SOUTHERN FULTON

COMPREHENSIVE TRANSPORTATION PLAN





EXECUTIVE SUMMARY

August 2020

Updated October 2020

SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

ACKNOWLEDGMENTS:

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

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

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WHAT IS THE SOUTHERN FULTON COMPREHENSIVE TRANSPORTATION PLAN?

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

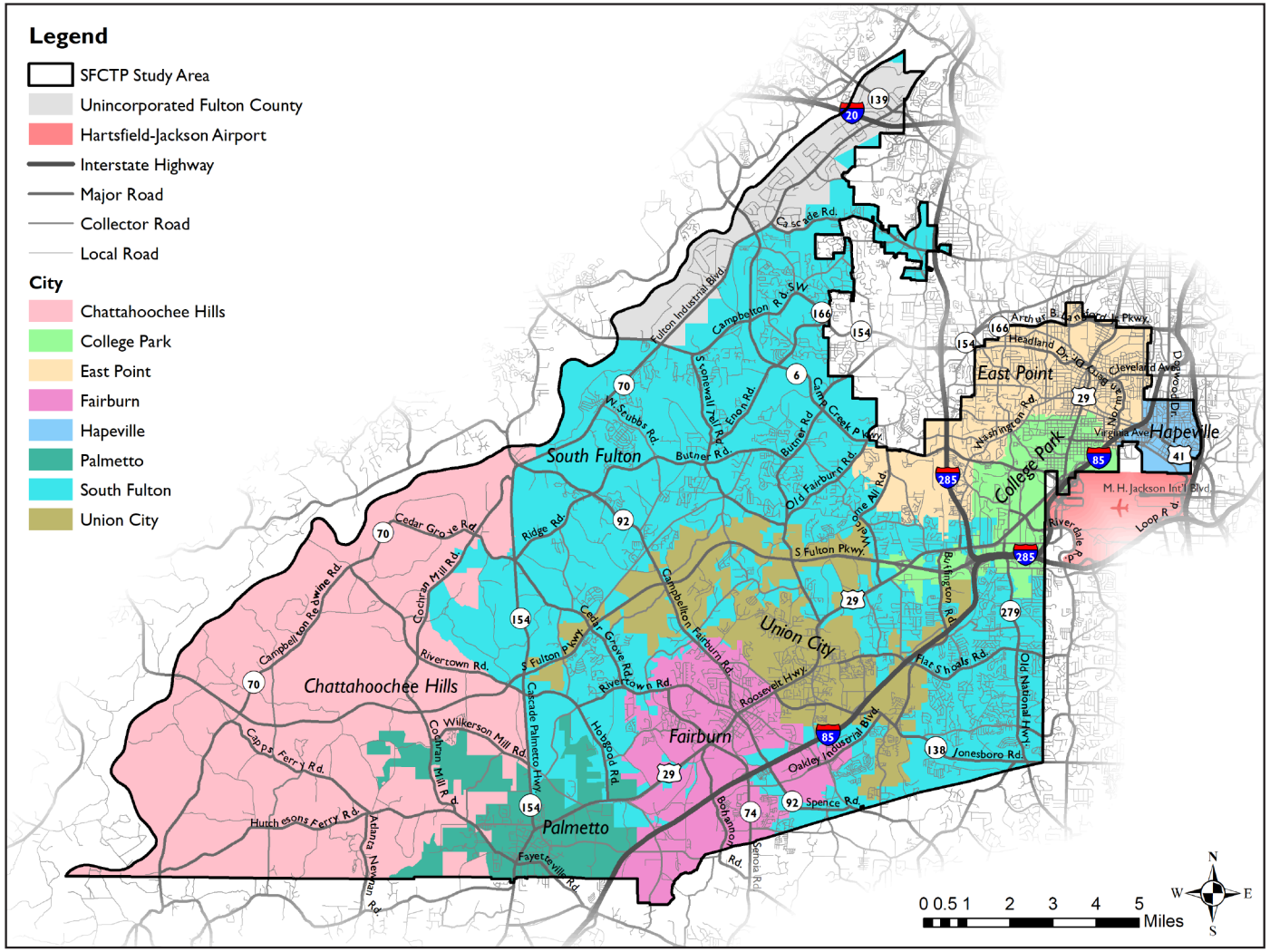


FIGURE 1: SFCTP STUDY AREA

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

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

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

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



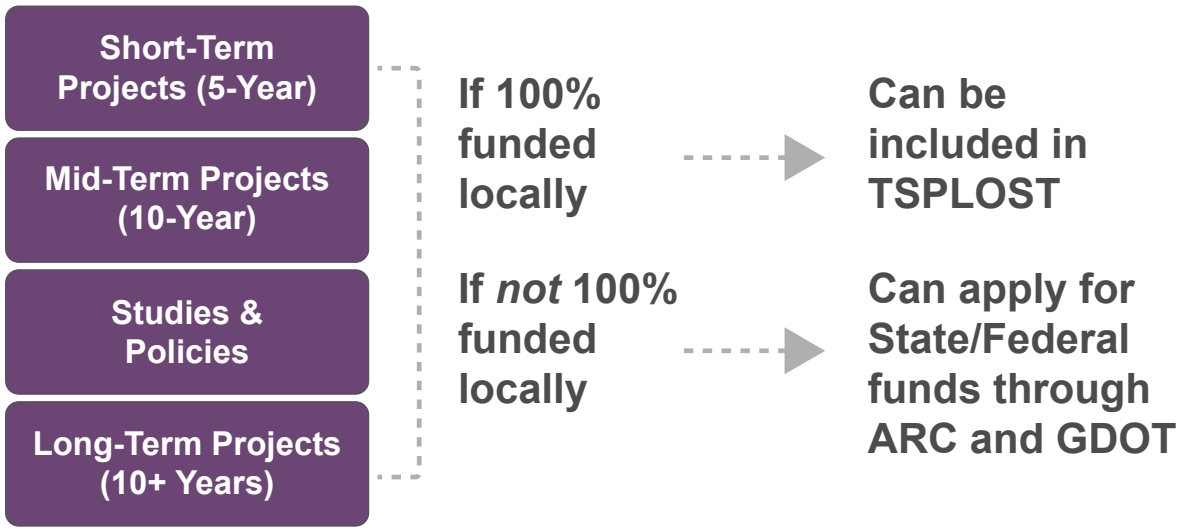


FIGURE 2: PROJECT FUNDING ELIGIBILITY

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

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

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

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

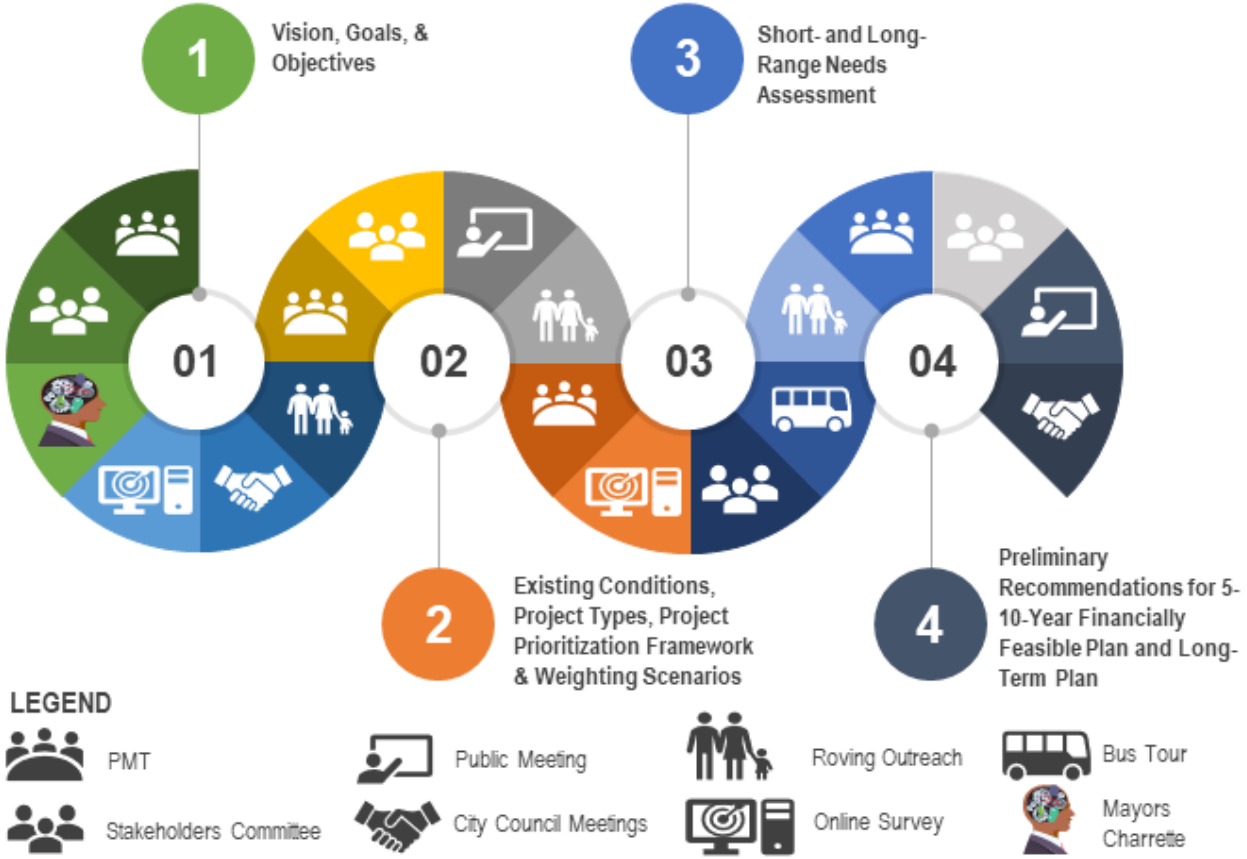


FIGURE 3: PROJECT OVERVIEW

HOW WERE STAKEHOLDER AGENCIES ENGAGED?



FIGURE 4: STAKEHOLDER ENGAGEMENT BY THE NUMBERS

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

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

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

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

FIGURE 5: ORGANIZATIONS ENGAGED THROUGHOUT THE SFCTP PROCESS

HOW WAS THE GENERAL PUBLIC ENGAGED?

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

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

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

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

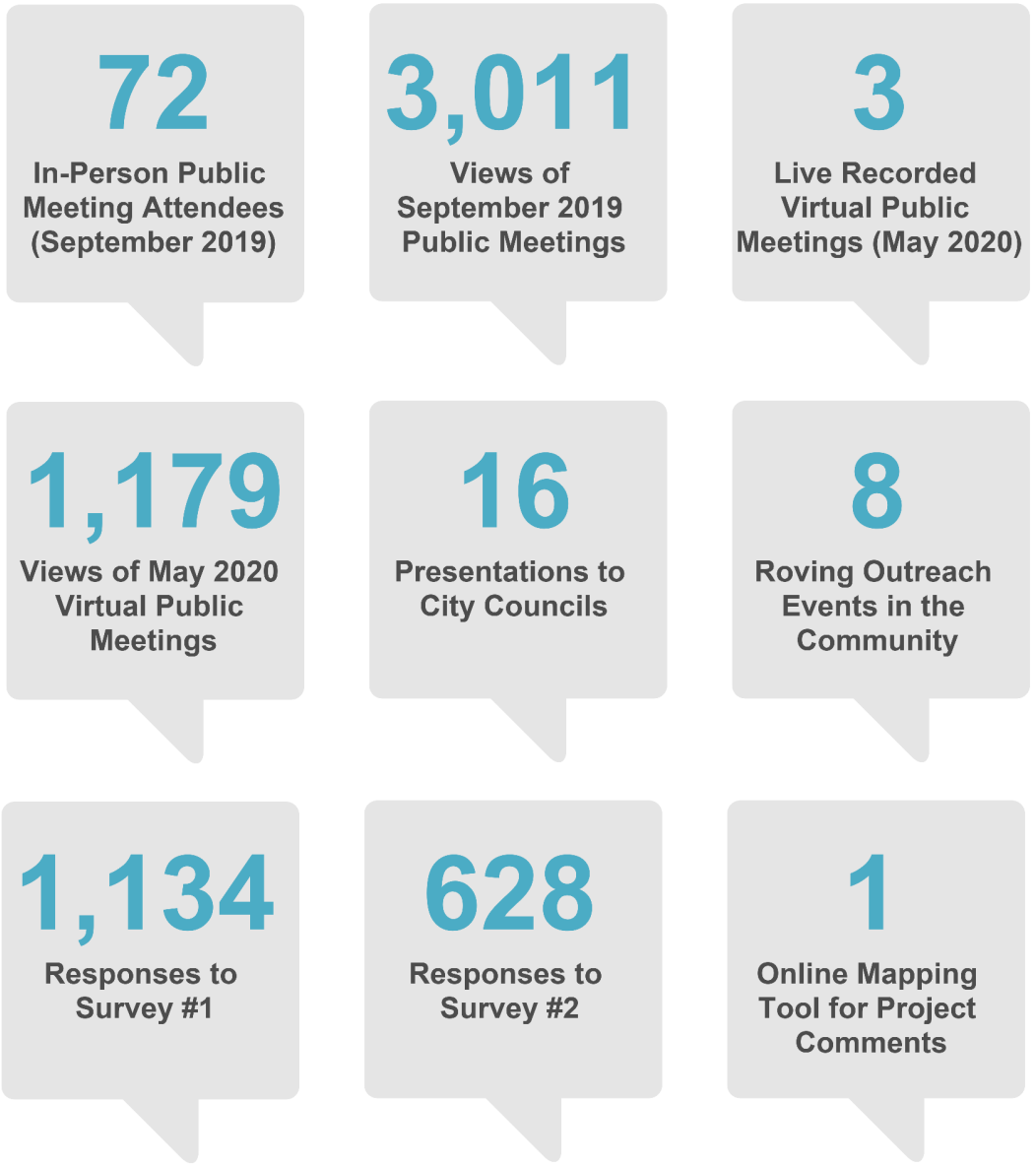


FIGURE 6: PUBLIC ENGAGEMENT BY THE NUMBERS

HOW EFFECTIVE WERE THE PUBLIC ENGAGEMENT ACTIVITIES?

