response containing these promises or assurances be accepted by the County and made a part of the Contract Documents, then the degree or level of service promised relating to the scope of work, M/FBE participation, or other matter shall be considered to be a material part of the Agreement between the Consultant and the County, such that the Consultant's failure to provide the agreed upon degree or level of service or participation shall be a material breach of the Agreement giving the County just cause to terminate the Agreement for cause, pursuant to ARTICLE 14 of the Agreement.

**ARTICLE 40. INVOICING AND PAYMENT**

Consultant shall submit monthly invoices for work performed during the previous calendar month, in a form acceptable to the County and accompanied by all support documentation requested by the County, for payment and for services that were completed during the preceding phase. The County shall review for approval of said invoices. The County shall have the right not to pay any invoice or part thereof if not properly supported, or if the costs requested or a part thereof, as determined by the County, are reasonably in excess of the actual stage of completion.

**Time of Payment:** Invoices for payment shall be submitted to County by the first (1st) calendar day of the month to facilitate processing for payment in that same month. Invoices received after the first (1st) calendar day of the month may not be paid until the last day of the following month. The County shall make payments to Consultant by U.S. mail approximately thirty (30) days after receipt of a proper invoice. Parties hereto expressly agree that the above contract term shall supersede the rates of interest, payment periods, and contract and subcontract terms provided for under the Georgia Prompt Pay Act, O.C.G.A. 13-11-1 et seq., pursuant to 13-11-7(b), and the rates of interest, payment periods, and contract and subcontract terms provided for under the Prompt Pay Act shall have no application to this Agreement; parties further agree that the County shall not be liable for any interest or penalty arising from late payments.

**Submittal of Invoices:** Consultant shall submit all invoices in original and one (1) copy to:

***[Insert User Department Representative Position for project]***

***[Insert User Department Address]***

Atlanta, Georgia 30303

Telephone:

Facsimile:

Attention: ***[Insert User Department Representative for project]***

Consultant's cumulative invoices shall not exceed the total not-to-exceed fee established for this Agreement.

Optional: [A narrative of one (1) page only, listing the scope of services billed for shall accompany each invoice.]

**County's Right to Withhold Payments:** The County may withhold payments for services that involve disputed costs, involve disputed audits, or are otherwise performed in an inadequate fashion. Payments withheld by the County will be released and paid to the Consultant when the services are subsequently performed adequately and on a timely basis, the causes for disputes are reconciled or any other remedies or actions stipulated by the County are satisfied. The County shall promptly pay any undisputed items contained in such invoices.

**Payment of Sub-consultants/Suppliers:** The Consultant must certify in writing that all sub-consultants of the Consultant and suppliers have been promptly paid for work and materials and previous progress payments received. In the event the prime Consultant is unable to pay sub-consultants or suppliers until it has received a progress payment from Fulton County, the prime Consultant shall pay all sub-consultants or supplier funds due from said progress payments within forty-eight (48) hours of receipt of payment from Fulton County and in no event later than fifteen days as provided for by State Law.

**Acceptance of Payments by Consultant; Release.** The acceptance by the Consultant of any payment for services under this Agreement will, in each instance, operate as, and be a release to the County from, all claim and liability to the Consultant for work performed or furnished for or relating to the service for which payment was accepted, unless the Consultant within five (5) days of its receipt of a payment, advises the County in writing of a specific claim it contends is not released by that payment.

#### ARTICLE 41. NON-APPROPRIATION

This Agreement states the total obligation of the County to the Consultant for the calendar year of execution. Notwithstanding anything contained in this Agreement, the obligation of the County to make payments provided under this Agreement shall be subject to annual appropriations of funds thereof by the governing body of the County and such obligation shall not constitute a pledge of the full faith and credit of the County within the meaning of any constitutional debt limitation. The Director of Finance shall deliver written notice to the Consultant in the event the County does not intend to budget funds for the succeeding Contract year.

Notwithstanding anything contained in this Agreement, if sufficient funds have not been appropriated to support continuation of this Agreement for an additional calendar year or an additional term of the Agreement, this Agreement shall terminate absolutely and without further obligation on the part of the County at the close of the calendar year of its execution and at the close of each succeeding calendar year of which it may be renewed, unless a shorter termination period is provided or the County suspends performance pending the appropriation of funds.

ARTICLE 42. WAGE CLAUSE

Consultant shall agree that in the performance of this Agreement the Consultant will comply with all lawful agreements, if any, which the Consultant had made with any association, union, or other entity, with respect to wages, salaries, and working conditions, so as not to cause inconvenience, picketing, or work stoppage.

**IN WITNESS THEREOF**, the Parties hereto have caused this Contract to be executed by their duly authorized representatives as attested and witnessed and their corporate seals to be hereunto affixed as of the day and year date first above written.

OWNER:

**FULTON COUNTY, GEORGIA**

CONSULTANT:

***[Insert Consultant Company Name & Title]***

\_\_\_\_\_  
John H. Eaves, Commissioner  
Board of Commissioners

ATTEST:

\_\_\_\_\_  
ATTEST:

\_\_\_\_\_  
Mark Massey  
Clerk to the Commission (Seal)

\_\_\_\_\_  
Secretary/  
Assistant Secretary

(Affix Corporate Seal)

\_\_\_\_\_  
APPROVED AS TO FORM:

\_\_\_\_\_  
Office of the County Attorney

\_\_\_\_\_  
APPROVED AS TO CONTENT:

\_\_\_\_\_  
Angela Parker, Director  
Department of Public Works



Revised 4/06/09  
Revised 10/07/09  
Revised 3/15/13

**CONTRACT FOR ACQUISITION OF RIGHT OF WAY  
STATE-AID OR FEDERAL-AID PROJECT  
Reimbursable**

**PROJECT: CSHPP-0007-00(533)  
COUNTY: FULTON  
STATE ROUTE: N/A  
P.I. NO.: 0007533**

**STATE OF GEORGIA**

**COUNTY OF FULTON**

This Agreement made and entered into this 17 day of January, 2016 by and between the **DEPARTMENT OF TRANSPORTATION** (hereinafter called the **DEPARTMENT**) and the **COUNTY OF FULTON** (hereinafter called the **COUNTY**).

**WITNESSETH THAT:**

**WHEREAS**, the **DEPARTMENT**, and the **COUNTY**, propose to let to construction the above indicated project located on CR 1374/Butner Road @ CR 1386/Stonewall Tell Road, the rights of way which are to be acquired in the name of the **DEPARTMENT** with the cost of the right of way being distributed between the **COUNTY** and the **DEPARTMENT** as hereinafter specified; and,

**WHEREAS**, the **DEPARTMENT** is authorized to enter into this contract with the **COUNTY** by virtue of Section 32-2-2(a) of the Official Code of Georgia Annotated; and,

**WHEREAS**, the **COUNTY** is authorized to enter into this contract by virtue of Sections 32-3-3(e), 32-4-41(6), 32-4-42, 32-4-61 and 32-5-25 of the Official Code of Georgia Annotated and by a certain resolution of the Board of Commissioners, adopted the 15 day of July, 2015; and

**WHEREAS**, said rights of way are to be acquired by the **COUNTY** in accordance with certain specified requirements of the Federal-aid Highway Act of 1970, as amended, and regulations of the **DEPARTMENT** in order for the construction cost of said project to be eligible for State or Federal participation.

**NOW, THEREFORE**, in consideration of Ten (\$10.00) Dollars in hand paid to the **COUNTY**, the receipt of which is hereby acknowledged, and the mutual promises and covenants hereinafter set out, the **DEPARTMENT** and the **COUNTY** agree as follows:

ITEM I

The DEPARTMENT agrees to reimburse the COUNTY Not to Exceed \$363,000.00 for eligible right of way costs. Reimbursable right of way expenses include land and improvement costs, relocation expenses and contracted property management costs. Non-reimbursable right of way expenses include, but may not be limited to, manpower, appraisal, administrative, attorney fees and any in-house property management.

Reimbursement of acquisition expenses will be eligible after completion of: all land and improvement acquisition; completion of all property management; completion of all demolition; and, after all occupants have relocated off the project. The COUNTY shall certify in writing to the DEPARTMENT that title to all parcels, whether acquired by deed or condemnation, has been quitclaimed from the COUNTY to the DEPARTMENT, and that all property management, all demolition and all relocation has been completed. Said certification will include a statement that "All parcels are vacant and immediately available for construction purposes".

Each appraiser utilized on this project must be selected from the DEPARTMENT's "Approved Appraiser List". The DEPARTMENT shall review and approve each selection prior to the COUNTY contracting with the appraiser. All appraisals will be submitted to the DEPARTMENT for review, for approval and to establish fair market value prior to negotiations.

Except as specified in ITEM V of this contract, all counter offers, administrative settlements and legal settlements authority above the fair market value must be reviewed and approved by the DEPARTMENT if the COUNTY expects the DEPARTMENT to participate in any increased settlement agreement above the fair market value. It is understood and agreed that the DEPARTMENT may participate in a court directed award above the fair market value subject to the availability of funds identified for the PROJECT. The DEPARTMENT will not be required to participate in any such award increase that is not supported by a court order. It is further agreed between the parties that the DEPARTMENT shall be the final arbiter of whether an increase in an award or expense will be reimbursable to the COUNTY.

ITEM II

The DEPARTMENT will prepare the deeds in the name of the DEPARTMENT for use in acquiring the Right of Way. The COUNTY shall ensure at the time of closing that the current, approved deed or easement document reflects the latest revised or current required right of way description and/or easement(s) description.

The COUNTY will provide, at COUNTY expense with no reimbursement, all legal counsel associated with acquiring properties by deed.