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



PROJECT MANAGEMENT TEAM & STAKEHOLDER COMMITTEE COMBINED MEETING, FEBRUARY 2020

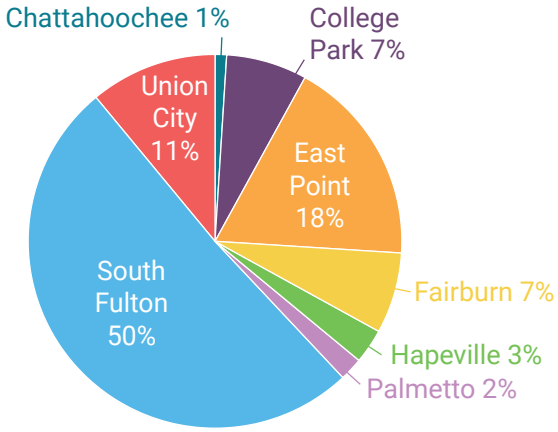


FIGURE 7: POPULATION OF SOUTHERN FULTON

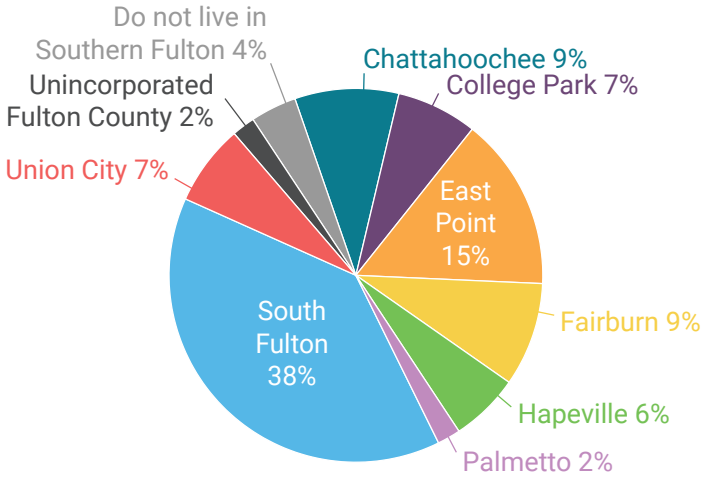


FIGURE 8: SURVEY #1 PARTICIPATION

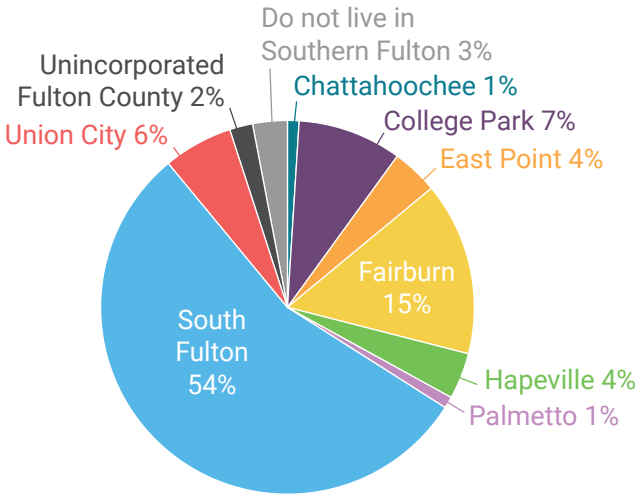


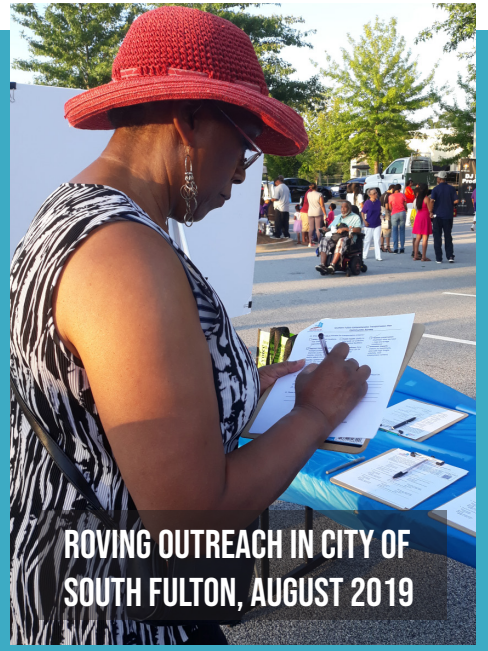
FIGURE9: SURVEY #2 PARTICIPATION



MAYORS' CHARRETTE, MAY 2019



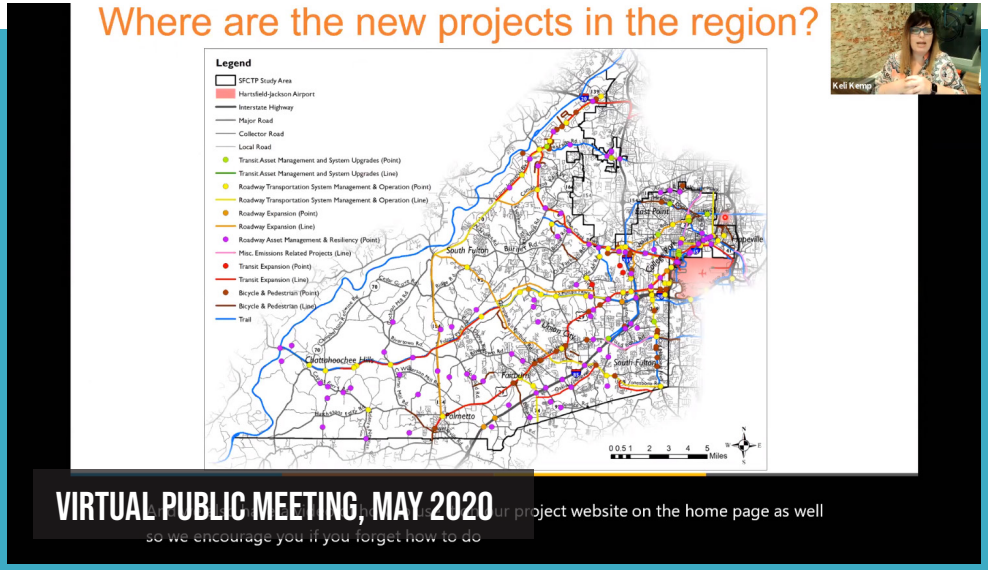
PUBLIC MEETING IN PALMETTO, SEPTEMBER 2019

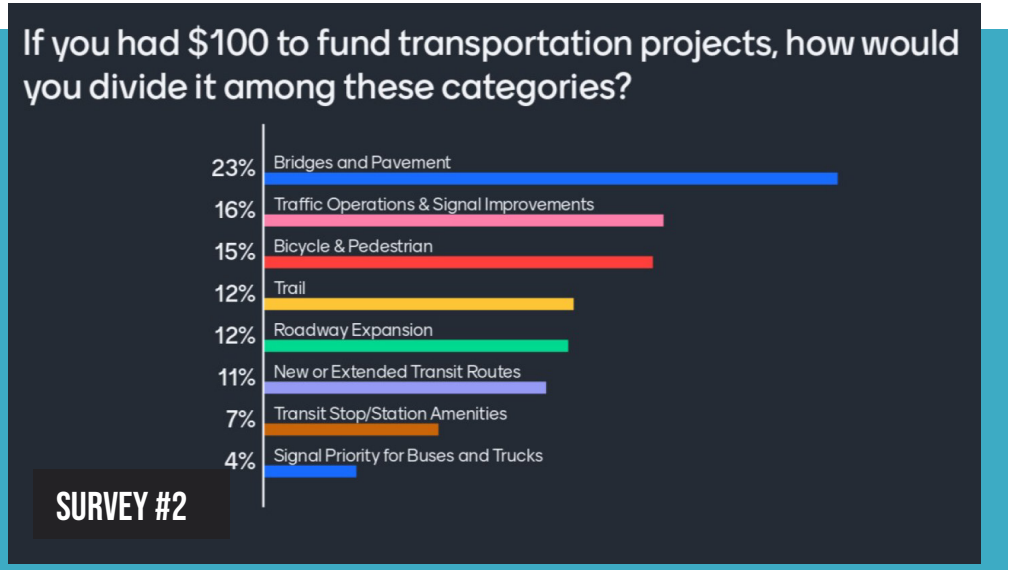


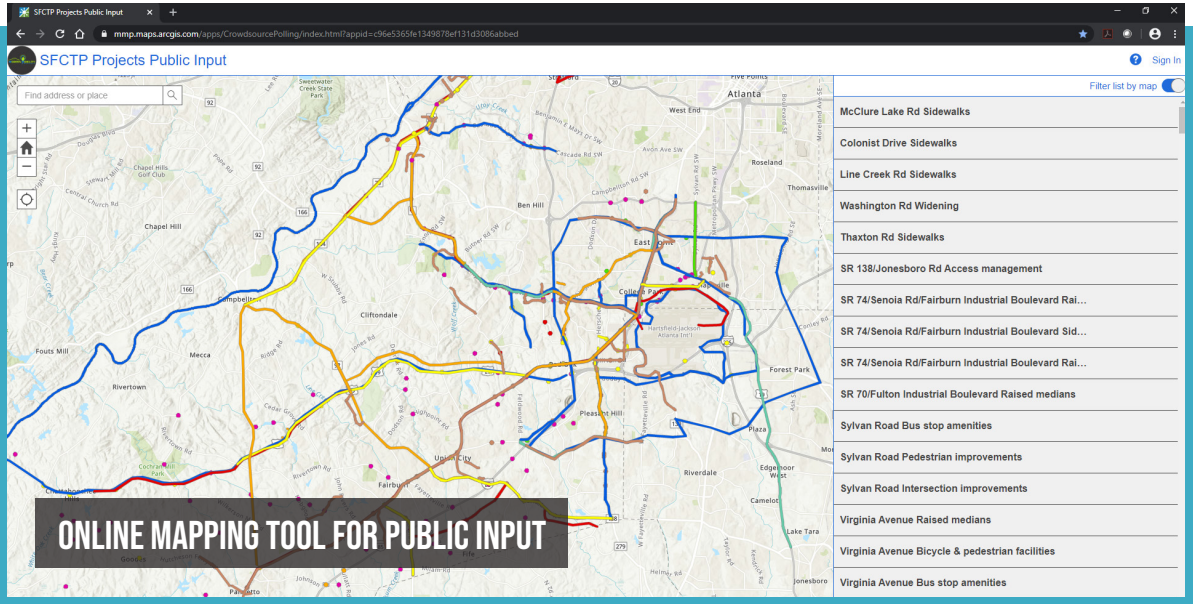
ROVING OUTREACH IN CITY OF SOUTH FULTON, AUGUST 2019



BUS TOUR, OCTOBER 2019


Where are the new projects in the region?
Legend
SFCTP Study Area
Hartsfield-Jackson Airport
Interstate Highway
Major Road
Collector Road
Local Road
Transit Asset Management and System Upgrades (Point)
Transit Asset Management and System Upgrades (Line)
Roadway Transportation System Management & Operation (Point)
Roadway Transportation System Management & Operation (Line)
Roadway Expansion (Point)
Roadway Expansion (Line)
Roadway Asset Management & Resiliency (Point)
Misc. Emissions Related Projects (Line)
Transit Expansion (Point)
Transit Expansion (Line)
Bicycle & Pedestrian (Point)
Bicycle & Pedestrian (Line)
Trail
Keli Kemp
project website on the home page as well
so we encourage you if you forget how to do
VIRTUAL PUBLIC MEETING, MAY 2020


If you had $100 to fund transportation projects, how would you divide it among these categories?
23% Bridges and Pavement
16% Traffic Operations & Signal Improvements
15% Bicycle & Pedestrian
12% Trail
12% Roadway Expansion
11% New or Extended Transit Routes
7% Transit Stop/Station Amenities
4% Signal Priority for Buses and Trucks
SURVEY #2


SFCTP Projects Public Input
mmp.maps.arcgis.com/apps/CrowdsourcePolling/index.html?appid=c96e5365fe1349878ef131d3086abbed
SFCTP Projects Public Input
Sign In
Find address or place
Filter list by map
McClure Lake Rd Sidewalks
Colonist Drive Sidewalks
Line Creek Rd Sidewalks
Washington Rd Widening
Thaxton Rd Sidewalks
SR 138/Jonesboro Rd Access management
SR 74/Senoia Rd/Fairburn Industrial Boulevard Rai...
SR 74/Senoia Rd/Fairburn Industrial Boulevard Sid...
SR 74/Senoia Rd/Fairburn Industrial Boulevard Rai...
SR 70/Fulton Industrial Boulevard Raised medians
Sylvan Road Bus stop amenities
Sylvan Road Pedestrian improvements
Sylvan Road Intersection improvements
Virginia Avenue Raised medians
Virginia Avenue Bicycle & pedestrian facilities
Virginia Avenue Bus stop amenities
ONLINE MAPPING TOOL FOR PUBLIC INPUT

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

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

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

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

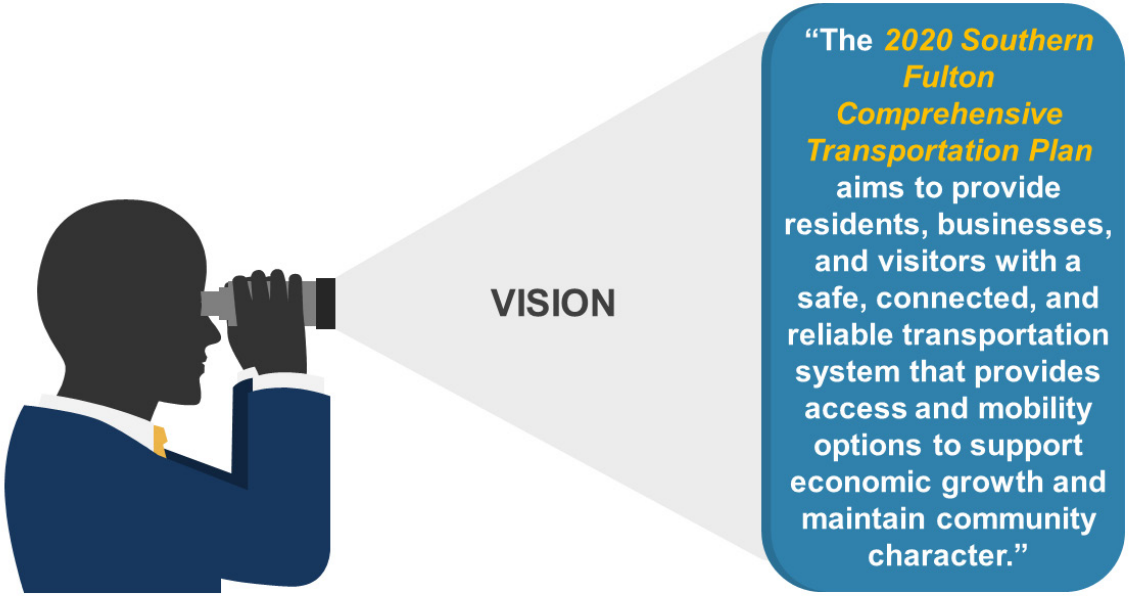


FIGURE 10: SFCTP VISION STATEMENT

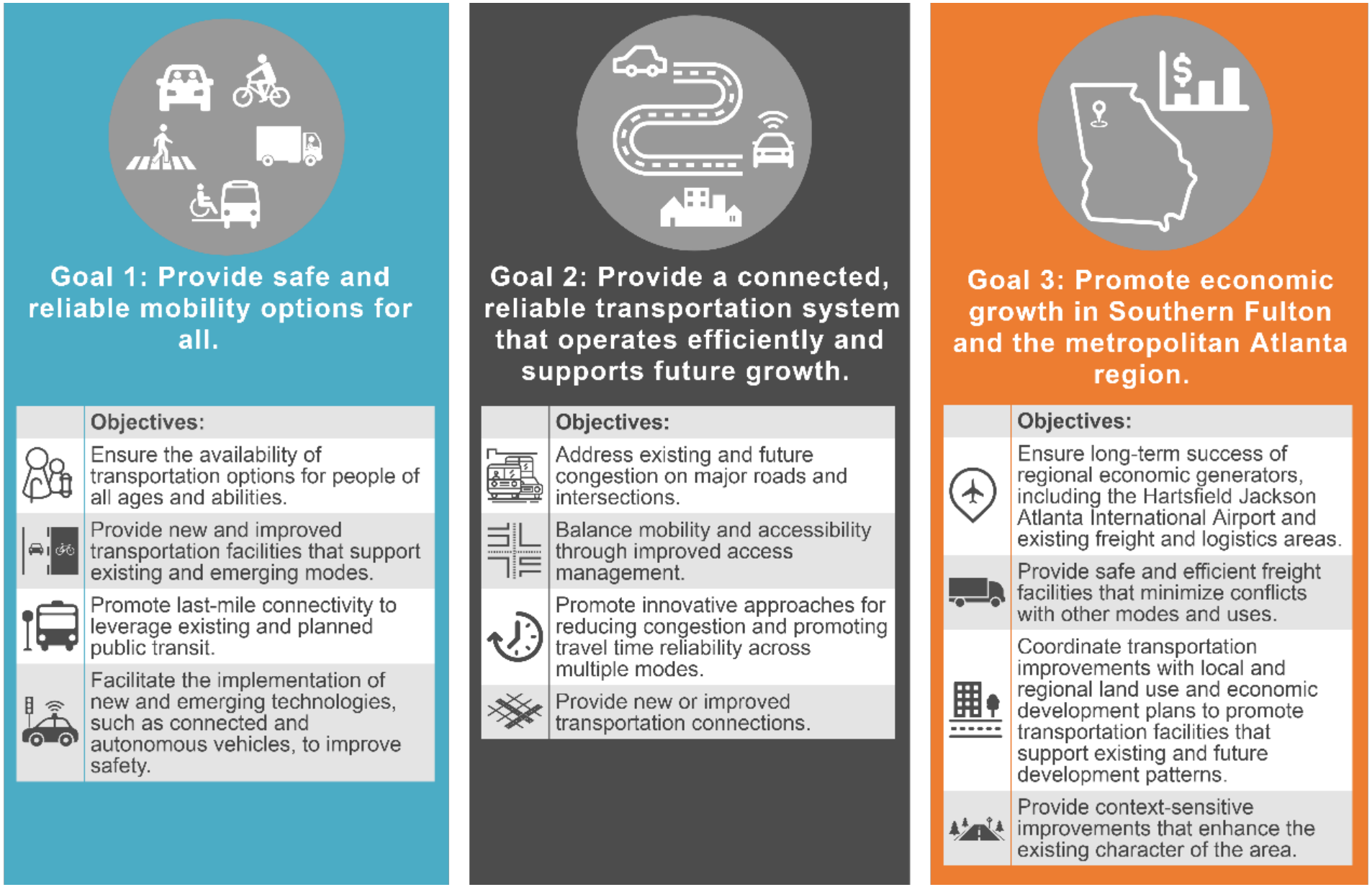


FIGURE 11: SFCTP GOALS AND OBJECTIVES

HOW DID WE ACCOUNT FOR DIFFERENT USERS ALONG SPECIFIC CORRIDORS?

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

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

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



Smart Corridors

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



Livability Corridors

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



Economic Freight Corridors

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

FIGURE 12: SFCTP CORRIDOR TYPES

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

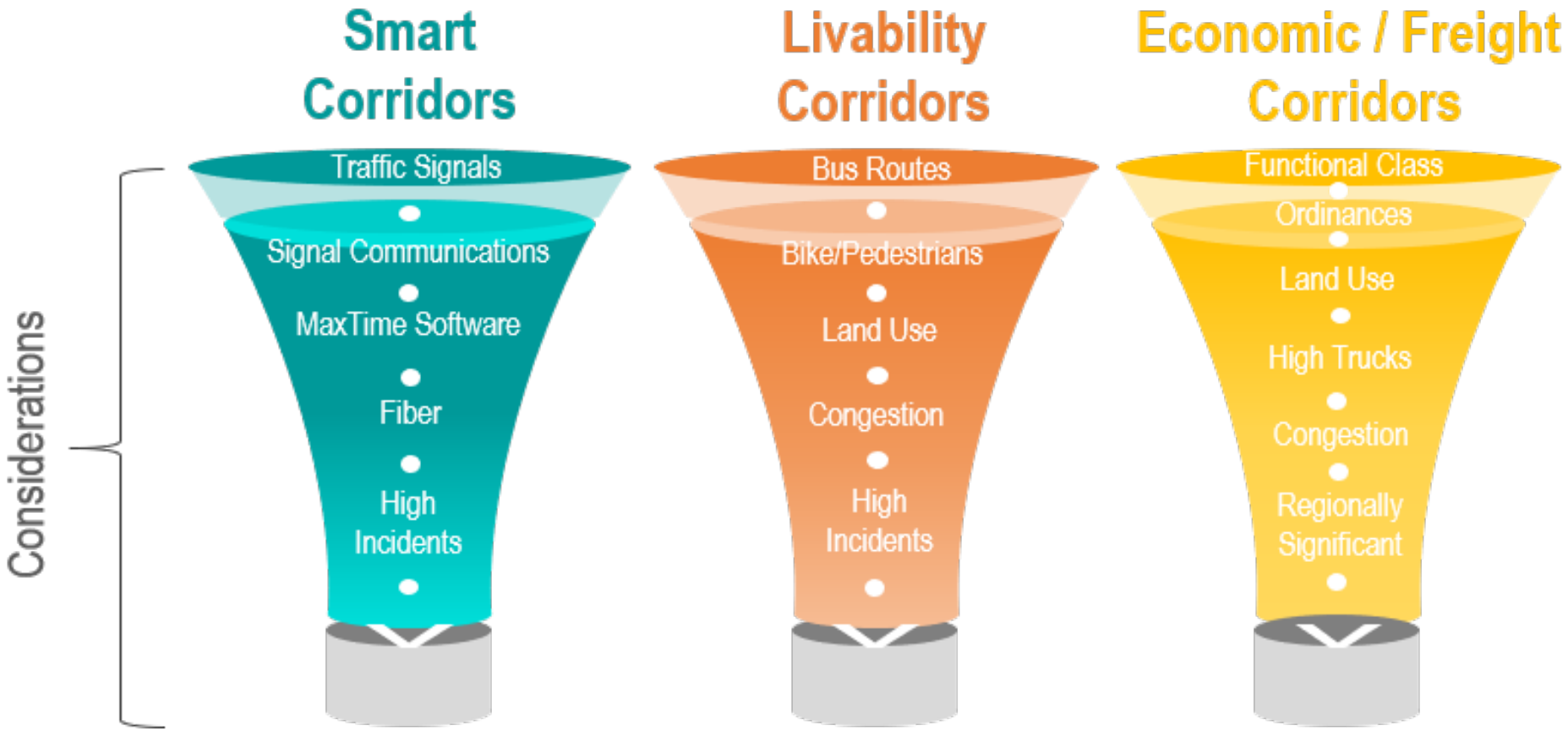


FIGURE 13: DATA EVALUATED WHEN DESIGNATING CORRIDORS

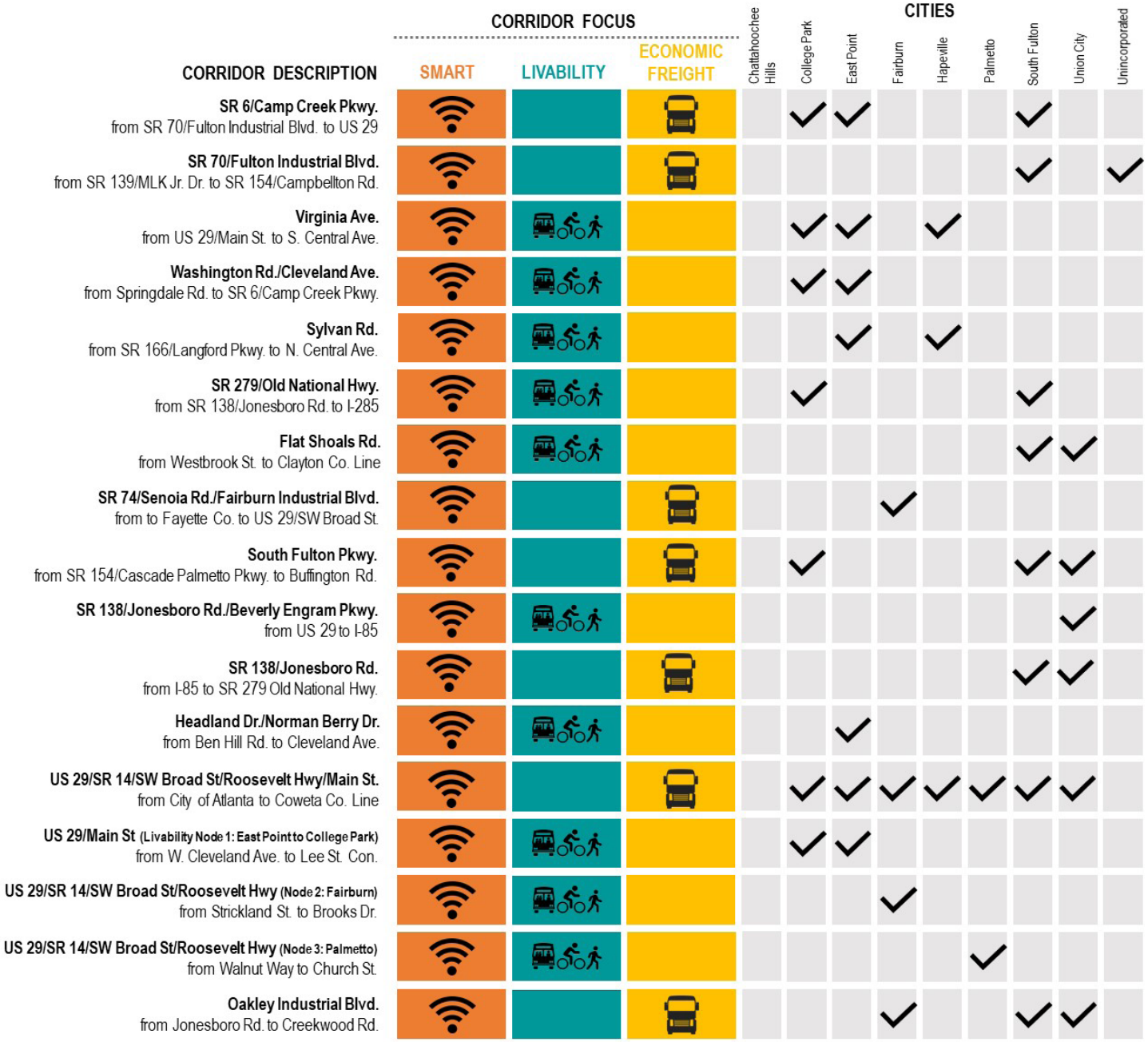


FIGURE 14: CORRIDOR FOCUS BY JURISDICTION

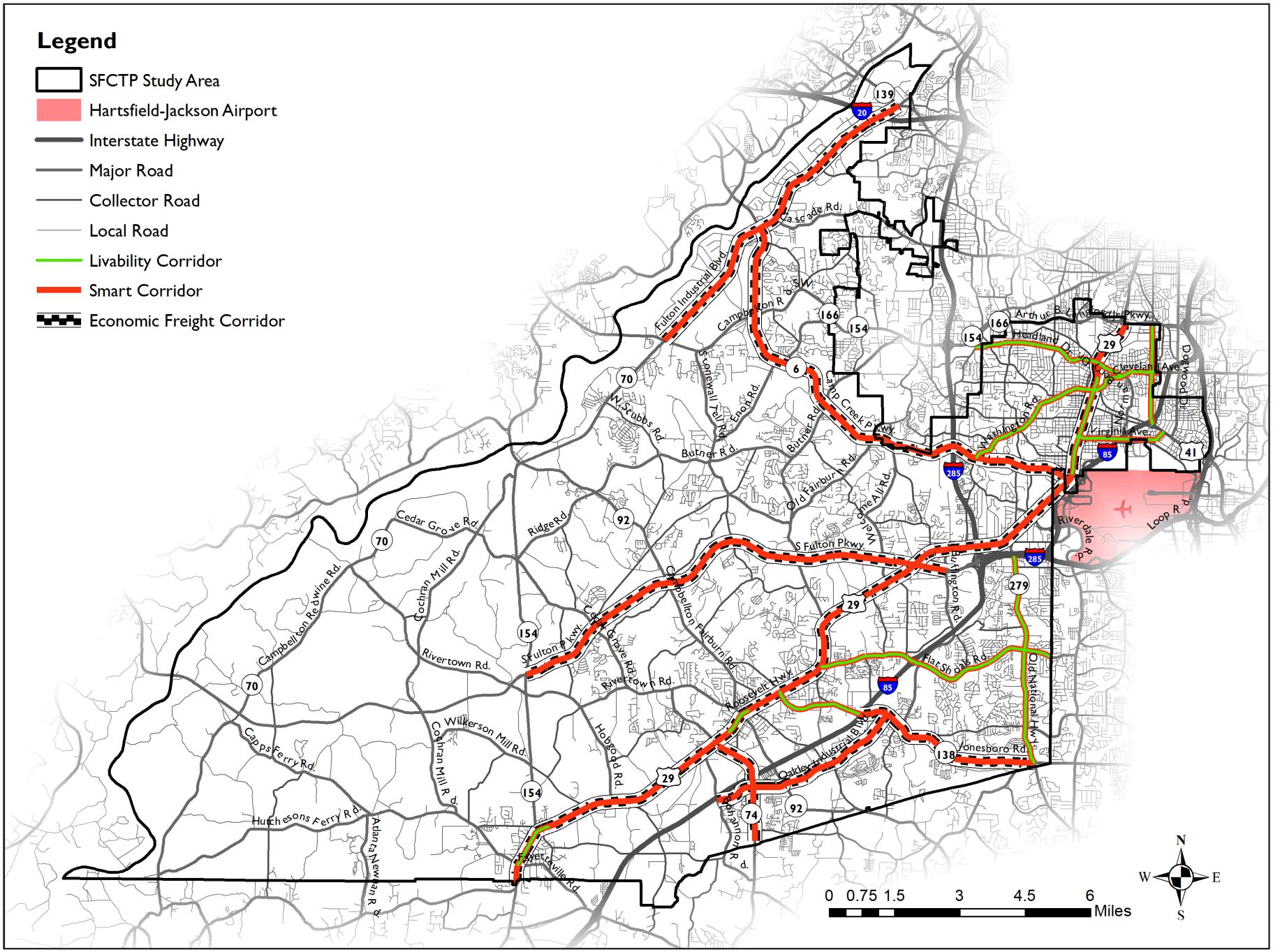


FIGURE 15: CORRIDORS IDENTIFIED BASED ON CORRIDOR ANALYSIS

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

SMART

- Signal priority (transit and/or freight)
- Emergency vehicle signal pre-emption
- Larger traffic signal cabinets to fit new technology
- Transit-pedestrian warning systems
- Pedestrian Hybrid Beacons (PHBs)
- Rectangular Rapid Flashing Beacons (RRFBs)
- Bike signal detection
- Railroad crossing information
- Smart street lighting
- EV charging stations
- Automated parking systems
- Driverless shuttles