The COUNTY, or its designated representative, will prepare all Condemnation Petitions in the name of the COUNTY and will provide all legal counsel and/or litigation associated with acquiring properties through condemnation at COUNTY expense.

After receipt of the approved and accepted certification from the COUNTY to the DEPARTMENT and after all acquired parcels, whether by deed or by condemnation, have been executed, quitclaimed, transferred in name from the COUNTY and recorded in the name of the DEPARTMENT, the DEPARTMENT will reimburse the COUNTY pursuant to ITEM III herein.

**ITEM III**

As set forth in ITEM I above, the DEPARTMENT will reimburse "Not to Exceed" \$363,000.00 of eligible right of way expenses. **The procedure for reimbursement is as follows:**

All files and reimbursement requests shall be directed to the District Local Government Right of Way Coordinator (DLGC) in the **Chamblee District Office**. All reimbursement matters shall first be reviewed at the District Level in accordance with current guidelines and policies. Reimbursement to the COUNTY will be issued from the **General Office in Atlanta** following receipt of all approved documents and the accepted and approved COUNTY certification.

**Three (3) copies of the following items shall be included for each parcel and activity cost to be reimbursed:**

- 1) **Reimbursement of eligible expenses associated with properties acquired by deed or easement:**
  - a) **Recorded Deed or Easement**
  - b) **Copy of Completed Negotiation Record**
  - c) **Copy of the Approved Option**
  - d) **Executed Closing Statement**
  - e) **Copy of approved Review Appraisers Report (Form 532)**
  
- 2) **Reimbursement of eligible expenses associated with properties acquired through condemnation:**
  - a) **Copy of the filed, recorded Condemnation Petition with identified docket number.**
  - b) **Copy of receipt for monies deposited into court.**
  - c) **Copy of Quitclaim Deed from County to Department**

3) Reimbursement of eligible property management costs:

- a) Copy of verifiable and detailed invoice from the contractor and receipt for payment from the COUNTY and any fee contractors employed by the COUNTY for Property Management activities.

4) Reimbursement of eligible relocation costs:

- a) Copy of Relocation Payment Checks
- b) Copy of Executed Relocation Claim Forms
- c) Copy of the Approval Authorization of Payment Amount

Any deviation from or change in the above described procedure must be approved by the State Right of Way Administrator in the Atlanta General Office.

ITEM IV

The COUNTY, at COUNTY expense, will ensure the demolition and removal in their entirety of all buildings, walls, fences, gates, underground storage tanks, signs, or any other improvements and structures of any nature or description, lying wholly or partially situated within the right of way and/or easement area, whether surface or subsurface. The demolition and removal shall be in accordance with procedures approved by the DEPARTMENT. The DEPARTMENT will not remove any improvements or structures as clearing and grubbing items. This is a reimbursable expense to the COUNTY except when the COUNTY performs any demolition by COUNTY forces. The DEPARTMENT will only reimburse demolition performed by fee contractors, supported by appropriate, verifiable paid receipts.

Any and all contaminated properties will require the DEPARTMENT's approval before being acquired by the COUNTY. Removal of underground tanks and other hazardous materials will be in accordance with all current Environmental Protection Agency (EPA), Environmental Protection Division (EPD), State and Federal regulations, laws and procedures.

ITEM V

The COUNTY has the authority to approve a counter offer, an administrative settlement up to \$10,000 or 10% above the approved Fair Market Value, whichever is greater. On legal settlement authority for condemned parcels, the COUNTY authority level is 20% or \$20,000, whichever is greater. All other counter offers or administrative settlements and legal settlement authority on condemned parcels must be reviewed and approved by the DEPARTMENT, if the DEPARTMENT is to participate in any increased expense. Any modification whatsoever or any special provision included as an agreement to any document must first be approved and appropriately accepted by the DEPARTMENT. The DLGC in the Chamblee District Office will function as the COUNTY liaison with the DEPARTMENT. All counter offers, check requests, and any matters to be considered for agreement will be submitted through the DLGC.

Once a determination has been made by the General Office, the DLGC will notify the COUNTY, in writing, of either approval or rejection of the submitted proposal.

The DEPARTMENT will not participate in any portion of a counter proposal which is closed prior to DEPARTMENT review, approval and acceptance.

**ITEM VI**

During the life of this contract and prior to completion of the construction work and final acceptance of the project by the DEPARTMENT, the COUNTY agrees not to use convict labor in any way on the project.

**ITEM VII**

Once the environmental clearance is obtained and the right of way plans are approved, the COUNTY can begin non-reimbursable, pre-acquisition activities; however, no offers can be made until: an acceptable project cost estimate has been submitted, reviewed and approved; ROW funds have been authorized in accordance with CFR 23.710.307; and, the DEPARTMENT has issued a Notice to Proceed to the COUNTY for any eligible, reimbursable right of way acquisition activities.

The COUNTY agrees to defend, at COUNTY expense, any and all suits, if any should arise, involving property titles and/or contaminated properties associated with the acquisition of Rights of Way by deed or condemnation.

**ITEM VIII**

The COUNTY will, as required by law, proceed within fifteen (15) days after being notified by the DEPARTMENT to acquire the Rights of Way for said project free of all encumbrances by gift, deed, easements or condemnation in accordance with the approved plans.

**ITEM IX**

The COUNTY will, in the right of way acquisition procedure, observe and comply with Title 49 Code of Federal Regulations Part 24; Title 23 Code of Federal Regulations Part 710; Georgia Laws 1972, p. 931, as amended; and, in accordance with the requirements as outlined in the Relocation Assistance Manual prepared by the DEPARTMENT. The COUNTY will be responsible for making payments to owners as required under this procedure for any incidental expenses for the transfer of real property for rights of way purposes and any other moving and relocation expenses as required under the law and determined to be proper by the DEPARTMENT. Appeals of relocation assistance benefits will be submitted to the Department for review. Response to an appeal will be the responsibility of the DEPARTMENT. The COUNTY will, in their acquisition of the right of way, comply with the procedures set forth in Attachment No. 1 - Memorandum of Instructions, attached. During the performance of this Contract, the COUNTY will also comply with the Regulations of the U. S. Department of Transportation relative to nondiscrimination in State Aid or Federally-assisted programs of said Department in accordance with the stipulations as indicated under Appendix "A", attached.

The COUNTY shall also comply with all provisions as set forth in ADDENDUM 1, GDOT TITLE VI Assurances as attached, inclusive of APPENDIX A, APPENDIX B and APPENDIX C of attached ADDENDUM 1.

**ITEM X**

Where determined to be desirable, the COUNTY will provide rodent control measures as required by the U. S. Department of Transportation prior to the demolition or removal of improvements located within the right of way of the project. The measures employed shall be in accordance with procedures approved by State and Local laws and regulations governing rodent control. These costs are not reimbursable.

**ITEM XI**

This Agreement sets forth the entire understanding between the Parties relating to the subject contained herein and supersedes all prior oral and written understandings, arrangements and agreements between the parties relating thereto. It is understood that no subsequent alteration, amendment, change or addition to this Agreement shall be binding upon the parties hereto unless evidenced by an amendment to this Agreement signed by both the DEPARTMENT and the COUNTY.

**ITEM XII**

The COUNTY shall maintain all books, documents, papers, accounting records, and other evidence pertaining to costs associated with this Agreement and used in support of its activities and shall make such material available at all reasonable times during the period of this Agreement, and for three years from the date of final payment under this Agreement, for inspection by the GDOT, and any reviewing agencies, and copies thereof shall be furnished upon request.

**ITEM XIII**

**TIME IS OF THE ESSENCE IN THIS CONTRACT.**

**UNLESS OTHERWISE AMENDED BY THE MUTUAL AGREEMENT OF THE PARTIES HERETO, THIS CONTRACT WILL EXPIRE NO LATER THAN THE CONCLUSION OF FY 2017.**

IN WITNESS WHEREOF, this instrument has been and is executed on behalf of the DEPARTMENT OF TRANSPORTATION by the Commissioner and on behalf of FULTON COUNTY by \_\_\_\_\_, being duly authorized to do so by the Board of Commissioners of said COUNTY.

Executed on Behalf of the DEPARTMENT OF TRANSPORTATION this 13 day of January, 20 16.

APPROVED: [Signature]  
COMMISSIONER

ATTEST DEPARTMENT OF TRANSPORTATION: [Signature]  
TREASURER



Executed on Behalf of FULTON COUNTY this 4th day of August, 20 15.

[Signature]  
CHAIRMAN JOHN H. EAVES  
CHAIRMAN  
FULTON COUNTY BOARD OF COMMISSIONERS

This Contract approved by the County Commission at a meeting held at Fulton County Government

the 15th day of July, 20 15.

CLERK OF THE BOARD OF COMMISSIONERS

Witness for the COUNTY: [Signature]  
MARK MASSY  
CLERK TO THE COMMISSION  
FOUNDED, 1853

Approved As To Form:

[Signature]  
Fulton County Attorney

ITEM # 15-0569 RM 7/15/2015  
REGULAR MEETING

# CONTRACT AGREEMENT

Consultant: Long Engineering, Inc.  
Contract No.: 16RFP116801K-JAJ  
Address: 2550 Heritage Court Suite 250  
City, State Atlanta, GA 30339  
Telephone: 770-951-2495  
Email: spowell@longeng.com  
Contact: Sammy Powell  
Vice President

This Agreement made and entered into effective the day of February, 2017 by and between **FULTON COUNTY, GEORGIA**, a political subdivision of the State of Georgia, hereinafter referred to as "**County**", and **Long Engineering, Inc.**, hereinafter referred to as "**Consultant**", authorized to transact business in the State of Georgia.