LIVABILITY

- Bicycle facility improvements (e.g., bike lanes, bike parking, bike signal detection)
- Pedestrian crossing improvements (e.g., sidewalks, crosswalks, mid-block crossings, pedestrian refuge islands)
- Bus stop amenities (addition of bus shelters or existing bus shelter enhancements (e.g., solar bus shelters), seating, lighting, trash receptacles, etc.)
- Wayfinding/digital wayfinding
- Streetscape improvements (e.g., trees, landscaping, benches)
- Loading/unloading zones for ride hailing (e.g. Uber/Lyft)
- Parking improvements

ECONOMIC/ FREIGHT

- Freight signal priority during off-peak hours
- Truck parking
- Raised medians
- Shoulders
- Design modifications
- Intersection improvements
- New connections
- Widenings
- Interchange modifications
- New interchange(s)

FIGURE 16: IMPROVEMENT TYPES BASED ON CORRIDOR TYPE

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

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

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

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

FIGURE 17: SOUTHERN FULTON REGION DEMOGRAPHIC SNAPSHOT

DEMOGRAPHIC SNAPSHOT

SOUTHERN FULTON REGION

197,456
Population [1]

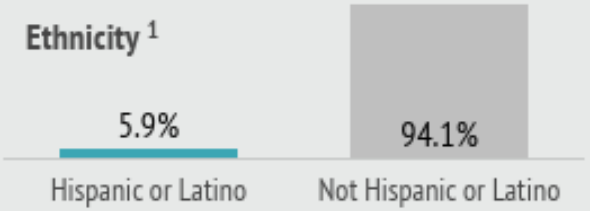
867.2
Population Density (people/sq.mi.)

227.7
Area (sq.mi.)

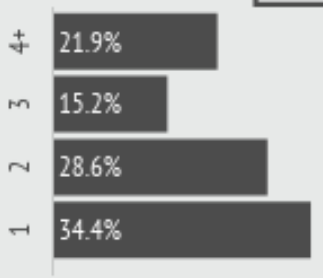
85,005
Employed Residents [2]

99,874
Jobs [2]

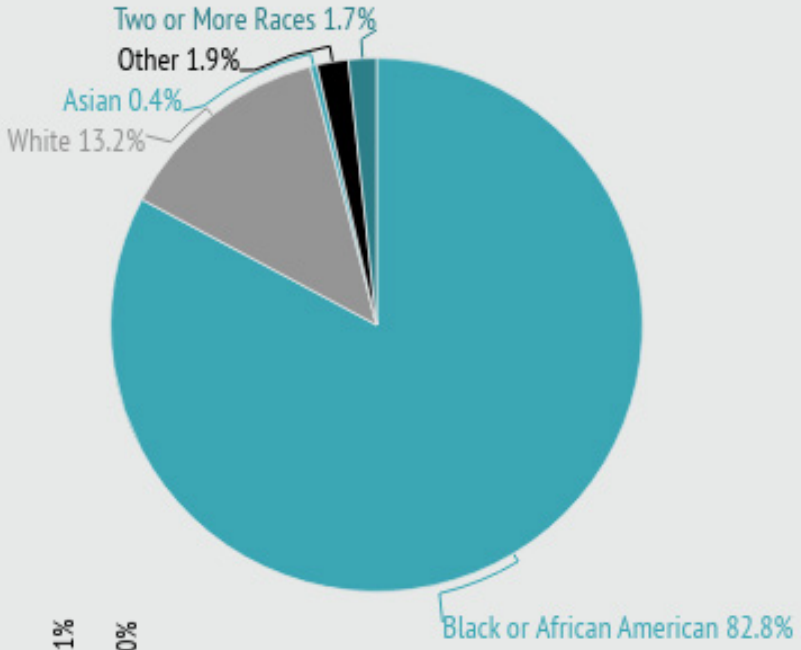
Ethnicity [1]



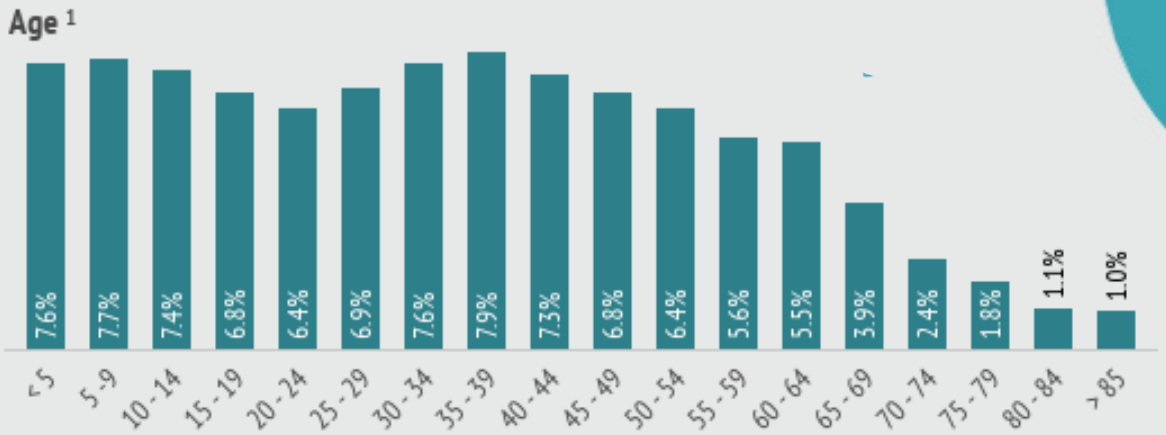
Household Size [1]



Race [1]



Age [1]



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

Highlights from the city snapshots include:

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

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

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

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

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

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

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

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

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

FIGURE 18: SOUTHERN FULTON REGION TRANSPORTATION SNAPSHOT

TRANSPORTATION SNAPSHOT

SOUTHERN FULTON REGION

Bicycle, Pedestrian & Transit Facilities

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

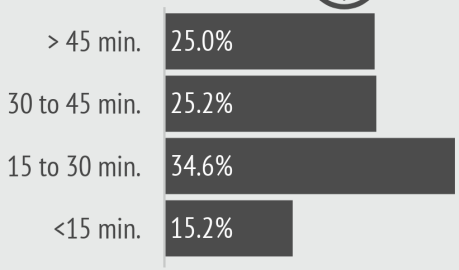
Few dedicated bicycle facilities, but some bike lanes in College Park and City of South Fulton.

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

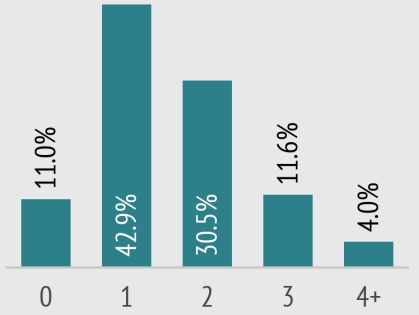
Freight Facilities

Miles of Railroad Track	81.9
Number of At-Grade Railroad Crossings	84
Truck Routes	SR 3, SR 6, SR 14, SR 70, SR 92, SR 138, SR 154, SR 166
Percent Truck Trips	8%

Travel Time to Work [3]



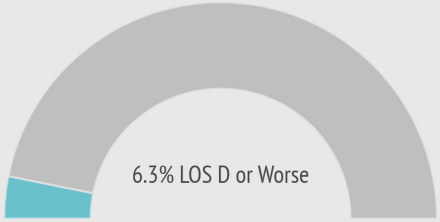
Vehicles per Household [3]



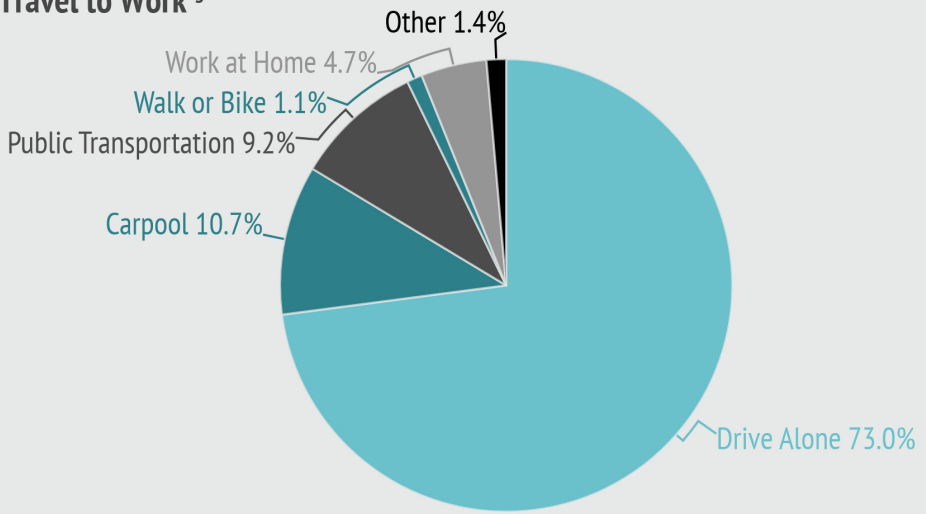
552.6 Major Road Miles [1]



2017 PM Peak Period Congestion [2]



Mode of Travel to Work [3]