## WITNESSETH

WHEREAS, County through its **Public Works Department** hereinafter referred to as the "**Department**", desires to retain a qualified and experienced Consultant to perform **Engineering Design Services for the replacement of bridges for Demooney Road over Deep Creek, Cochran Road over Deep Creek and Cochran Road over Camp Creek.**, hereinafter, referred to as the "**Project**".

WHEREAS, Consultant has represented to County that it is experienced and has qualified and local staff available to commit to the Project and County has relied upon such representations.

NOW THEREFORE, for and in consideration of the mutual covenants contained herein, and for other good and valuable consideration, County and Consultant agree as follows:

## ARTICLE 1. CONTRACT DOCUMENTS

County hereby engages Consultant, and Consultant hereby agrees, to perform the services hereinafter set forth in accordance with this Agreement, consisting of the following contract documents:

- I. Form of Agreement;
- II. Addenda (NA)
- III. Exhibit A: General Requirements



- IV. Exhibit B: Special Conditions
- V. Exhibit C: Scope of Work
- VI. Exhibit D: Project Deliverables;
- VII. Exhibit E: Compensation;
- VIII. Exhibit F: Purchasing Forms
- IX. Exhibit G: Office of Contract Compliance Forms;
- X. Exhibit H: Insurance and Risk Management Forms

The foregoing documents constitute the entire Agreement of the parties pertaining to the Project hereof and is intended as a complete and exclusive statement of promises, representations, discussions and agreements oral or otherwise that have been made in connection therewith. No modifications or amendment to this Agreement shall be binding upon the parties unless the same is in writing, conforms to Fulton County Purchasing Code §102-420 governing change orders, is signed by the County's and the Consultant's duly authorized representatives, and entered upon the meeting minutes of the Fulton County Board of Commissioners.

If any portion of the Contract Documents shall be in conflict with any other portion, the various documents comprising the Contract Documents shall govern in the following order of precedence: 1) the Agreement, 2) the RFP, 3) any Addenda, 4) change orders, 5) the exhibits, and 6) portions of Consultant's proposal that was accepted by the County and made a part of the Contract Documents.

The Agreement was approved by the Fulton County Board of Commissioners on February 15, 2017 Item # 0159.

## ARTICLE 2. SEVERABILITY

If any provision of this Agreement is held to be unenforceable for any reason, the unenforceability thereof shall not affect the remainder of the Agreement, which shall remain in full force and effect, and enforceable in accordance with its terms.

## ARTICLE 3. DESCRIPTION OF PROJECT

County and Consultant agree the Project is to perform **Engineering Design Services for the replacement of bridges for Demooney Road over Deep Creek, Cochran Road over Deep Creek and Cochran Road over Camp Creek** . All exhibits referenced in this agreement are incorporated by reference and constitute an integral part of this Agreement as if they were contained herein.

## ARTICLE 4. SCOPE OF WORK

Unless modified in writing by both parties in the manner specified in the agreement, duties of Consultant shall not be construed to exceed those services

specifically set forth herein. Consultant agrees to provide all services, products, and data and to perform all tasks described in Exhibit C, Scope of Work.

#### ARTICLE 5. DELIVERABLES

Consultant shall deliver to County all reports prepared under the terms of this Agreement that are specified in Exhibit D, Project Deliverables. Consultant shall provide to County all deliverables specified in Exhibit D, Project Deliverables. Deliverables shall be furnished to County by Consultant in a media of form that is acceptable and usable by County at no additional cost at the end of the project.

#### ARTICLE 6. SERVICES PROVIDED BY COUNTY

Consultant shall gather from County all available non-privileged data and information pertinent to the performance of the services for the Project. Certain services as described in Exhibit C, Scope of Work, if required, will be performed and furnished by County in a timely manner so as not to unduly delay Consultant in the performance of said obligations. County shall have the final decision as to what data and information is pertinent.

County will appoint in writing a County authorized representative with respect to work to be performed under this Agreement until County gives written notice of the appointment of a successor. The County's authorized representative shall have complete authority to transmit instructions, receive information, and define County's policies, consistent with County rules and regulations. Consultant may rely upon written consents and approvals signed by County's authorized representative that are consistent with County rules and regulations.

#### ARTICLE 7. MODIFICATIONS

If during the course of performing the Project, County and Consultant agree that it is necessary to make changes in the Project as described herein and referenced exhibits, such changes will be incorporated by written amendments in the form of Change Orders to this Agreement. Any such Change Order and/or supplemental agreement shall not become effective or binding unless approved by the Board of Commissioners and entered on the minutes. Such modifications shall conform to the requirements of Fulton County Purchasing Code §102-420 which is incorporated by reference herein.

#### ARTICLE 8. SCHEDULE OF WORK

Consultant shall not proceed to furnish such services and County shall not become obligated to pay for same until a written authorization to proceed (Notice to Proceed) has been sent to Consultant from County. The Consultant shall begin work under this Agreement no later than five (5) days after the effective date of notice to proceed.

## ARTICLE 9. CONTRACT TERM

The contract will commence as of the date indicated in the Notice to Proceed (NTP) and will terminate upon completion and delivery of biddable plans and specifications approved by the Georgia Department of Transportation and Fulton County Department of Public Works as indicated in the contract Exhibit B Special Conditions.

### a. **Term Subject to Events of Termination**

All "Terms" as defined within this Section are subject to the section of this Agreement which pertain to events of termination and the County's rights upon termination.

### b. **Statutory Compliance Regarding Purchase Contracts.**

The parties intend that this Agreement shall, and this Agreement shall operate in conformity with and not in contravention of the requirements of O.C.G.A. § 36-60-13, as applicable, and in the event that this Agreement would conflict therewith, then this Agreement shall be interpreted and implemented in a manner consistent with such statute.

## ARTICLE 10. COMPENSATION

Compensation for work performed by Consultant on Project shall be in accordance with the payment provisions and compensation schedule, attached as Exhibit E, Compensation.

The total contract amount for the Project shall not exceed **Eight Hundred Ninety-nine Thousand, Sixty-two Dollars and Thirty-three cents (\$899,062.33)**, which is full payment for a complete scope of work.

## ARTICLE 11. PERSONNEL AND EQUIPMENT

Consultant shall designate in writing a person(s) to serve as its authorized representative(s) who shall have sole authority to represent Consultant on all manners pertaining to this contract.

Consultant represents that it has secured or will secure, at its' own expense, all equipment and personnel necessary to complete this Agreement, none of whom shall be employees of or have any contractual relationship with County. All of the services required hereunder will be performed by Consultant under his supervision and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted under law to perform such services.

Written notification shall be immediately provided to County upon change or severance of any of the authorized representative(s), listed key personnel or sub-consultant performing services on this Project by Consultant. No changes or substitutions shall be permitted in Consultant's key personnel or sub-consultant as set forth herein without the prior written approval of the County. Requests for changes in key personnel or sub-consultants will not be unreasonably withheld by County.

## ARTICLE 12. SUSPENSION OF WORK

**Suspension Notice:** The County may by written notice to the Consultant, suspend at any time the performance of all or any portion of the services to be performed under this Agreement. Upon receipt of a suspension notice, the Consultant must, unless the notice requires otherwise:

- 1) Immediately discontinue suspended services on the date and to the extent specified in the notice;
- 2) Place no further orders or subcontracts for material, services or facilities with respect to suspended services, other than to the extent required in the notice; and
- 3) Take any other reasonable steps to minimize costs associated with the suspension.

**Notice to Resume:** Upon receipt of notice to resume suspended services, the Consultant will immediately resume performance under this Agreement as required in the notice.

## ARTICLE 13. DISPUTES

Except as otherwise provided in this Agreement, any dispute concerning a question of fact arising under this contract which is not disposed of by agreement shall be decided by the County. The representative shall reduce the decision to writing and mail or otherwise furnish a copy thereof to the Consultant. The Consultant shall have 30 days from date the decision is sent to appeal the decision to the County Manager or his designee by mailing or otherwise furnishing to the County Manager or designee, copy of the written appeal. The decision of the County Manager or his designee for the determination of such appeal shall be final and conclusive. Pending any final decision of a dispute hereunder, Consultant shall proceed diligently with performance of the Agreement and in accordance with the decision of the County's designated representative.

## ARTICLE 14. TERMINATION OF AGREEMENT FOR CAUSE

- (1) Either County or Consultant may terminate work under this Agreement in the event the other party fails to perform in accordance with the provisions

of the Agreement. Any party seeking to terminate this Agreement is required to give thirty (30) days prior written notice to the other party.

- (2) Notice of termination shall be delivered by certified mail with receipt for delivery returned to the sender.
- (3) **TIME IS OF THE ESSENCE** and if the Consultant refuses or fails to perform the work as specified in Exhibit C, Scope of Work and maintain the scheduled level of effort as proposed, or any separable part thereof, with such diligence as will insure completion of the work within the specified time period, or any extension or tolling there of, or fails to complete said work within such time. The County may exercise any remedy available under law or this Agreement. Failure to maintain the scheduled level of effort as proposed or deviation from the aforesaid proposal without prior approval of County shall constitute cause for termination
- (4) The County may, by written notice to Consultant, terminate Consultant's right to proceed with the Project or such part of the Project as to which there has been delay. In such event, the County may take over the work and perform the same to completion, by contract or otherwise, and Consultant shall be required to provide all copies of finished or unfinished documents prepared by Consultant under this Agreement to the County as stated in Exhibit D, "Project Deliverables".
- (5) Consultant shall be entitled to receive compensation for any satisfactory work completed on such documents as reasonably determined by the County.
- (6) Whether or not the Consultant's right to proceed with the work has been terminated, the Consultant shall be liable for any damage to the County resulting from the Consultant's refusal or failure to complete the work within the specified time period, and said damages shall include, but not be limited to, any additional costs associated with the County obtaining the services of another Consultant to complete the project.

#### ARTICLE 15. TERMINATION FOR CONVENIENCE OF COUNTY

Notwithstanding any other provisions, the County may terminate this Agreement for its convenience at any time by a written notice to Consultant. If the Agreement is terminated for convenience by the County, as provided in this article, Consultant will be paid compensation for those services actually performed. Partially completed tasks will be compensated for based on a signed statement of completion to be submitted by Consultant which shall itemize each task element and briefly state what work has been completed and what work remains to be done.

If, after termination, it is determined that the Consultant was not in default, or that the default was excusable, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the government.

#### ARTICLE 16. WAIVER OF BREACH

The waiver by either party of a breach or violation of any provision of this Agreement, shall not operate or be construed to be, a waiver of any subsequent breach or violation of the same or other provision thereof.

#### ARTICLE 17. INDEPENDENT CONSULTANT

Consultant shall perform the services under this Agreement as an independent Consultant and nothing contained herein shall be construed to be inconsistent with such relationship or status. Nothing in this Agreement shall be interpreted or construed to constitute Consultant or any of its agents or employees to be the agent, employee or representative of County.

#### ARTICLE 18. PROFESSIONAL RESPONSIBILITY

Consultant represents that it has, or will secure at its own expenses, all personnel appropriate to perform all work to be completed under this Agreement;

All the services required hereunder will be performed by Consultant or under the direct supervision of Consultant. All personnel engaged in the Project by Consultant shall be fully qualified and shall be authorized or permitted under applicable State and local law to perform such services.

None of the work or services covered by this Agreement shall be transferred, assigned, or subcontracted by Consultant without the prior written consent of the County.

#### ARTICLE 19. COOPERATION WITH OTHER CONSULTANTS

Consultant will undertake the Project in cooperation with and in coordination with other studies, projects or related work performed for, with or by County's employees, appointed committee(s) or other Consultants. Consultant shall fully cooperate with such other related Consultants and County employees or appointed committees. Consultant shall provide within his schedule of work, time and effort to coordinate with other Consultants under contract with County. Consultant shall not commit or permit any act, which will interfere with the performance of work by any other consultant or by County employees. Consultant shall not be liable or responsible for the delays of third parties not under its control nor affiliated with the Consultant in any manner.

## ARTICLE 20. ACCURACY OF WORK

Consultant shall be responsible for the accuracy of his work and shall promptly correct its errors and omissions without additional compensation. Acceptance of the work by the County will not relieve Consultant of the responsibility of subsequent corrections of any errors and the clarification of any ambiguities. Consultant shall prepare any plans, report, fieldwork, or data required by County to correct its errors or omissions. The above consultation, clarification or correction shall be made without added compensation to Consultant. Consultant shall give immediate attention to these changes so there will be a minimum of delay to others.

## ARTICLE 21. REVIEW OF WORK

Authorized representatives of County may at all reasonable times review and inspect Project activities and data collected under this Agreement and amendments thereto. All reports, drawings, studies, specifications, estimates, maps and computations prepared by or for Consultant, shall be available to authorized representatives of County for inspection and review at all reasonable times in the main office of County. Acceptance shall not relieve Consultant of its professional obligation to correct, at its expense, any of its errors in work. County may request at any time and Consultant shall produce progress prints or copies of any work as performed under this Agreement. Refusal by Consultant to submit progress reports and/or plans shall be cause for County, without any liability thereof, to withhold payment to consultant until Consultant complies with County's request in this regard. County's review recommendations shall be incorporated into the plans by Consultant.

## ARTICLE 22. INDEMNIFICATION

**22.1 Professional Services Indemnification.** With respect to liability, damages, costs, expenses (including reasonable attorney's fees and expenses incurred by any of them), claims, suits and judgments that arise or are alleged to arise out of the Consultant/Contractor's acts, errors, or omissions in the performance of professional services, the Consultant/Contractor shall indemnify, release, and hold harmless Fulton County, its Commissioners and their respective officers, members, employees and agents (each, hereinafter referred to as an "Indemnified Person"), from and against liability, damages, costs, expenses (including reasonable attorney's fees and expenses incurred by any of them), claims, suits and judgments only to the extent such liability is caused by the negligence of the Consultant/Contractor in the delivery of the Work under this Agreement, but such indemnity is limited to those liabilities caused by a Negligent Professional Act, as defined below. This indemnification survives the termination of this Agreement and shall also survive the dissolution or to the extent allowed by law, the bankruptcy of Consultant/Contractor.

For the purposes of the Professional Services Indemnity above, a "Negligent

Professional Act" means a negligent act, error, or omission in the performance of Professional Services (or by any person or entity, including joint ventures, for whom Consultant/Contractor is liable) that causes liability and fails to meet the applicable professional standard of care, skill and ability under similar conditions and like surrounding circumstances, as is ordinarily employed by others in their profession.

Consultant/Contractor obligation to indemnify and hold harmless, as set forth hereinabove, shall also include, but is not limited to, any matter arising out of any actual or alleged infringement of any patent, trademark, copyright, or service mark, or other actual or alleged unfair competition disparagement of product or service, or other tort or any type whatsoever, or any actual or alleged violation of trade regulations.

Consultant/Contractor further agrees to indemnify and hold harmless Fulton County, its Commissioners, officers, employees, subcontractors, successors, assigns and agents from and against any and all claims or liability for compensation under the Worker's Compensation Act, Disability Benefits Act, or any other employee benefits act arising out of injuries sustained by any employees of Consultant/Contractor. These indemnities shall not be limited by reason of the listing of any insurance coverage.

**22.2 Notice of Claim.** If an Indemnified Person receives written notice of any claim or circumstance which could give rise to indemnified losses, the receiving party shall promptly give written notice to Consultant/Contractor, and shall use best efforts to deliver such written notice within ten (10) Business Days. The notice must include a copy of such written notice of claim, or, if the Indemnified Person did not receive a written notice of claim, a description of the indemnification event in reasonable detail and the basis on which indemnification may be due. Such notice will not stop or prevent an Indemnified Person from later asserting a different basis for indemnification. If an Indemnified Person does not provide this notice within the ten (10) Business Day period, it does not waive any right to indemnification except to the extent that Consultant/Contractor is prejudiced, suffers loss, or incurs additional expense solely because of the delay.

**22.3 Defense.** Consultant/Contractor, at Consultant/Contractor's own expense, shall defend each such action, suit, or proceeding or cause the same to be resisted and defended by counsel designated by the Indemnified Person and reasonably approved by Consultant/Contractor (provided that in all instances the County Attorney of Fulton County Georgia shall be acceptable, and, for the avoidance of doubt, is the only counsel authorized to represent the County). If any such action, suit or proceedings should result in final judgment against the Indemnified Person, Consultant/Contractor shall promptly satisfy and discharge such judgment or cause such judgment to be promptly satisfied and discharged. Within ten (10) Business Days after receiving written notice of the indemnification request, Consultant/Contractor shall acknowledge in writing



delivered to the Indemnified Person (with a copy to the County Attorney) that Consultant/Contractor is defending the claim as required hereunder.

#### **22.4 Separate Counsel.**

**22.4.1 Mandatory Separate Counsel.** In the event that there is any potential conflict of interest that could reasonably arise in the representation of any Indemnified Person and Consultant/Contractor in the defense of any action, suit or proceeding pursuant to Section 22.3 above or in the event that state or local law requires the use of specific counsel, (i) such Indemnified Person may elect in its sole and absolute discretion whether to waive such conflict of interest, and (ii) unless such Indemnified Person (and, as applicable, Consultant/Contractor) elects to waive such conflict of interest, or in any event if required by state or local law, then the counsel designated by the Indemnified Person shall solely represent such Indemnified Person and, if applicable, Consultant/Contractor shall retain its own separate counsel, each at Consultant/Contractor's sole cost and expense.

**22.4.2 Voluntary Separate Counsel.** Notwithstanding Consultant/Contractor's obligation to defend, where applicable pursuant to Section 22.3, a claim, the Indemnified Person may retain separate counsel to participate in (but not control or impair) the defense and to participate in (but not control or impair) any settlement negotiations, provided that for so long as Consultant/Contractor has complied with all of Consultant/Contractor's obligations with respect to such claim, the cost of such separate counsel shall be at the sole cost and expense of such Indemnified Person (provided that if Consultant/Contractor has not complied with all of Consultant/Contractor's obligations with respect to such claim, Consultant/Contractor shall be obligated to pay the cost and expense of such separate counsel). Consultant/Contractor may settle the claim without the consent or agreement of the Indemnified Person, unless the settlement (i) would result in injunctive relief or other equitable remedies or otherwise require the Indemnified Person to comply with restrictions or limitations that adversely affect or materially impair the reputation and standing of the Indemnified Person, (ii) would require the Indemnified Person to pay amounts that Consultant/Contractor or its insurer does not fund in full, (iii) would not result in the Indemnified Person's full and complete release from all liability to the plaintiffs or claimants who are parties to or otherwise bound by the settlement, or (iv) directly involves the County (in which case the County of Fulton County, Georgia shall be the only counsel authorized to represent the County with respect to any such settlement).

**22.5 Survival.** The provisions of this Article will survive any expiration or earlier termination of this Agreement and any closing, settlement or other similar event which occurs under this Agreement.

### ARTICLE 23. **CONFIDENTIALITY**

Consultant agrees that its conclusions and any reports are for the confidential information of County and that it will not disclose its conclusions in whole or in part to any persons whatsoever, other than to submit its written documentation to County, and will only discuss the same with it or its authorized representatives, except as required under this Agreement to provide information to the public. Upon completion of this Agreement term, all documents, reports, maps, data and studies prepared by Consultant pursuant thereto and any equipment paid for by County as a result of this Agreement, shall become the property of the County and be delivered to the User Department's Representative.