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

DEMOGRAPHICS

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

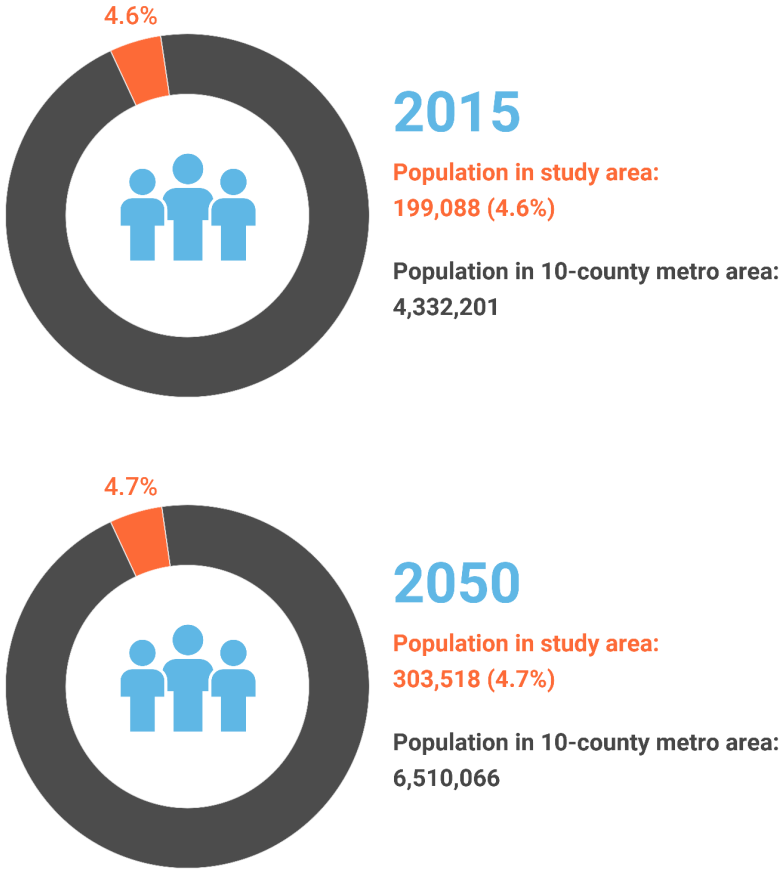


FIGURE 19: 2015 – 2050 POPULATION COMPARISONS

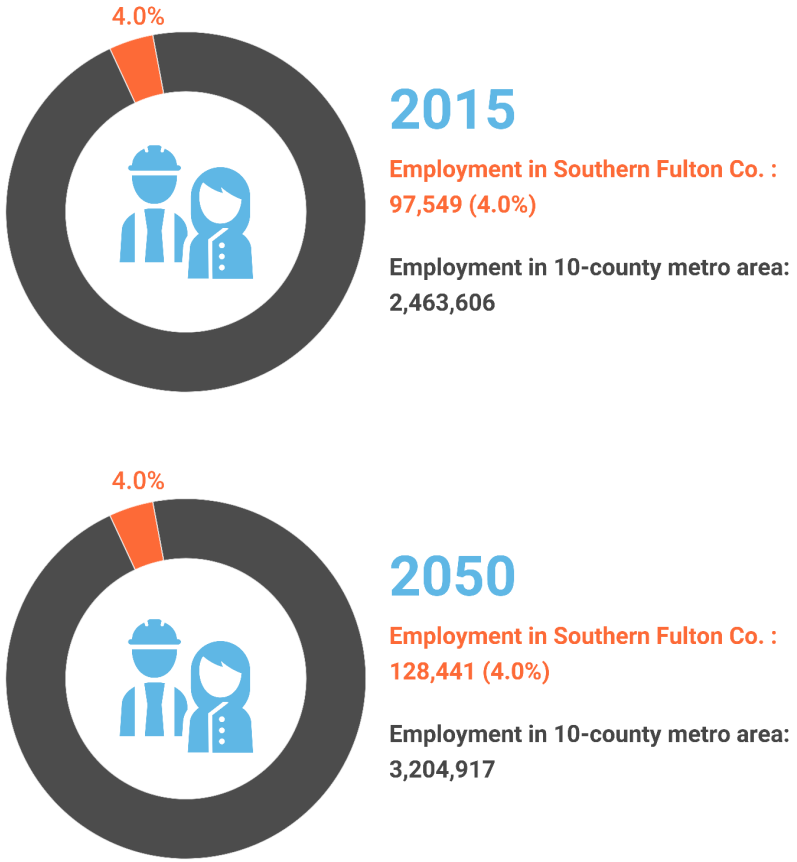


FIGURE 20: 2015 – 2050 EMPLOYMENT COMPARISONS

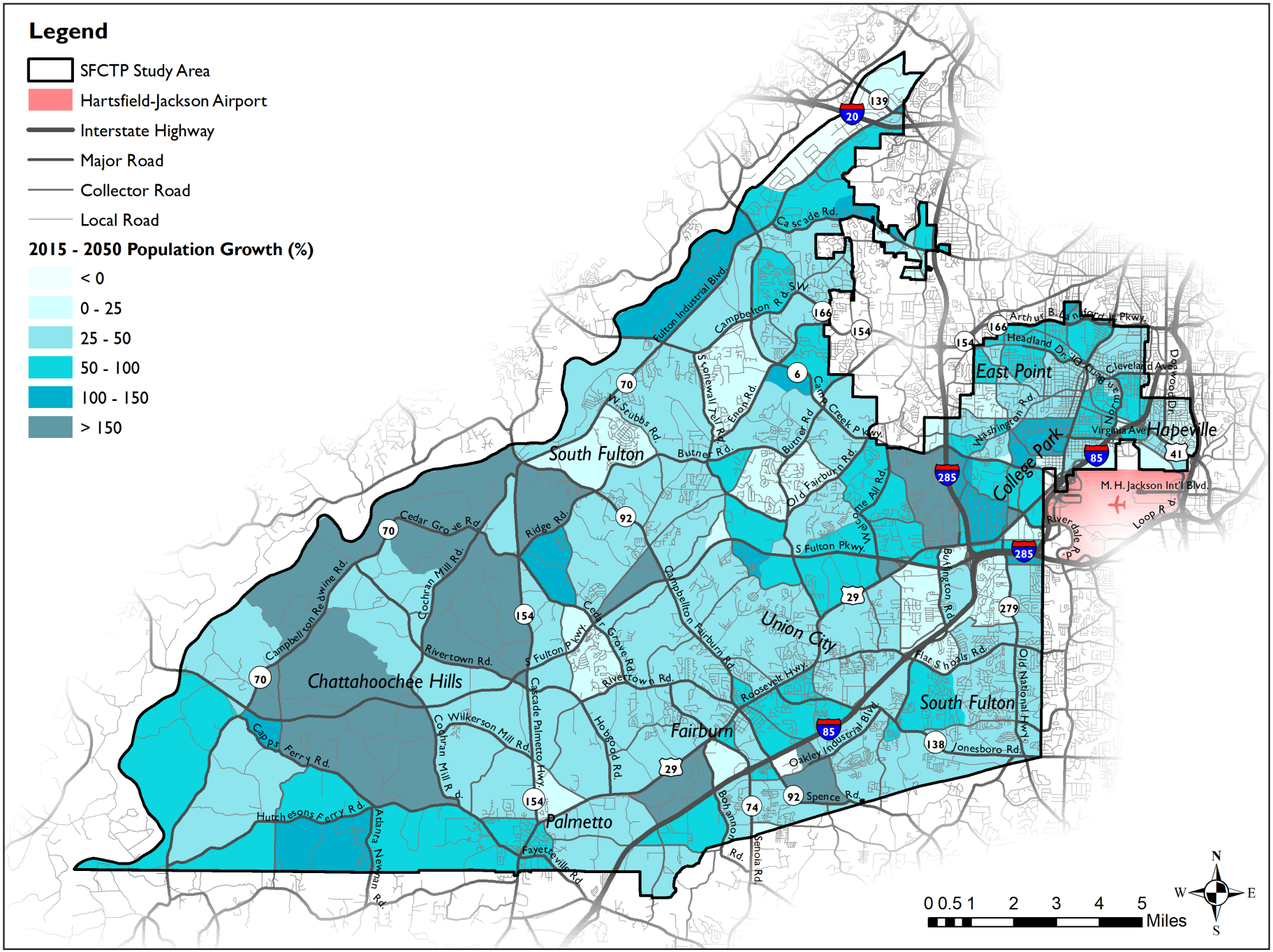


FIGURE 21: 2015-2050 POPULATION GROWTH

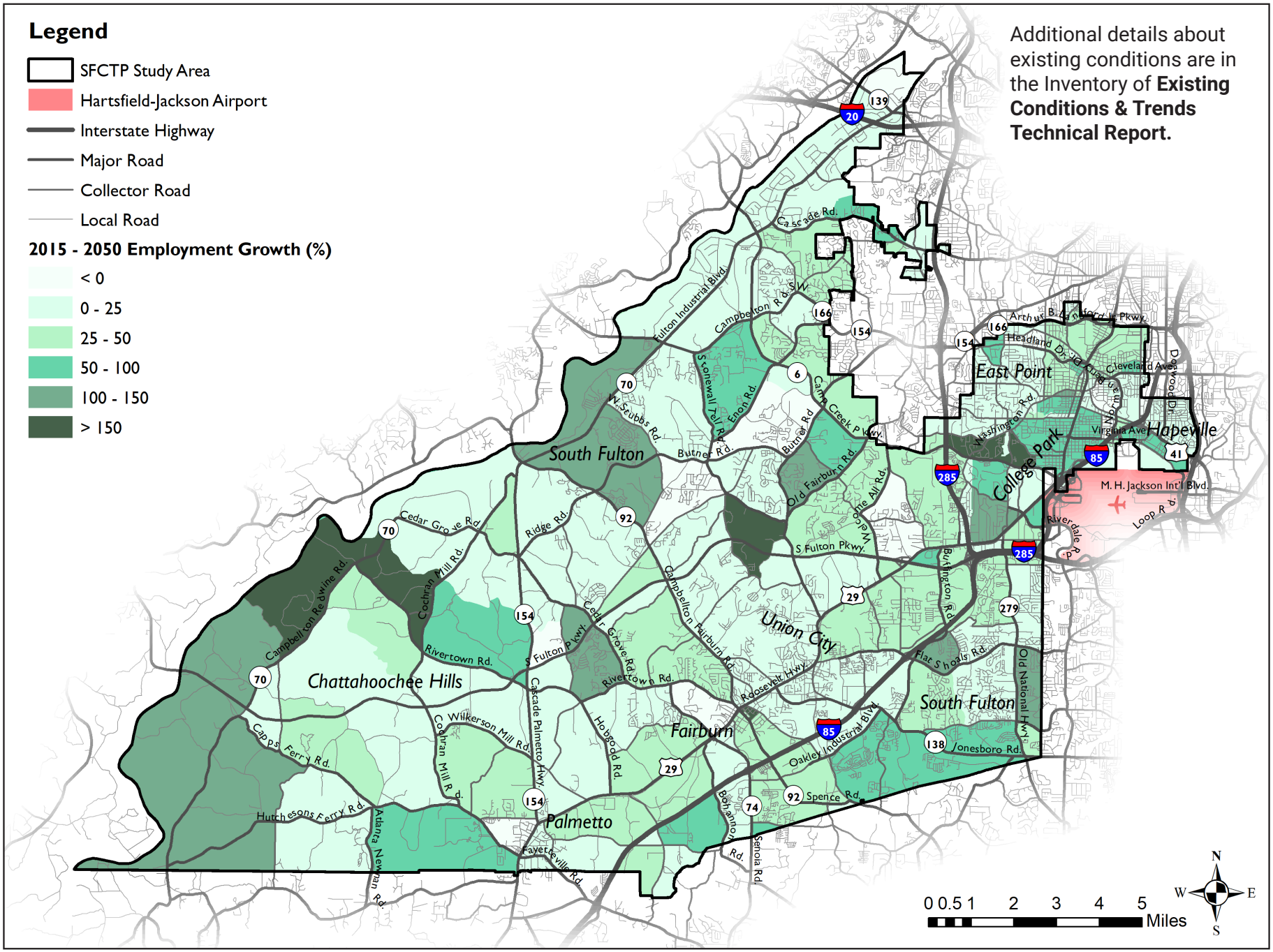


FIGURE 22: 2015-2050 EMPLOYMENT GROWTH

WHAT ARE THE TRANSPORTATION NEEDS IN SOUTHERN FULTON COUNTY?

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

ROADWAY NEEDS

Short-Term Needs:

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

Long-Term Needs:

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

SAFETY NEEDS

Short-Term:

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

Long-Term:

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

FREIGHT NEEDS

Short-Term:

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

Long-Term:

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



ACCESS CONTROL ISSUES ON SR 279/OLD NATIONAL HWY



AT-GRADE RAILROAD CROSSING IN DOWNTOWN COLLEGE PARK

TRANSIT NEEDS

Short-Term:

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

Long-Term:

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

ACTIVE TRANSPORTATION (BICYCLE & PEDESTRIAN)

Short-Term:

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

Long-Term:

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



LACK OF BICYCLE AND PEDESTRIAN FACILITIES ON US 29

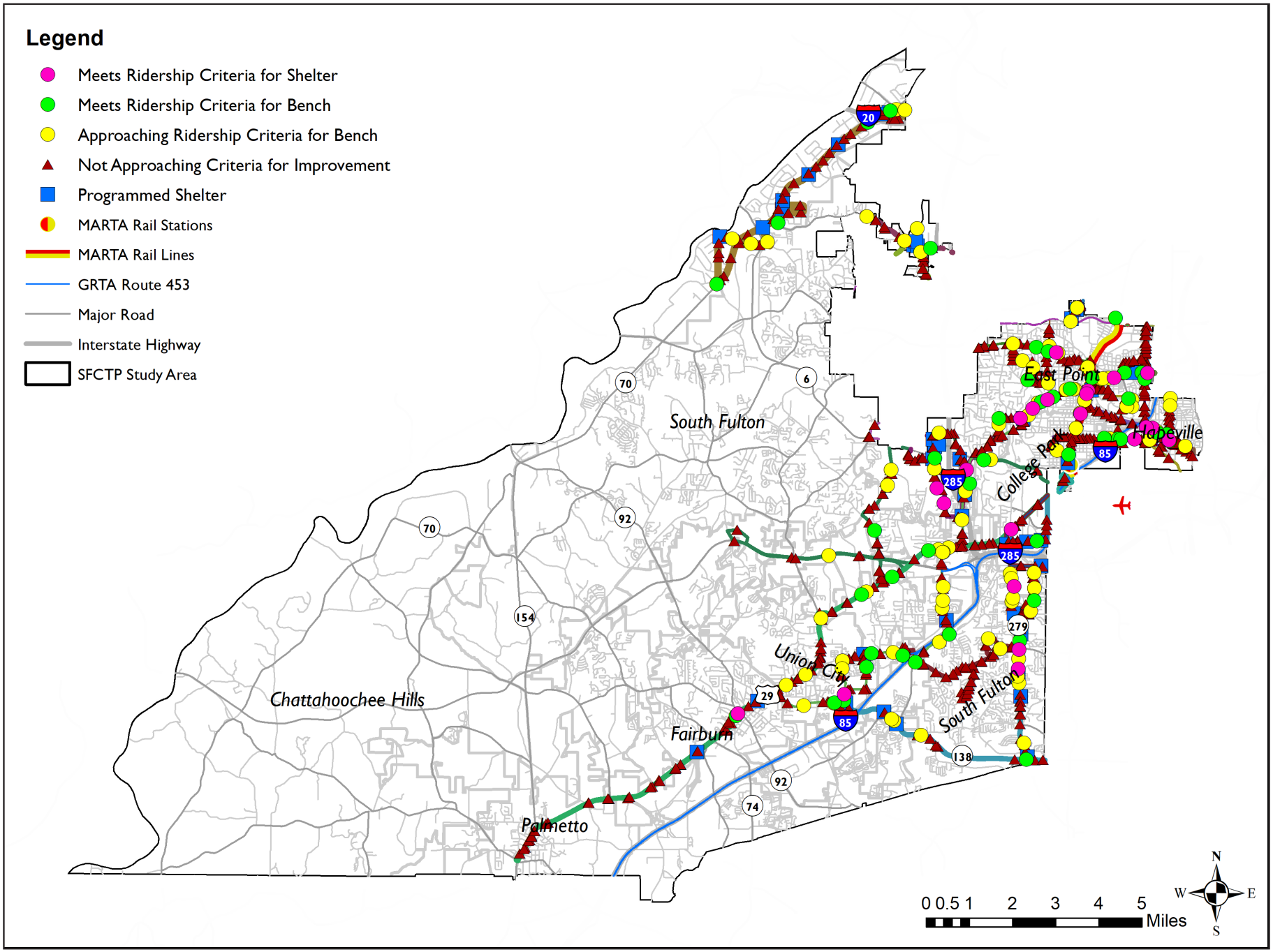


FIGURE 23: BUS STOP NEEDS

SUMMARY OF NEEDS

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

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

HOW WERE PROJECTS EVALUATED AND PRIORITIZED?