Articles, papers, bulletins, reports, or other materials reporting the plans, progress, analyses, or results and findings of the work conducted under this Agreement shall not be presented publicly or published without prior approval in writing of County.

It is further agreed that if any information concerning the Project, its conduct results, or data gathered or processed should be released by Consultant without prior approval from County, the release of the same shall constitute grounds for termination of this Agreement without indemnity to Consultant, but should any such information be released by County or by Consultant with such prior written approval, the same shall be regarded as Public information and no longer subject to the restrictions of this Agreement.

#### ARTICLE 24. OWNERSHIP OF INTELLECTUAL PROPERTY AND INFORMATION

Consultant agrees that Fulton County is the sole owner of all information, data, and materials that are developed or prepared subject to this Agreement. Consultant or any sub-consultant is not allowed to use or sell any information subject to this contract for educational, publication, profit, research or any other purpose without the written and authorized consent of the County. All electronic files used in connection to this Agreement, which are by definition, any custom software files used in connection to this Agreement, (collectively, the "Software"), shall be turned over to the County for its use after termination hereof and Consultant shall have no interest of any kind in such electronic files. Any required licenses and fees for the Software or other required materials shall be purchased and/or paid for by Consultant and registered in the name of the County, if possible. The Software as defined hereunder, specifically excludes all software, documentation, information, and materials in which Consultant has pre-existing proprietary rights and/or has otherwise been licensed to Consultant prior to this Agreement, and any upgrades, updates, modifications or enhancements thereto. Consultant agrees to provide at no cost to County any upgrades to any software used in connection with this Agreement which may be subsequently developed or upgraded for a period of three (3) years from the date of completion of the work under the Agreement, except in the case of commercial Software licensed to the County. Any information developed for use in connection with this

Agreement may be released as public domain information by the County at its sole discretion.

#### ARTICLE 25. COVENANT AGAINST CONTINGENT FEES

Consultant warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees maintained by Consultant for the purpose of securing business and that Consultant has not received any non-County fee related to this Agreement without the prior written consent of County. For breach or violation of this warranty, County shall have the right to annul this Agreement without liability or at its discretion to deduct from the Contract Price or consideration the full amount of such commission, percentage, brokerage or contingent fee.

#### ARTICLE 26. INSURANCE

Consultant agrees to obtain and maintain during the entire term of this Agreement, all of the insurance required as specified in the Agreement documents, Exhibit H, Insurance and Risk Management Forms, with the County as an additional insured and shall furnish the County a Certificate of Insurance showing the required coverage. The cancellation of any policy of insurance required by this Agreement shall meet the requirements of notice under the laws of the State of Georgia as presently set forth in the Georgia Code.

#### ARTICLE 27. PROHIBITED INTEREST

##### Section 27.01 Conflict of interest:

Consultant agrees that it presently has no interest and shall acquire no interest direct or indirect that would conflict in any manner or degree with the performance of its service hereunder. Consultant further agrees that, in the performance of the Agreement, no person having any such interest shall be employed.

##### Section 27.02 Interest of Public Officials:

No member, officer or employee of County during his tenure shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

#### ARTICLE 28. SUBCONTRACTING

Consultant shall not subcontract any part of the work covered by this Agreement or permit subcontracted work to be further subcontracted without prior written approval of County.

#### ARTICLE 29. ASSIGNABILITY

Consultant shall not assign or subcontract this Agreement or any portion thereof without the prior expressed written consent of County. Any attempted assignment or subcontracting by Consultant without the prior expressed written consent of County shall at County's sole option terminate this Agreement without any notice to Consultant of such termination. Consultant binds itself, its successors, assigns, and legal representatives of such other party in respect to all covenants, agreements and obligations contained herein.

ARTICLE 30. **ANTI-KICKBACK CLAUSE**

Salaries of engineers, surveyors, draftsmen, clerical and technicians performing work under this Agreement shall be paid unconditionally and not less often than once a month without deduction or rebate on any account except only such payroll deductions as are mandatory by law. Consultant hereby promises to comply with all applicable "Anti-Kickback" Laws, and shall insert appropriate provisions in all subcontracts covering work under this Agreement.

### ARTICLE 31. AUDITS AND INSPECTORS

At any time during normal business hours and as often as County may deem necessary, Consultant shall make available to County and/or representatives of the County for examination all of its records with respect to all matters covered by this Agreement.

It shall also permit County and/or representative of the County to audit, examine and make copies, excerpts or transcripts from such records of personnel, conditions of employment and other data relating to all matters covered by this Agreement. Consultant's records of personnel, conditions of employment, and financial statements (hereinafter "Information") constitute trade secrets and are considered confidential and proprietary by Consultant. To the extent County audits or examines such Information related to this Agreement, County shall not disclose or otherwise make available to third parties any such Information without Consultant's prior written consent unless required to do so by a court order. Nothing in this Agreement shall be construed as granting County any right to make copies, excerpts or transcripts of such information outside the area covered by this Agreement without the prior written consent of Consultant. Consultant shall maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred on the Project and used in support of its proposal and shall make such material available at all reasonable times during the period of the Agreement and for eight years from the date of final payment under the Agreement, for inspection by County or any reviewing agencies and copies thereof shall be furnished upon request and at no additional cost to County. Consultant agrees that the provisions of this Article shall be included in any Agreements it may make with any sub-consultant, assignee or transferee.

### ARTICLE 32. ACCOUNTING SYSTEM

Consultant shall have an accounting system, which is established, and maintaining in accordance with generally accepted accounting principles. Consultant must account for cost in a manner consistent with generally accepted accounting procedures, as approved by Fulton County.

### ARTICLE 33. VERBAL AGREEMENT

No verbal agreement or conversation with any officer, agent or employee of County either before, during or after the execution of this Agreement, shall affect or modify any of the terms of obligations herein contained, nor shall such verbal agreement or conversation entitle Consultant to any additional payment whatsoever under the terms of this Agreement. All changes to this shall be in writing and the form of a change order in supplemental agreement, approved by the County, and entered on the Minutes of the Board of Commissioners.

## ARTICLE 34. NOTICES

All notices shall be in writing and delivered in person or transmitted by certified mail, postage prepaid.

Notice to County, shall be addressed as follows:

Assistant Director, Public Works Department  
141 Pryor Street, Suite 600  
Atlanta, Georgia 30303  
Telephone: 404-612-0520  
Email: [antonio.valenzuela@fultoncountyga.gov](mailto:antonio.valenzuela@fultoncountyga.gov)  
Attention: Antonio Valenzuela

### **With a copy to:**

Department of Purchasing & Contract Compliance  
Director  
130 Peachtree Street, S.W. Suite 1168  
Atlanta, Georgia 30303  
Telephone: (404) 612-5800  
Email: [felicia.strong-whitaker@fultoncountyga.gov](mailto:felicia.strong-whitaker@fultoncountyga.gov)  
Attention: Felicia Strong-Whitaker

Notices to Consultant shall be addressed as follows:

Long Engineering, Inc.  
2550 Heritage Court Suite 250 Atlanta, GA 30309  
Telephone: 770-951-2495  
Email: [spowell@longeng.com](mailto:spowell@longeng.com)  
Attention: Sammy Powell, P.E.

## ARTICLE 35. JURISDICTION

This Agreement will be executed and implemented in Fulton County. Further, this Agreement shall be administered and interpreted under the laws of the State of Georgia. Jurisdiction of litigation arising from this Agreement shall be in the Fulton County Superior Courts. If any part of this Agreement is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said laws, but the remainder of this Agreement shall be in full force and effect.

Whenever reference is made in the Agreement to standards or codes in accordance with which work is to be performed, the edition or revision of the standards or codes current on the effective date of this Agreement shall apply, unless otherwise expressly stated.

## ARTICLE 36. EQUAL EMPLOYMENT OPPORTUNITY

During the performance of this Agreement, Consultant agrees as follows:

Section 36.01 Consultant will not discriminate against any employee or applicant for employment because of race, creed, color, sex or national origin;

Section 36.02 Consultant will, in all solicitations or advertisements for employees placed by, or on behalf of, Consultant state that all qualified applicants, will receive consideration for employment without regard to race, creed, color, sex or national origin;

Section 36.03 Consultant will cause the foregoing provisions to be inserted in all subcontracts for any work covered by the Agreement so that such provision will be binding upon each sub-consultant, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

## ARTICLE 37. FORCE MAJEURE

Neither County nor Consultant shall be deemed in violation of this Agreement if either is prevented from performing its obligations hereunder for any reason beyond its control, including but not limited to acts of God, civil or military authority, act of public enemy, accidents, fires, explosions, earthquakes, floods or catastrophic failures of public transportation, provided however, that nothing herein shall relieve or be construed to relieve Consultant from performing its obligations hereunder in the event of riots, rebellions or legal strikes.

## ARTICLE 38. OPEN RECORDS ACT

The Georgia Open Records Act, O.C.G.A. Section 50-18-70 et seq., applies to this Agreement. The Consultant acknowledges that any documents or computerized data provided to the County by the Consultant may be subject to release to the public. The Consultant also acknowledges that documents and computerized data created or held by the Consultant in relation to the Agreement may be subject to release to the public, to include documents turned over to the County. The Consultant shall cooperate with and provide assistance to the County in rapidly responding to Open Records Act requests. The Consultant shall notify the County of any Open Records Act requests no later than 24 hours following receipt of any such requests by the Consultant. The Consultant shall promptly comply with the instructions or requests of the County in relation to responding to Open Records Act requests.