EVALUATION CRITERIA & MEASURES

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

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



FIGURE 24: USE OF PUBLIC SURVEY #1 FEEDBACK

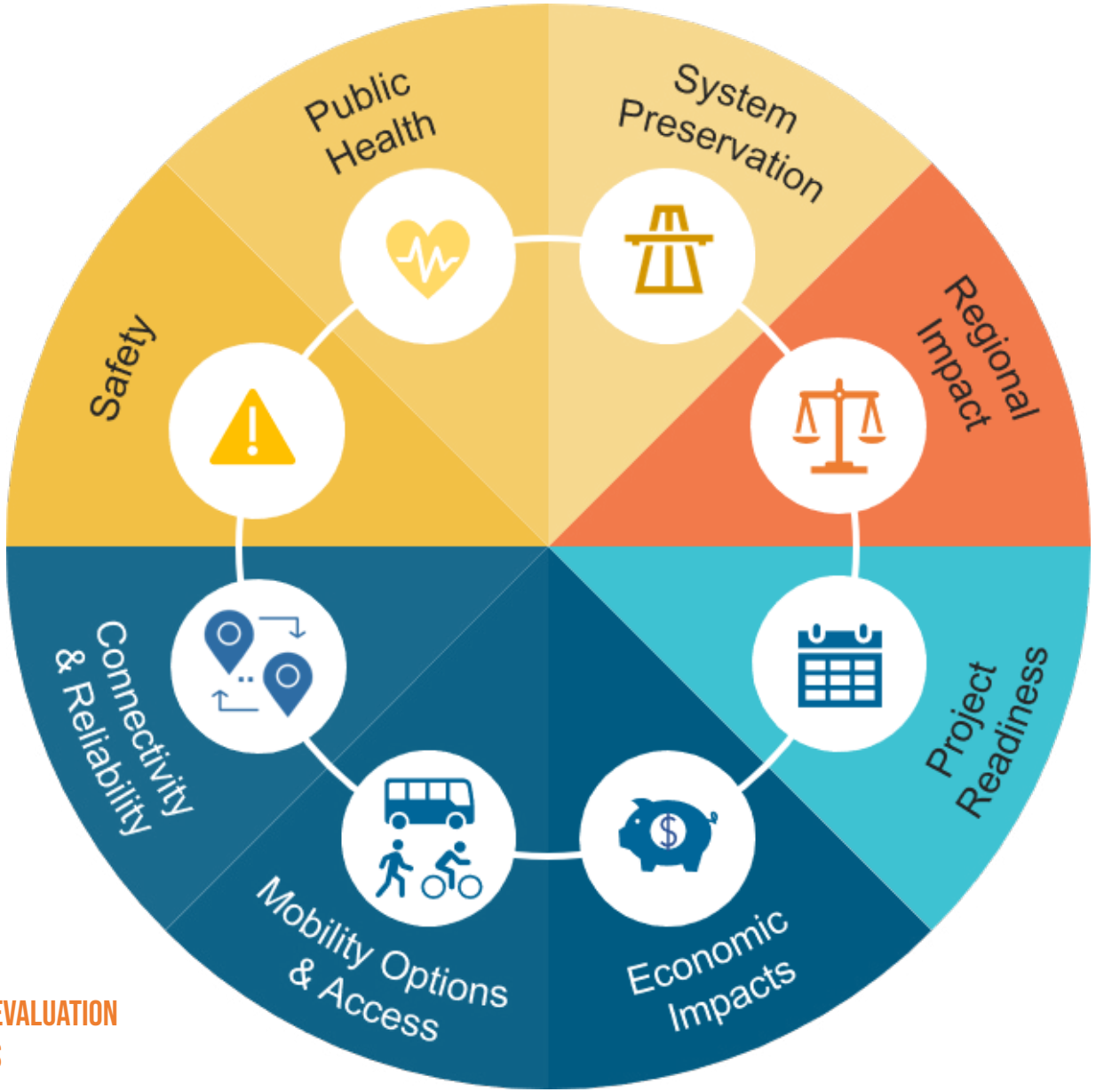


FIGURE 25: PROJECT EVALUATION CRITERIA CATEGORIES

CONNECTIVITY & RELIABILITY



- Congestion relief
- New or improved connection (regardless of mode)

ECONOMIC IMPACTS



- Return on Investment (ROI)
- High freight volumes
- Proximity to major employment centers

MOBILITY OPTIONS & ACCESS



- Provides for new modes of transportation
- Improves existing transit, bicycle, and/or pedestrian facilities

PROJECT READINESS



- Ease of implementation
- PE status (done, started, not started)
- ROW status (not required, done, started, not started)

PUBLIC HEALTH



- Anticipated emissions reduction
- Active transportation
- Proximity to medical facilities
- Located in area of high social vulnerability (SVI index)

REGIONAL IMPACT



- Benefits multiple jurisdictions
- Improves access to Environmental Justice (EJ) communities (ARC EJ Model)

SAFETY



- High crash location
- High risk bike/ped location
- Proximity to schools and/or EMS facilities

SYSTEM PRESERVATION



- Critical/vulnerable transportation asset
- Poor pavement conditions
- Poor bridge conditions

FIGURE 26: METRICS WITHIN EACH PROJECT EVALUATION CATEGORY

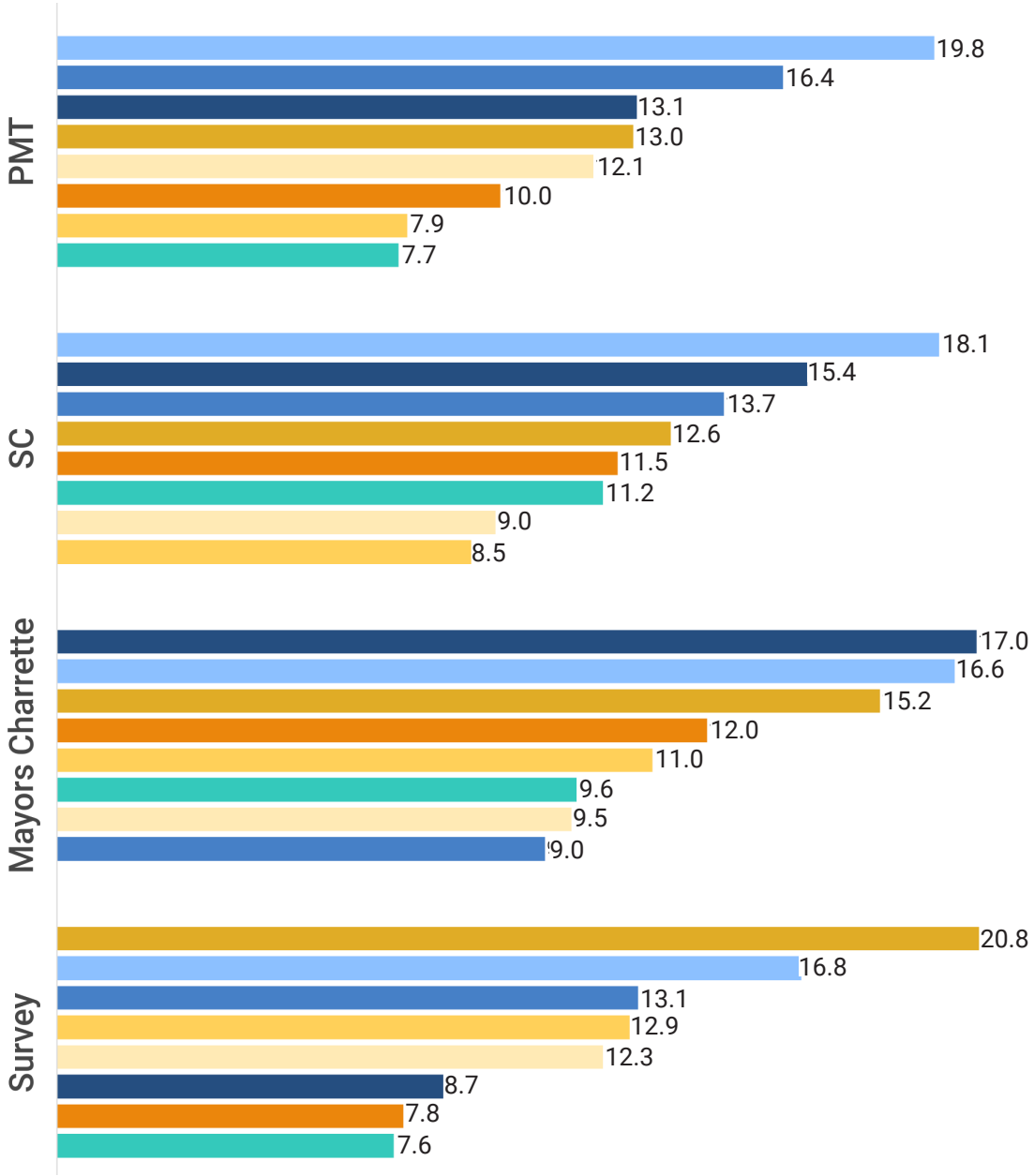
HOW DOES THE SFCTP ACCOUNT FOR DIFFERING VALUES AMONG THE CITIES WHEN PRIORITIZING PROJECTS?

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

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

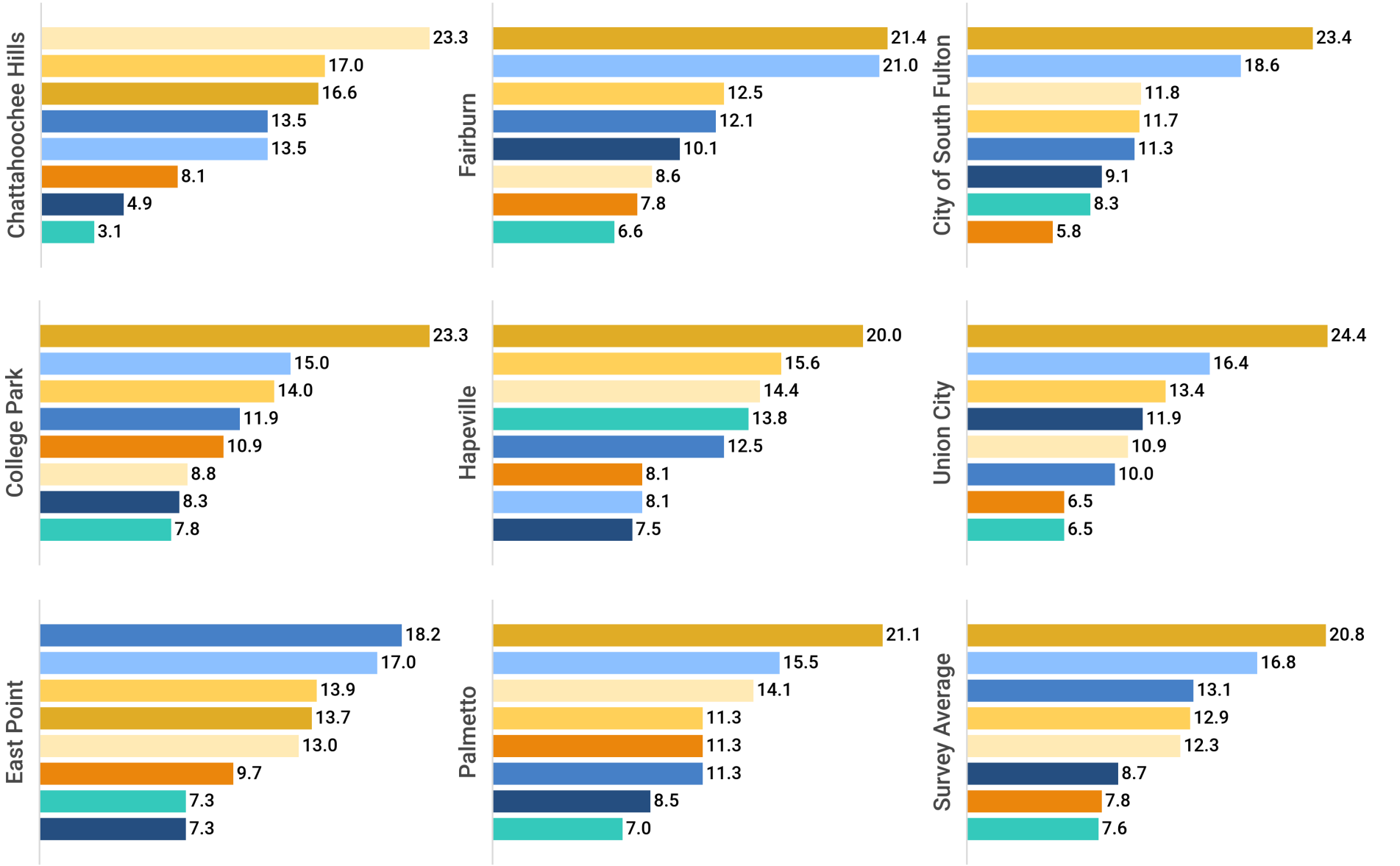
The survey results were used as weighting scenarios in the project prioritization. Each potential project was assigned a raw score based on the performance metrics. The weighing scenarios were applied (both city and region) and projects were then ranked based on the scenario scores (see Figure 29).





Survey includes all online and paper survey data.

FIGURE 27: STAKEHOLDER RANKING OF EVALUATION CRITERIA CATEGORIES



Includes all survey data (1,134 responses)

FIGURE 28: CITY RANKINGS OF EVALUATION CRITERIA CATEGORIES

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

01 Universe of Projects
List of project ideas based on data needs and stakeholder input

02 Raw Score
Based on the selected metrics

03 City Weighting
Based on survey #1 results by city

04 Regional Weighting
Based on all survey #1 results combined

05 Ranking
Prioritized list of projects in order by combined city and regional score

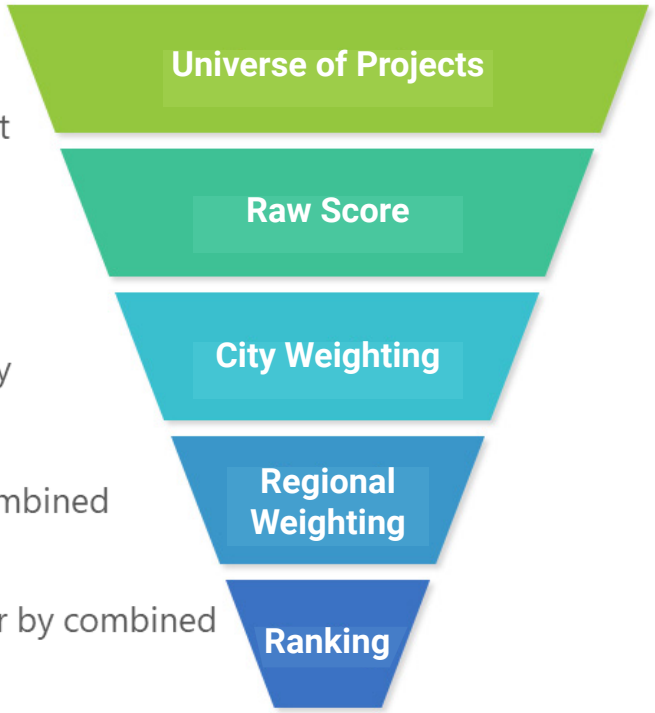


FIGURE 29: PROJECT RANKING PROCESS

WHAT ARE THE RECOMMENDATIONS?

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

The following tables and maps depict the projects anticipated to be funded within the 5- to 10-year Financially Feasible Plan from 2023-2032. The Financially Feasible Plan includes 181 projects for a total cost of $419.3M. Out of all 181 projects in the Financially Feasible Plan, 46 projects (25%) are multi-jurisdictional (crossing more than one jurisdiction boundary), totaling $295.3M or 70% of the total cost of the Financially Feasible Plan.

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

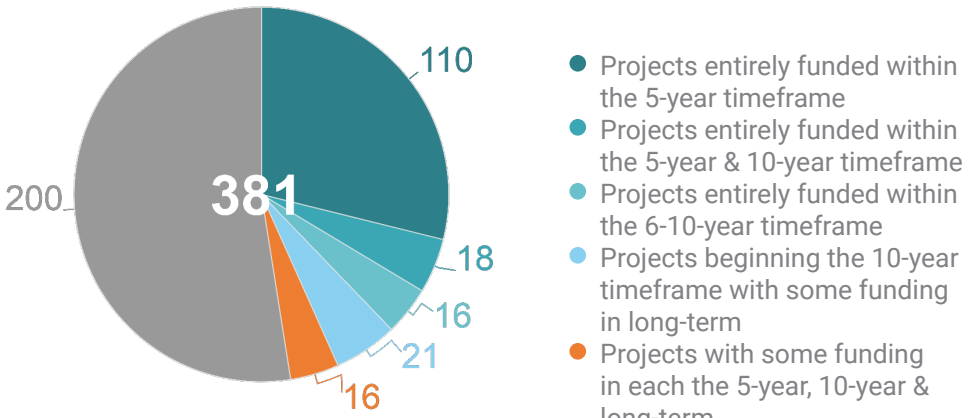


FIGURE 30: TOTAL NUMBER OF PROJECTS

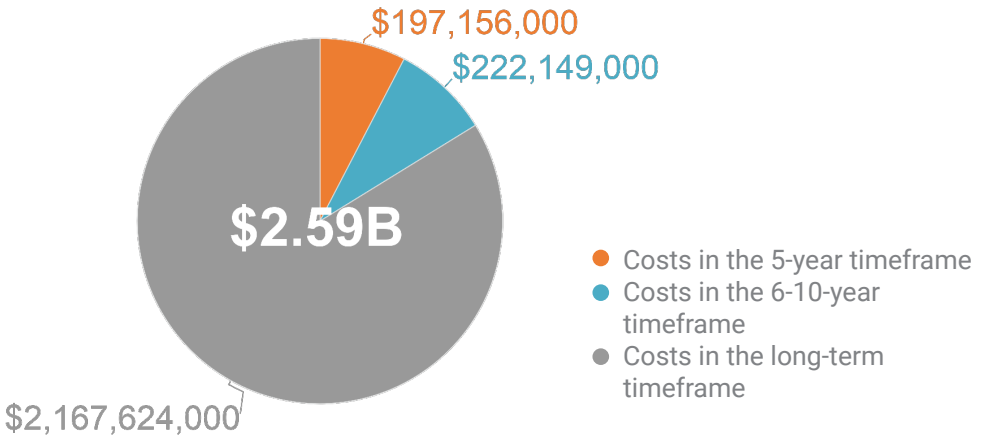


FIGURE 31: TOTAL PROJECT COSTS

JURISDICTION*	5-YEAR FINANCIALLY FEASIBLE PLAN		10-YEAR FINANCIALLY FEASIBLE PLAN		LONG-TERM PLAN		TOTAL	
	NO.	COST	NO.	COST	NO.	COST	NO.	COST
Chattahoochee Hills	19	$5,381,000	2	$4,079,000	25	$195,581,000	46	$205,042,000
College Park	36	$15,813,000	12	$15,101,000	38	$254,862,000	86	$285,777,000
East Point	54	$35,802,000	15	$42,971,000	21	$167,456,000	90	$246,228,000
Fairburn	25	$5,628,000	2	$4,732,000	22	$160,045,000	49	$170,405,000
Hapeville	27	$8,378,000	6	$7,882,000	10	$57,050,000	43	$73,309,000
Palmetto	21	$7,334,000	1	$5,722,000	8	$67,745,000	30	$80,802,000
City of South Fulton	59	$93,160,000	16	$111,358,000	61	$696,600,000	136	$901,117,000
Union City	28	$25,384,000	4	$30,027,000	20	$202,768,000	52	$258,179,000
Unincorporated Fulton County	15	$275,000	5	$276,000	29	$365,518,000	49	$366,070,000
Southern Fulton Region	**144**	**$197,156,000**	**37**	**$222,149,000**	**200**	**$2,167,624,000**	**381**	**$2,586,929,000**

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

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

PROJECT TYPES

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

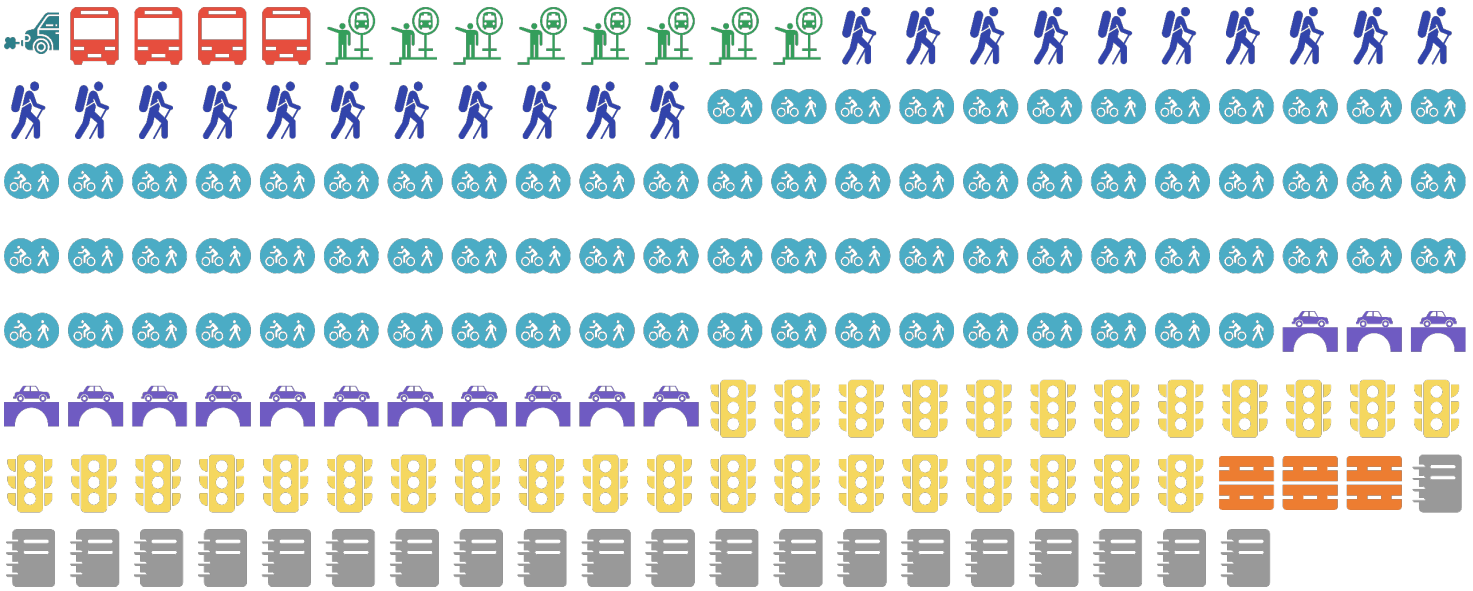
Examples of each project type are provided below:

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

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



FIGURE 32: PROJECT TYPES

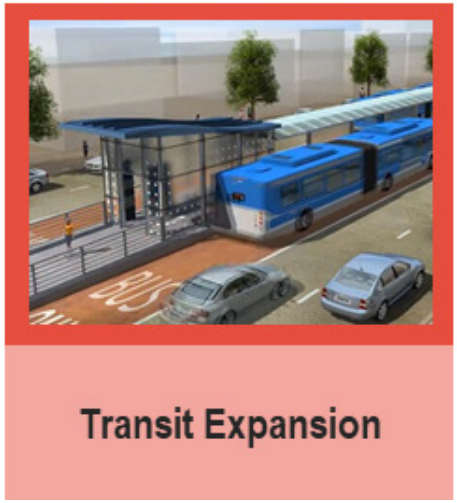


- Misc. Emissions Related Projects (1)
- Transit Expansion (4)
- Transit Asset Management and System Updgrades (8)
- Trail (21)
- Bicycle & Pedestrian (78)
- Roadway Asset Management & Resiliency (14)
- Roadway Transportation System Management & Operation (31)
- Roadway Expansion (3)
- Other (21)

FIGURE 33: NUMBER OF FINANCIALLY FEASIBLE PLAN PROJECTS BY TYPE



Roadway Transportation System Management & Operation



Transit Expansion



Transit Asset Management & System Upgrades



Misc. Emissions Related Projects

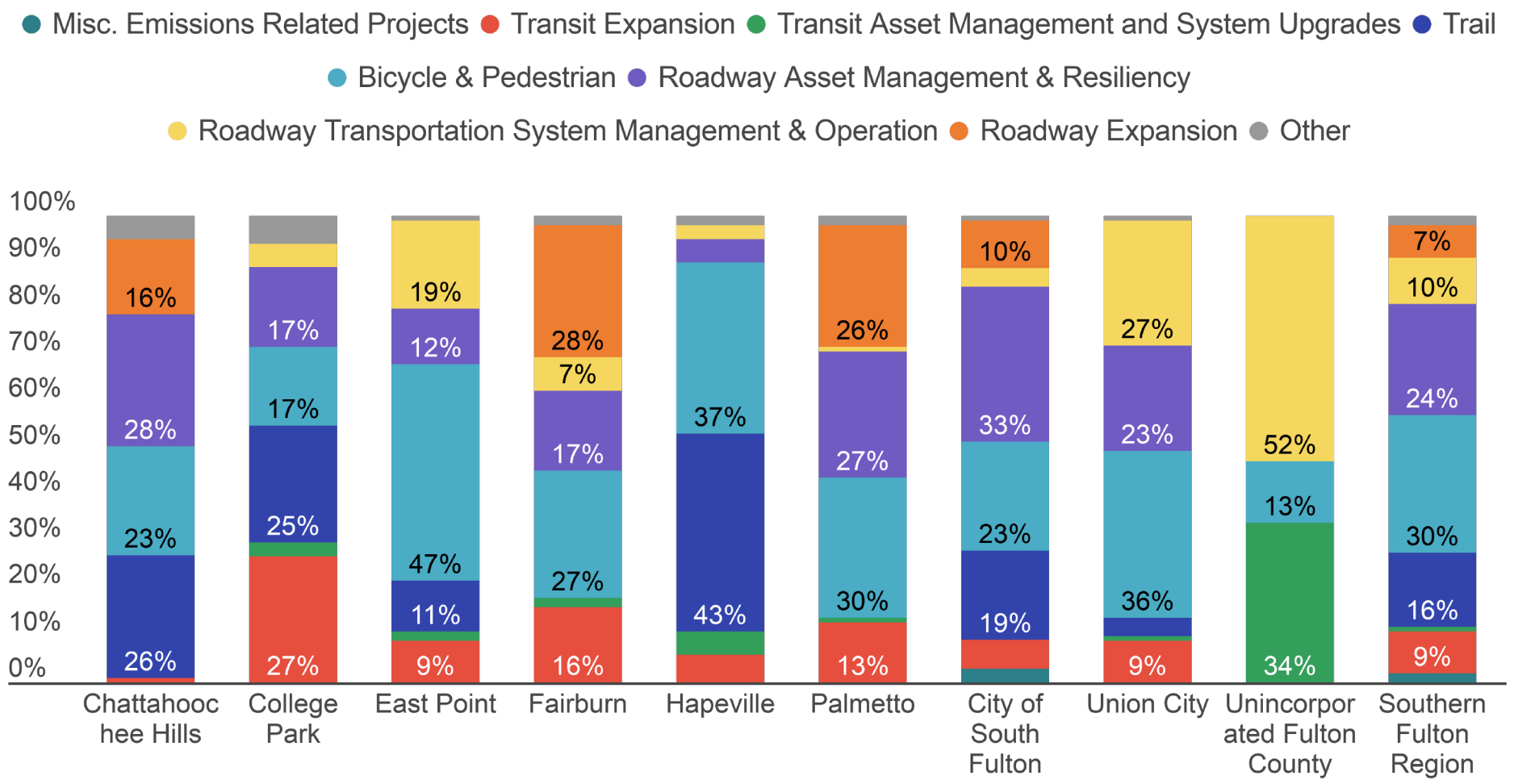


FIGURE 34: FINANCIALLY FEASIBLE PLAN PROJECT COSTS BY CITY

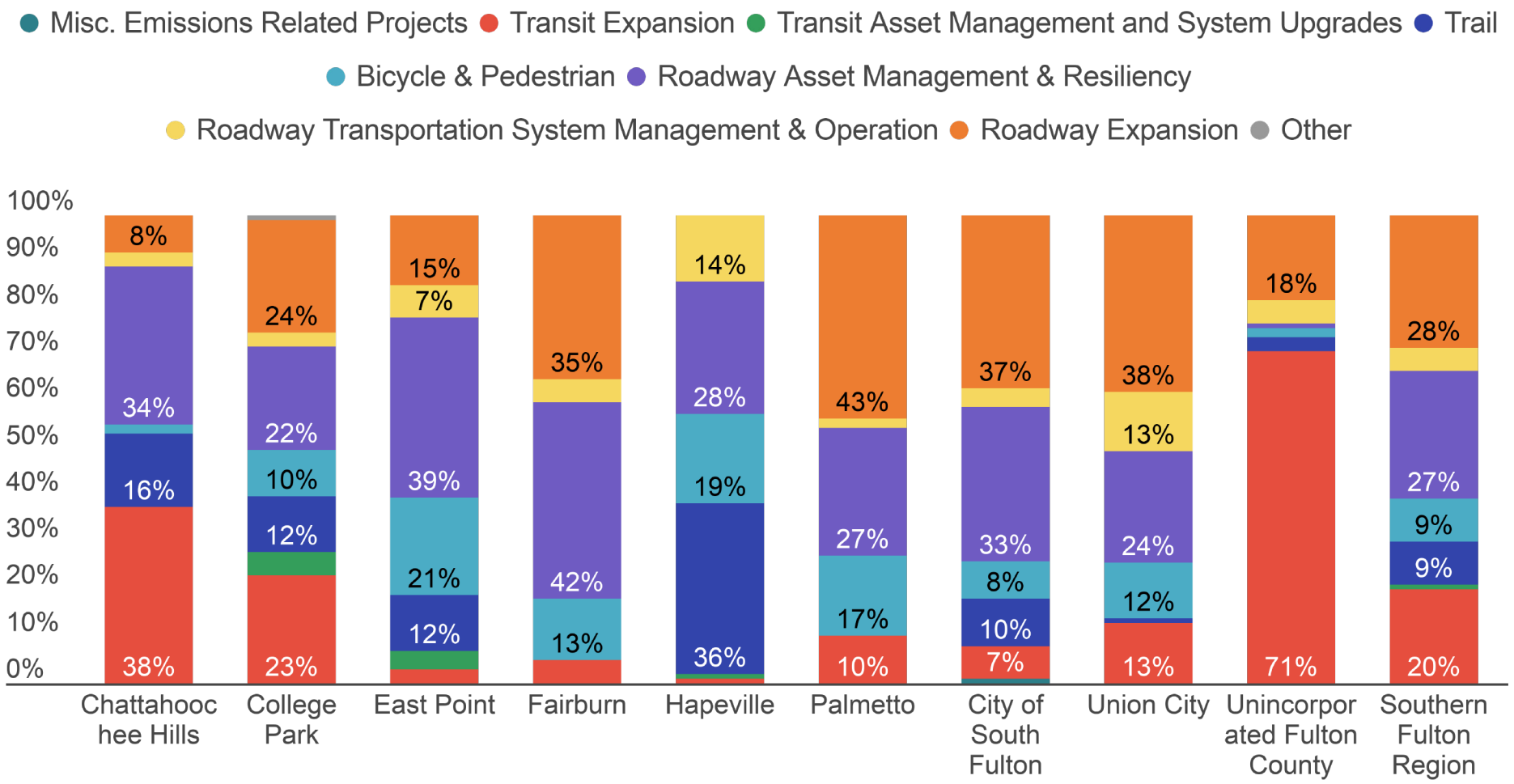


FIGURE 35: ALL PROJECT COSTS BY CITY

WHAT ARE THE BENEFITS OF IMPLEMENTING THESE PROJECTS?