**ARTICLE 39. CONSULTANT'S COMPLIANCE WITH ALL ASSURANCES OR PROMISES MADE IN RESPONSE TO PROCUREMENT**

Where the procurement documents do not place a degree or level of service relating to the scope of work, M/FBE participation, or any other matter relating to the services being procured, should any Consultant submit a response to the County promising to provide a certain level of service for the scope of work, M/FBE participation, or any other matter, including where such promises or assurances are greater than what is required by the procurement documents, and should this response containing these promises or assurances be accepted by the County and made a part of the Contract Documents, then the degree or level of service promised relating to the scope of work, M/FBE participation, or other matter shall be considered to be a material part of the Agreement between the Consultant and the County, such that the Consultant's failure to provide the agreed upon degree or level of service or participation shall be a material breach of the Agreement giving the County just cause to terminate the Agreement for cause, pursuant to ARTICLE 14 of the Agreement.

**ARTICLE 40. INVOICING AND PAYMENT**

Consultant shall submit monthly invoices for work performed during the previous calendar month, in a form acceptable to the County and accompanied by all support documentation requested by the County, for payment and for services that were completed during the preceding phase. The County shall review for approval of said invoices. The County shall have the right not to pay any invoice or part thereof if not properly supported, or if the costs requested or a part thereof, as determined by the County, are reasonably in excess of the actual stage of completion.

**Time of Payment:** The County shall make payments to Consultant within thirty (30) days after receipt of a proper invoice. Parties hereto expressly agree that the above contract term shall supersede the rates of interest, payment periods, and contract and subcontract terms provided for under the Georgia Prompt Pay Act, O.C.G.A. 13-11-1 et seq., pursuant to 13-11-7(b), and the rates of interest, payment periods, and contract and subcontract terms provided for under the Prompt Pay Act shall have no application to this Agreement; parties further agree that the County shall not be liable for any interest or penalty arising from late payments.

**Submittal of Invoices:** Invoices shall be submitted as follows:

**Via Mail:**

Fulton County Government  
141 Pryor Street, SW  
Suite 7001  
Atlanta, Georgia 30303  
Attn: Finance Department – Accounts Payable



OR

**Via Email:**

Email: [Accounts.Payable@fultoncountyga.gov](mailto:Accounts.Payable@fultoncountyga.gov)

At minimum, original invoices must reference all of the following information:

- 1) Vendor Information
  - a. Vendor Name
  - b. Vendor Address
  - c. Vendor Code
  - d. Vendor Contact Information
  - e. Remittance Address
  
- 2) Invoice Details
  - a. Invoice Date
  - b. Invoice Number (uniquely numbered, no duplicates)
  - c. Purchase Order Reference Number
  - d. Date(s) of Services Performed
  - e. Itemization of Services Provided/Commodity Units
  
- 3) Fulton County Department Information (needed for invoice approval)
  - a. Department Name
  - b. Department Representative Name

Consultant's cumulative invoices shall not exceed the total not-to-exceed fee established for this Agreement.

**County's Right to Withhold Payments:** The County may withhold payments, not to exceed the total of two months' fees of the applicable SOW, for services that involve disputed costs, involve disputed audits, or are otherwise performed in an inadequate fashion. Payments withheld by the County will be released and paid to the Consultant when the services are subsequently performed adequately and on a timely basis, the causes for disputes are reconciled or any other remedies or actions stipulated by the County are satisfied. If there is a good faith dispute regarding a portion of an invoice, Consultant will notify County and detail the dispute before the invoice date. The County shall promptly pay any undisputed items contained in such invoices. Upon resolution of the dispute, any disputed amounts owed to Consultant will be promptly paid by County.

**Payment of Sub-consultants/Suppliers:** The Consultant must certify in writing that all sub-consultants of the Consultant and suppliers have been promptly paid for work and materials and previous progress payments received. In the event the prime Consultant is unable to pay sub-consultants or suppliers until it has received a progress payment from Fulton County, the prime Consultant shall pay all sub-consultants or supplier funds due from said progress payments within

forty-eight (48) hours of receipt of payment from Fulton County and in no event later than fifteen days as provided for by State Law.

**Acceptance of Payments by Consultant; Release.** The acceptance by the Consultant of any payment for services under this Agreement will, in each instance, operate as, and be a release to the County from, all claim and liability to the Consultant for work performed or furnished for or relating to the service for which payment was accepted, unless the Consultant within five (5) days of its receipt of a payment, advises the County in writing of a specific claim it contends is not released by that payment.

#### ARTICLE 41. TAXES

The Consultant shall pay all sales, retail, occupational, service, excise, old age benefit and unemployment compensation taxes, consumer, use and other similar taxes, as well as any other taxes or duties on the materials, equipment, and labor for the work provided by the Consultant which are legally enacted by any municipal, county, state or federal authority, department or agency at the time bids are received, whether or not yet effective. The Consultant shall maintain records pertaining to such taxes as well as payment thereof and shall make the same available to the County at all reasonable times for inspection and copying. The Consultant shall apply for any and all tax exemptions which may be applicable and shall timely request from the County such documents and information as may be necessary to obtain such tax exemptions. The County shall have no liability to the Consultant for payment of any tax from which it is exempt.

#### ARTICLE 42. PERMITS, LICENSES AND BONDS

All permits and licenses necessary for the work shall be secured and paid for by the Consultant. If any permit, license or certificate expires or is revoked, terminated, or suspended as a result of any action on the part of the Consultant, the Consultant shall not be entitled to additional compensation or time.

#### ARTICLE 43. NON-APPROPRIATION

This Agreement states the total obligation of the County to the Consultant for the calendar year of execution. Notwithstanding anything contained in this Agreement, the obligation of the County to make payments provided under this Agreement shall be subject to annual appropriations of funds thereof by the governing body of the County and such obligation shall not constitute a pledge of the full faith and credit of the County within the meaning of any constitutional debt limitation. The Director of Finance shall deliver written notice to the Consultant in the event the County does not intend to budget funds for the succeeding Contract year.

Notwithstanding anything contained in this Agreement, if sufficient funds have not been appropriated to support continuation of this Agreement for an additional calendar year or an additional term of the Agreement, this Agreement shall terminate absolutely and without further obligation on the part of the County at the close of the calendar year of its execution and at the close of each succeeding calendar year of which it may be renewed, unless a shorter termination period is provided or the County suspends performance pending the appropriation of funds.

#### ARTICLE 44. WAGE CLAUSE

Consultant shall agree that in the performance of this Agreement the Consultant will comply with all lawful agreements, if any, which the Consultant had made with any association, union, or other entity, with respect to wages, salaries, and working conditions, so as not to cause inconvenience, picketing, or work stoppage.

IN WITNESS THEREOF, the Parties hereto have caused this Contract to be executed by their duly authorized representatives as attested and witnessed and their corporate seals to be hereunto affixed as of the day and year date first above written.

OWNER:

CONSULTANT:

FULTON COUNTY, GEORGIA

LONG ENGINEERING, INC.

*JH A.S.*

*J. Ellen Long*

John H. Eaves, Commission Chair  
Board of Commissioners

Ellen Long  
Chief Executive Officer *President*

ATTEST:

ATTEST:

*Mark Massey*

*Dana Buttermuth*

Mark Massey  
Clerk to the Commission (Seal)

Secretary/  
Assistant Secretary

ITEM # 17-0159 RCS 2/15/2017  
RECESS MEETING

(Affix Corporate Seal)

APPROVED AS TO FORM:

*D.S.*

Office of the County Attorney

APPROVED AS TO CONTENT:

*DC*

David Clark  
Director, Department of Public Works

**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council Approval of Resolution Authorizing Transfer of Title

**DATE:** September 24, 2019

**SUBJECT:** Council Approval of Resolution Authorizing Transfer of Title

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description                                                 | Type       | Upload Date |
|-------------------------------------------------------------|------------|-------------|
| Resolution Authorizing of Transfer Title for SW Arts Center | Cover Memo | 9/18/2019   |

1 **STATE OF GEORGIA**  
2 **COUNTY OF FULTON**  
3 **CITY OF SOUTH FULTON**  
4

5  
6 **A RESOLUTION BY THE CITY AUTHORIZING THE TRANSFER OF THE SOUTH**  
7 **WEST ARTS CENTER AND RELATED PROPERTY TO THE CITY AND FOR OTHER**  
8 **LAWFUL PURPOSES**  
9

10 **WHEREAS**, the City of South Fulton (“City”) is a municipal corporation duly  
11 organized and existing under the laws of the State of Georgia;  
12

13 **WHEREAS**, the duly elected governing authority of the City, is the Mayor and  
14 Council thereof (“City Council”);

15 **WHEREAS**, State law allows for the City to acquire park property from Fulton  
16 County at a cost of one hundred dollars per acre;

17 **WHEREAS**, the City and Fulton County have entered into discussions regarding  
18 the logistics for the transfer of the South West Arts Center parcels and a remainder  
19 parcel(s) of the South Fulton Arts Center to the City;

20 **WHEREAS**, the City Council desires to authorize the City Manager, City Attorney  
21 and Finance Director to facilitate the City’s acquisition of the Same;

22 **WHEREAS**, this Resolution is in the best interests of the health and general  
23 welfare of the City, its residents and general public.

24 **THE COUNCIL OF THE CITY OF SOUTH FULTON, GEORGIA, HEREBY**  
25 **RESOLVES** as follows:  
26

27 **Section 1.** The City Council hereby authorizes the City Manager, City Treasurer  
28 and City Attorney to facilitate, and the City Manager to execute, the documentation for  
29 the transfer of the South West Arts Center parcels and remainder parcel(s) of the South  
30 Fulton Arts Center from Fulton County to the City, subject to final approval as to the form  
31 of such documentation by the City Attorney and at a total combined purchase price which  
32 shall not exceed twenty thousand dollars.  
33

34 \*\*\*\*\*

35 **Section 2.** It is hereby declared to be the intention of the City Council that: (a) All  
36 sections, paragraphs, sentences, clauses and phrases of this Resolution are or were,

37 upon their enactment, believed by the City Council to be fully valid, enforceable and  
38 constitutional.

39 (b) To the greatest extent allowed by law, each and every section, paragraph, sentence,  
40 clause or phrase of this Resolution is severable from every other section, paragraph,  
41 sentence, clause or phrase of this Resolution. No section, paragraph, sentence, clause  
42 or phrase of this Resolution is mutually dependent upon any other section, paragraph,  
43 sentence, clause or phrase of this Resolution.

44 (c) In the event that any phrase, clause, sentence, paragraph or section of this Resolution  
45 shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise  
46 unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is  
47 the express intent of the City Council that such invalidity, unconstitutionality or  
48 unenforceability shall, to the greatest extent allowed by law, not render invalid,  
49 unconstitutional or otherwise unenforceable any of the remaining phrases, clauses,  
50 sentences, paragraphs or sections of the Resolution.

51 **Section 3.** The city attorney and city clerk are authorized to make non-substantive  
52 editing and renumbering revisions to this Resolution for proofing, codification, and  
53 supplementation purposes. The final version of all ordinances shall be filed with the city  
54 clerk.

55 **Section 4.** The effective date of this Resolution shall be the date of adoption, unless  
56 provided otherwise by the City Charter or state and/or federal law.  
57  
58

59 THIS RESOLUTION adopted this \_\_\_\_\_ day of \_\_\_\_\_ 2019.

60  
61  
62  
63  
64  
65  
66  
67  
68  
69  
70  
71  
72  
73  
74  
75  
76  
77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100  
101  
102

**CITY OF SOUTH FULTON, GEORGIA**

\_\_\_\_\_  
WILLIAM "BILL" EDWARDS, MAYOR

ATTEST:

\_\_\_\_\_  
S. DIANE WHITE, CITY CLERK

APPROVED AS TO FORM:

\_\_\_\_\_  
EMILIA C. WALKER, CITY ATTORNEY



103  
 104 The foregoing RESOLUTION No. 2019-\_\_\_\_\_, adopted on \_\_\_\_\_  
 105 was offered by Councilmember \_\_\_\_\_, who moved its approval. The motion  
 106 was seconded by Councilmember \_\_\_\_\_, and being put to a vote, the result  
 107 was as follows:

108  
 109  
 110  
 111  
 112  
 113  
 114  
 115  
 116  
 117  
 118  
 119  
 120  
 121  
 122  
 123

|                               | AYE   | NAY   |
|-------------------------------|-------|-------|
| William "Bill" Edwards, Mayor | _____ | _____ |
| Mark Baker, Mayor Pro Tem     | _____ | _____ |
| Catherine Foster Rowell       | _____ | _____ |
| Carmalitha Lizandra Gumbs     | _____ | _____ |
| Helen Zenobia Willis          | _____ | _____ |
| Gertrude Naeema Gilyard       | _____ | _____ |
| Rosie Jackson                 | _____ | _____ |
| khalid kamau                  | _____ | _____ |

**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council Approval of Resolution of City Events

**DATE:** September 24, 2019

**SUBJECT:** Council Approval of Resolution of City Events

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description                      | Type       | Upload Date |
|----------------------------------|------------|-------------|
| Resolution City Sponsored Events | Cover Memo | 9/18/2019   |

1 **STATE OF GEORGIA**  
2 **COUNTY OF FULTON**  
3 **CITY OF SOUTH FULTON**

4  
5  
6  
7 **A RESOLUTION PROMOTING ADMINISTRATIVE CLARITY, REGULATING EVENTS**  
8 **AND FOR OTHER LAWFUL PURPOSES**

9  
10 **(Councilpersons Gilyard and khalid)**

11  
12 **WHEREAS**, the City of South Fulton (“City”) is a municipal corporation duly  
13 organized and existing under the laws of the State of Georgia;

14  
15 **WHEREAS**, the Mayor and Council (“City Council”) is the duly elected governing  
16 authority of the City;

17  
18 **WHEREAS**, the City is authorized pursuant to the City Charter Section 3.25 “[t]o  
19 exercise and enjoy all other powers, functions, rights, privileges, and immunities  
20 necessary or desirable to promote or protect the safety, health, peace, security, good  
21 order, comfort, convenience, or general welfare of the city.”;

22  
23 **WHEREAS**, the City Council wishes by this Resolution to clarify minimum  
24 standards with respect to City Sponsored Events; and

25  
26 **WHEREAS**, this Resolution will benefit the health and general welfare of the City,  
27 its citizens and general public.

28 **THE COUNCIL OF THE CITY OF SOUTH FULTON, GEORGIA, HEREBY**  
29 **RESOLVES** as follows:

30  
31 **Section 1:** The following rules shall govern City Sponsored Events:

32 **City Sponsored Events Defined.** A “City Sponsored Event” shall be defined as an  
33 event where:

34  
35 (1) The public is invited by city officials and/or city administration to recognize, discuss  
36 and/or address City topics, activities, events and/or legislation, such as a gala,  
37 social or community meeting; and

38  
39 (2) City employees (during their paid City work hours) and/or City resources are used  
40 to organize and/or facilitate the event.

41  
42 **Authorization Required.** All proposed City Sponsored Events shall be brought before  
43 the City Council for approval prior to holding the event. Such approval shall be obtained  
44 in advance of notice for the event being circulated to the public.

45 **Excluded Events.** For purposes of this Resolution, City Sponsored Events shall not  
46 include:

- 47 (1) Regular and special council meetings,
- 48
- 49
- 50 (2) Events hosted and planned by City employees within their allocated budgets in  
51 the performance of their official duties;
- 52
- 53 (3) Meetings of City boards, authorities, committees, taskforces and/or commissions;  
54 or
- 55
- 56 (4) A community or volunteer event hosted by the Mayor or less than four  
57 Councilmembers where:  
58
  - 59 (a) The event is publicized by such official(s) as being offered by the hosting  
60 elected official(s) and not the City;
  - 61
  - 62 (b) City employees (excluding the Mayor's assistant and council legislative  
63 specialist) are not used during paid work hours to plan and/or conduct the  
64 event. City employees may be directed by the city manager and/or their  
65 supervisor to discuss topics regarding their expertise at events under this  
66 subsection. Additionally, nothing in this subsection shall prohibit the Mayor or  
67 Councilpersons from requesting the assistance of law enforcement for public  
68 safety purposes; and
  - 69
  - 70 (c) The event is paid for using funds from one or more of the hosting elected  
71 official's district budget.
  - 72

73 **Engagement with the Public.** The City Manager shall share the agenda for any City  
74 Sponsored Events with the City Council no later than a week before the event, and shall  
75 add to the agenda the names of any Council members who within two business days of  
76 such notice request to speak during the event. Such discussion shall be on topics  
77 germane to the event. No member of the City Council shall be denied the right to speak  
78 to the public during the speaker portion of any such event the day of, regardless of  
79 whether a request was made in advance of the event.  
80

81 \*\*\*\*\*

82 **Section 2.** It is hereby declared to be the intention of the Mayor and Council that: (a)  
83 All sections, paragraphs, sentences, clauses and phrases of this Resolution are or were,  
84 upon their enactment, believed by the City Council to be fully valid, enforceable and  
85 constitutional.

86 (b) To the greatest extent allowed by law, each and every section, paragraph,  
87 sentence, clause or phrase of this Resolution is severable from every other section,  
88 paragraph, sentence, clause or phrase of this Resolution. No section, paragraph,  
89 sentence, clause or phrase of this Resolution is mutually dependent upon any other  
90 section, paragraph, sentence, clause or phrase of this Resolution.

91 (c) In the event that any phrase, clause, sentence, paragraph or section of this  
92 Resolution shall, for any reason whatsoever, be declared invalid, unconstitutional or  
93 otherwise unenforceable by the valid judgment or decree of any court of competent  
94 jurisdiction, it is the express intent of the City Council that such invalidity,  
95 unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not  
96 render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases,  
97 clauses, sentences, paragraphs or sections of the Resolution.

98 **Section 3.** All Resolutions and parts of Resolutions in conflict herewith are hereby  
99 expressly repealed.

100 **Section 4.** The effective date of this Resolution shall be the date of adoption unless  
101 provided otherwise by the City Charter or state and/or federal law.  
102  
103  
104  
105  
106

107 THIS RESOLUTION adopted this \_\_\_\_\_ day of \_\_\_\_\_ 2019.  
108

109 **CITY OF SOUTH FULTON, GEORGIA**  
110  
111  
112

113 \_\_\_\_\_  
114 WILLIAM "BILL" EDWARDS, MAYOR  
115  
116

117 ATTEST:  
118  
119

120 \_\_\_\_\_  
121 MARK MASSEY  
122

123 APPROVED AS TO FORM:  
124  
125  
126

127 \_\_\_\_\_  
128 EMILIA C. WALKER, CITY ATTORNEY  
129  
130

131  
132  
133  
134

135 The foregoing RESOLUTION No. 22019-\_\_\_\_, adopted on \_\_\_\_\_ was  
136 offered by Councilmember \_\_\_\_\_, who moved its approval. The motion was  
137 seconded by Councilmember \_\_\_\_\_, and being put to a vote, the result was  
138 as follows:

139  
140  
141  
142  
143  
144  
145  
146  
147  
148  
149  
150  
151  
152

William "Bill" Edwards, Mayor  
Mark Baker, Mayor Pro Tem  
Catherine Foster Rowell  
Carmalitha Lizandra Gumbs  
Helen Zenobia Willis  
Gertrude Naeema Gilyard  
Rosie Jackson  
khalid kamau

|  | AYE   | NAY   |
|--|-------|-------|
|  | _____ | _____ |
|  | _____ | _____ |
|  | _____ | _____ |
|  | _____ | _____ |
|  | _____ | _____ |
|  | _____ | _____ |
|  | _____ | _____ |

**GOVERNMENT OF THE CITY OF SOUTH FULTON**

Office of the City Manager

WILLIAM "BILL" EDWARDS  
MAYOR



ODIE DONALD II  
CITY MANAGER

**MEMORANDUM**

**TO:** Council 1st Reading of Tree Ordinance

**DATE:** September 24, 2019

**SUBJECT:** Council 1st Reading of Tree Ordinance

**REFERENCE:**

---

**CONCLUSION:**

**BACKGROUND:**

**FISCAL IMPACT:**

**ATTACHMENTS:**

| Description    | Type       | Upload Date |
|----------------|------------|-------------|
| Tree Ordinance | Cover Memo | 9/18/2019   |

1 **STATE OF GEORGIA**  
2 **COUNTY OF FULTON**  
3 **CITY OF SOUTH FULTON**  
4  
5  
6

7 **AN ORDINANCE AMENDING TITLE 6, HEALTH AND SANITATION, OF THE CITY**  
8 **CODE OF ORDINANCES; TO ENHANCE PUBLIC SAFETY AND PROPERTY**  
9 **VALUES; TO ADDRESS NUISANCE ISSUES RELATING TO OLD TREES AND FOR**  
10 **OTHER LAWFUL PURPOSES.**

11  
12 **(Sponsored by Councilmember Jackson)**  
13

14 **WHEREAS**, the City of South Fulton (“City”) is a municipal corporation duly  
15 organized and existing under the laws of the State of Georgia;

16  
17 **WHEREAS**, the duly elected governing authority of the City is the Mayor and  
18 Council thereof (“City Council”);

19  
20 **WHEREAS**, the City Council has a strong interest in growth management and  
21 the promotion of health, safety, aesthetics and the general welfare of the community;

22  
23 **WHEREAS**, pursuant to O.C.G.A § 41-2-1 et al. and City Charter Sections  
24 1.12(b)(24) and 3.10(a), the City is authorized to abate nuisances and regulate property  
25 that is detrimental to the health, sanitation, cleanliness, welfare, and safety of the  
26 inhabitants of the City; and

27  
28 **WHEREAS**, the City Council finds this ordinance to be in the best interests of the  
29 health, safety, and general welfare of the City.

30  
31 **THE MAYOR AND COUNCIL OF THE CITY OF SOUTH FULTON HEREBY**  
32 **ORDAINS** as follows:

33  
34 **Section 1:** The City of South Fulton Code of Ordinances, Title 6, Health and  
35 Sanitation, is hereby amended by creating a new Section 6-4010, Abatement of Dead  
36 and Diseased Trees, to Chapter 3, Nuisances, which shall read as follows:

37  
38 **TITLE 6 – HEALTH AND SANITATION**

39  
40 **CHAPTER 4 – NUISANCES**

41 ....

42  
43 **Sec. 6-4010. Abatement of Dead and Diseased Trees.**

44  
45 The provisions of this section shall apply to all properties in the city, as follows:  
46



47 (1) Generally. Any dead or diseased tree or part of a tree is a nuisance when, by  
48 reason of such condition, natural forces may, more readily than if such tree or  
49 part thereof were live or not diseased, fell or blow such tree or part thereof onto  
50 the public ways or property, off of the property of the owner of such tree, and  
51 thereby imperil life or property or impede traffic. When a dead or diseased tree  
52 which is alleged to constitute a nuisance is brought to the attention of the city  
53 arborist or code enforcement officer, the city arborist or code enforcement officer,  
54 in their discretion, may submit through the director, Community Development  
55 Services a written opinion to commence nuisance abatement proceedings under  
56 this section. Commencing abatement proceedings under this section shall not  
57 prevent nor preclude the city or code enforcement from alternatively and/or  
58 simultaneously initiating abatement proceedings in accordance with any other  
59 provision of the city code or state law.

60  
61 (2) Notice to owner to remedy conditions; failure to comply. The city arborist or code  
62 enforcement officer shall give written notice to the owner or the person in  
63 possession, charge or control of the property where a tree nuisance as defined in  
64 this section exist, station that in the city arborist's opinion the tree or part of a tree  
65 does constitute a nuisance that shall be removed, and requesting that such  
66 removal be done within a reasonable time to be specified in such a notice. In no  
67 event shall such a reasonable time exceed ten working days. Such notice shall  
68 further state that unless the tree or part thereof is voluntarily removed within the  
69 time specified, the director may cause summons to be issued requiring the party  
70 notified to appear in the municipal court to have their determined whether the  
71 tree or part of a tree involved constitute a nuisance and should be abated. If the  
72 tree is not removed within the time specified by the city arborist or code  
73 enforcement officer, the director may cause the owner of such tree, or person in  
74 possession, charge or control thereof, to be summoned to appear before the  
75 judge of the municipal court to determine whether or not the tree or part of a tree  
76 involved constitutes a nuisance.

77  
78 (3) Hearing; failure to comply with order to abate. If upon such a hearing as  
79 provided for before the judge of the municipal court, the judge shall find that the  
80 tree or part of a tree constitutes a nuisance and orders the defendant to abate  
81 the same within a specified time, then each ten days that the conditions  
82 adjudicated to be a nuisance by the judge are maintained subsequent to the  
83 expiration of the time fixed in the judgement of the judge the same to be abated  
84 shall constitute an offence.

85

86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100  
101  
102  
103  
104  
105  
106  
107  
108  
109  
110  
111  
112  
113  
114  
115  
116  
117  
118  
119  
120  
121  
122  
123  
124  
125  
126  
127  
128  
129  
130

(4) Emergencies. Such nuisance trees pose immediate hazard and, because of imminence of danger, are too great of a risk to leave standing while standard procedures for giving notice to take place. In such cases where danger to the public is imminent, the city arborist or director shall have the right, but not the obligation, to enter the property and abate the nuisance, and the reasonable costs of such work, as documented by the city arborist. The Department of Community Development Services shall have the authority to obtain reimbursement from the property owner by way of a lien and/or other lawful enforcement mechanisms.

\*\*\*\*\*

**Section 2.** It is hereby declared to be the intention of the City Council that: (a) All sections, paragraphs, sentences, clauses and phrases of this Ordinance are or were, upon their enactment, believed by the City Council to be fully valid, enforceable and constitutional.

(b) To the greatest extent allowed by law, each and every section, paragraph, sentence, clause or phrase of this Ordinance is severable from every other section, paragraph, sentence, clause or phrase of this Ordinance. No section, paragraph, sentence, clause or phrase of this Ordinance is mutually dependent upon any other section, paragraph, sentence, clause or phrase of this Resolution.

(c) In the event that any phrase, clause, sentence, paragraph or section of this Ordinance shall, for any reason whatsoever, be declared invalid, unconstitutional or otherwise unenforceable by the valid judgment or decree of any court of competent jurisdiction, it is the express intent of the City Council that such invalidity, unconstitutionality or unenforceability shall, to the greatest extent allowed by law, not render invalid, unconstitutional or otherwise unenforceable any of the remaining phrases, clauses, sentences, paragraphs or sections of the Ordinance.

**Section 3.** All Ordinance and Resolutions in conflict herewith are hereby expressly repealed.

**Section 4.** The City Attorney, City Clerk and contracted City Codifier are authorized to make non-substantive formatting and renumbering edits to this ordinance for proofing, codification, and supplementation purposes. The final version of all ordinances shall be filed with the clerk.

**Section 5.** The effective date of this Ordinance shall be on the date as set forth under Sec. 3.21 of the City Charter unless provided otherwise by applicable local, state and/or federal law.

131  
132 THIS ORDINANCE so adopted this \_\_\_\_\_ day of \_\_\_\_\_ 2019.

133  
134 **CITY OF SOUTH FULTON, GEORGIA**

135  
136  
137  
138  
139 \_\_\_\_\_  
140 WILLIAM "BILL" EDWARDS, MAYOR

141 ATTEST:

142  
143  
144  
145 \_\_\_\_\_  
146 S. DIANE WHITE, CITY CLERK

147 APPROVED AS TO FORM:

148  
149  
150  
151 \_\_\_\_\_  
152 EMILIA C. WALKER, CITY ATTORNEY

153  
154  
155  
156  
157  
158  
159  
160  
161  
162  
163  
164  
165

166 The foregoing Ordinance No. 2019-\_\_\_\_\_ was moved for approval by Councilmember  
167 \_\_\_\_\_. The motion was seconded by Councilmember  
168 \_\_\_\_\_, and being put to a vote, the result was as  
169 follows:

170  
171  
172  
173  
174  
175  
176  
177  
178  
179  
180  
181  
182  
183  
184  
  
185  
  
186  
  
187  
  
188  
  
189

|                               | AYE   | NAY   |
|-------------------------------|-------|-------|
| William "Bill" Edwards, Mayor | _____ | _____ |
| Mark Baker, Mayor Pro Tem     | _____ | _____ |
| Catherine Foster Rowell       | _____ | _____ |
| Carmalitha Lizandra Gumbs     | _____ | _____ |
| Helen Zenobia Willis          | _____ | _____ |
| Gertrude Naeema Gilyard       | _____ | _____ |
| Rosie Jackson                 | _____ | _____ |
| khalid kamau                  | _____ | _____ |