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

DOES THE SFCTP IMPROVE ACCESS FOR TRADITIONALLY UNDERSERVED COMMUNITIES?

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

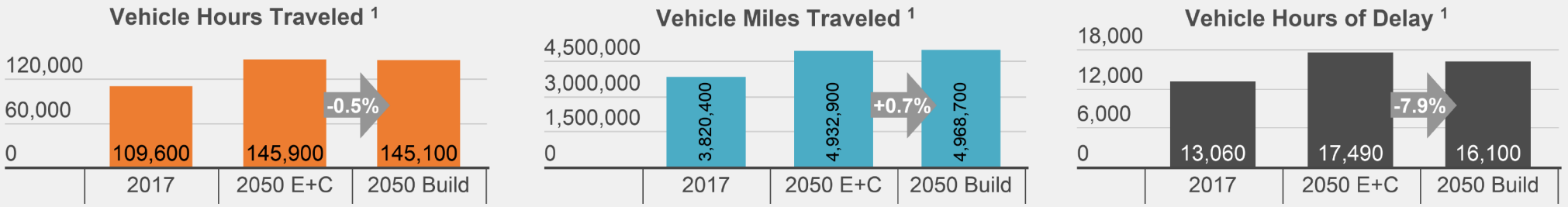
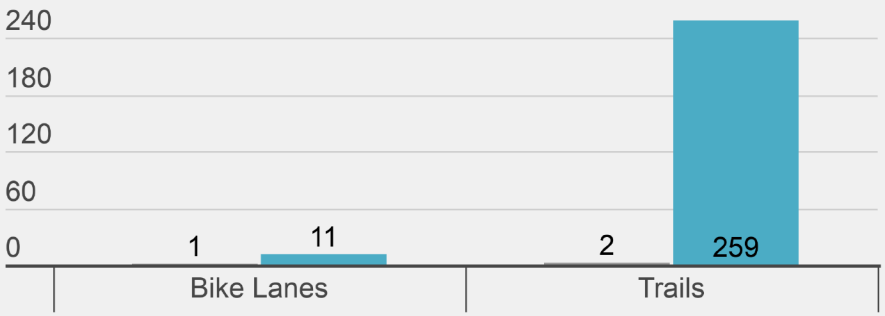


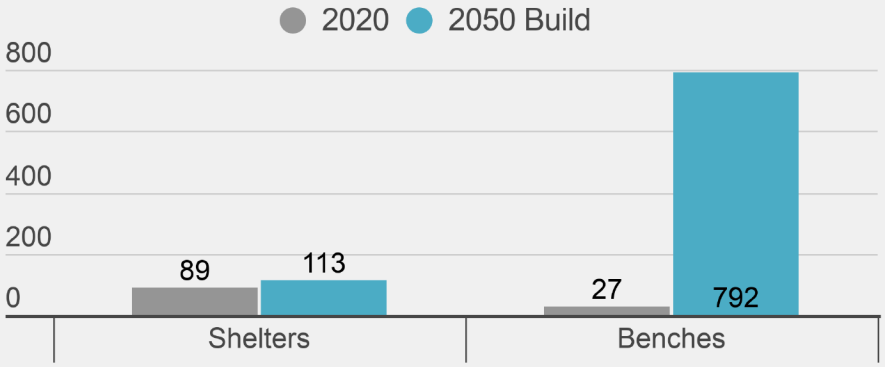
FIGURE 36: SYSTEM PERFORMANCE DASHBOARD: SOUTHERN FULTON REGION

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

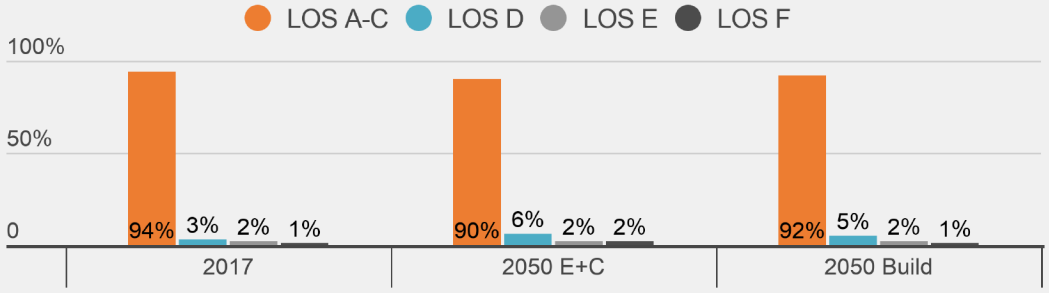
Miles of Bike Lanes & Trails



Number of Bus Stops with Shelters & Benches



Level of Service [1,2]



Multi-Jurisdictional Projects: 64

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

Projects in High SVI Areas: 104

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

Projects in High Isolation Areas (Transit): 23

Projects in High Isolation Areas (Auto): 65

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

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

HOW WILL THE TRANSPORTATION PROJECTS BE PAID FOR?

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

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

LOCAL FUNDING

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

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

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

STATE FUNDING

The following assumptions are made for State funding:

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

FEDERAL FUNDING

The following assumptions are made for Federal funding revenues:

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

LEVERAGING FUNDING SOURCES

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

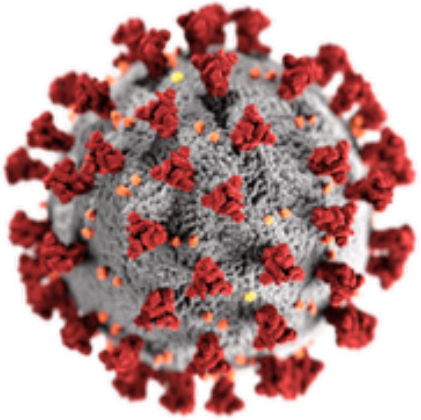
HOW WAS COVID-19, EMERGING TECHNOLOGIES, AND OTHER DISRUPTERS ACCOUNTED FOR IN THE SFCTP?

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

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

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

PANDEMICS AND ECONOMIC DOWNTURNS



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

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

[1] *https://www.bizjournals.com/atlanta/news/2020/06/08/state-of-georgias-tax-collections-fell-10-percent.html*

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

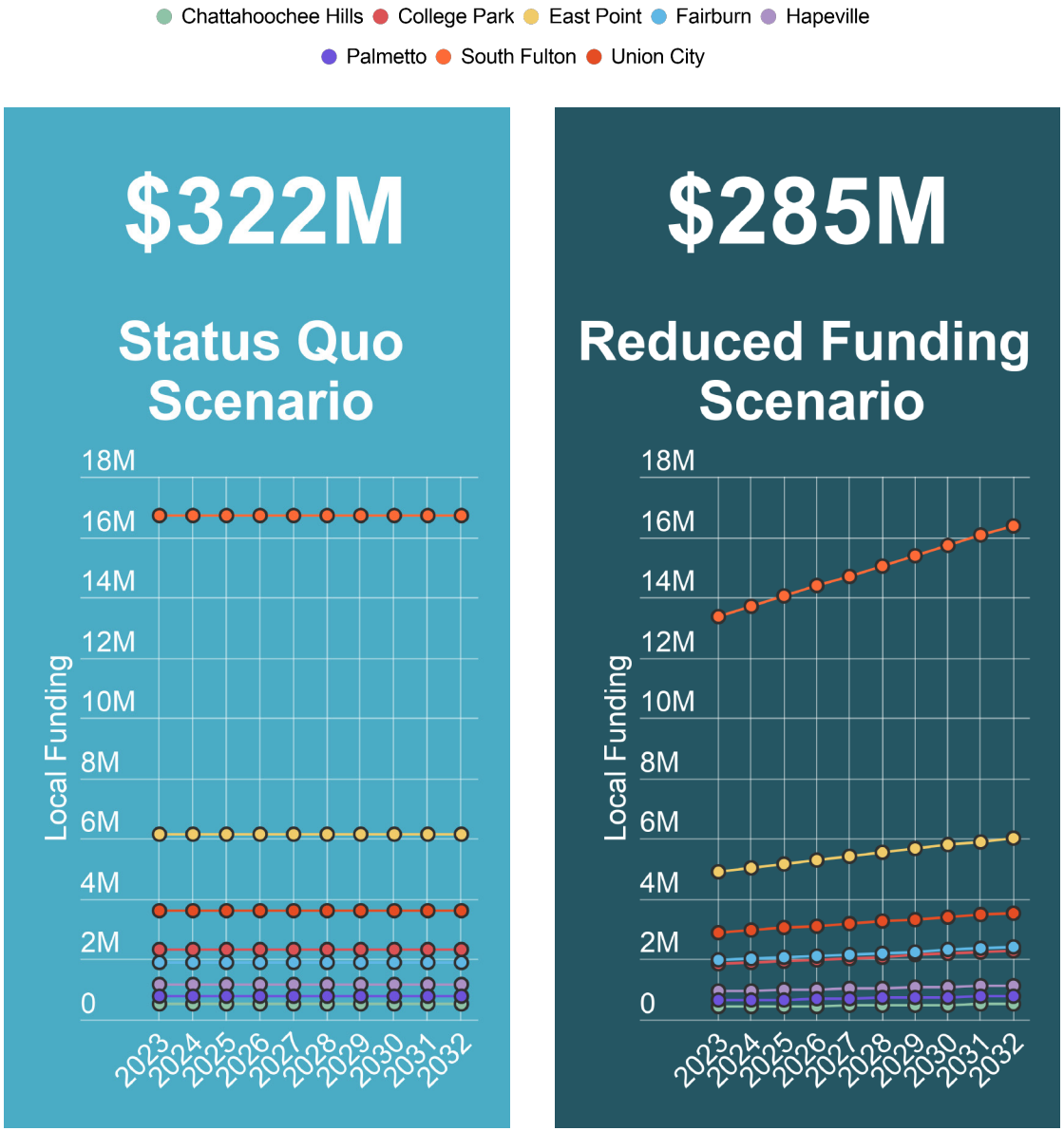


FIGURE 37: COMPARISON OF ANNUAL REVENUE FORECASTS BY FUNDING SCENARIO

ELECTRIC VEHICLES

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

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

CONNECTED VEHICLES

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

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

- **Project #151: Connected Vehicles Deployment Phase 1** - Includes outfitting 108 traffic signals with CV infrastructure and activating emergency vehicle preemption (EVP), transit signal priority (TSP), and freight signal priority (FSP) applications. Phase 1 provides CV signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through the Atlanta region's CV1K initiative being led by ARC and GDOT.
- **Project #2000: Signal Preemption for Emergency Vehicles** - In conjunction with CV Deployment Phase 1, this project is recommended to install vehicle transponders on fire vehicles and ambulances in each of the eight cities.
- **Project #2001: Connected Vehicles Deployment Phase 2** - Includes CV signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through the CV1K initiative or through Connected Vehicles Deployment Phase 1.
- **Project #216: Regional Signal Monitoring & Maintenance Contract** - This project is recommended to establish a regional contract for signal monitoring, maintenance, and operations in the Southern Fulton region. This would be like GDOT's Regional Traffic Operations Program (RTOP) but for non-state routes. Should GDOT include non-state routes into their monitoring program in the future, this contract may not be needed.

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

AUTONOMOUS (DRIVERLESS) VEHICLES

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

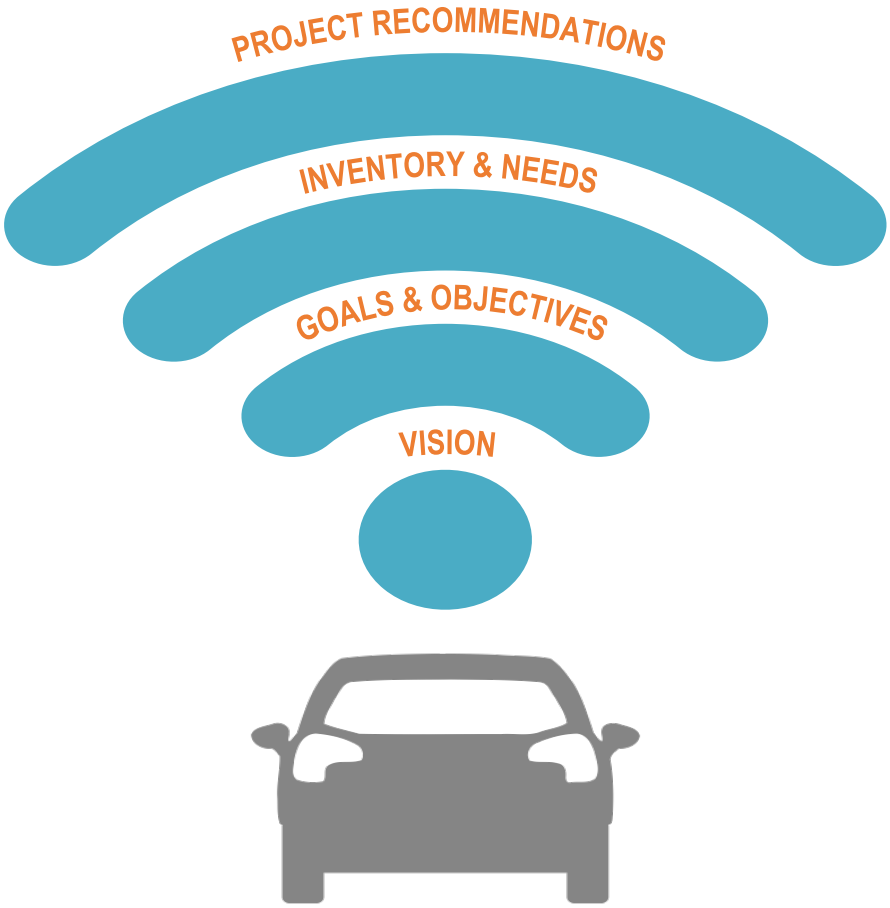


FIGURE 38: ACCOUNTING FOR CVS AND EVS IN THE SFCTP

PROJECT RECOMMENDATIONS

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

INVENTORY & NEEDS

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

GOALS & OBJECTIVES

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

VISION

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

WHAT HAPPENS NEXT?

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

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

APPENDIX:

PROJECT TYPE DEFINITIONS
PROJECT RECOMMENDATIONS LIST & MAPS

Updated October 2020

PROJECT SUB-TYPE DESCRIPTIONS

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

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

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

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

PROJECT RECOMMENDATIONS

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

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

PROGRAMMED RTP & TSPLOST PROJECTS

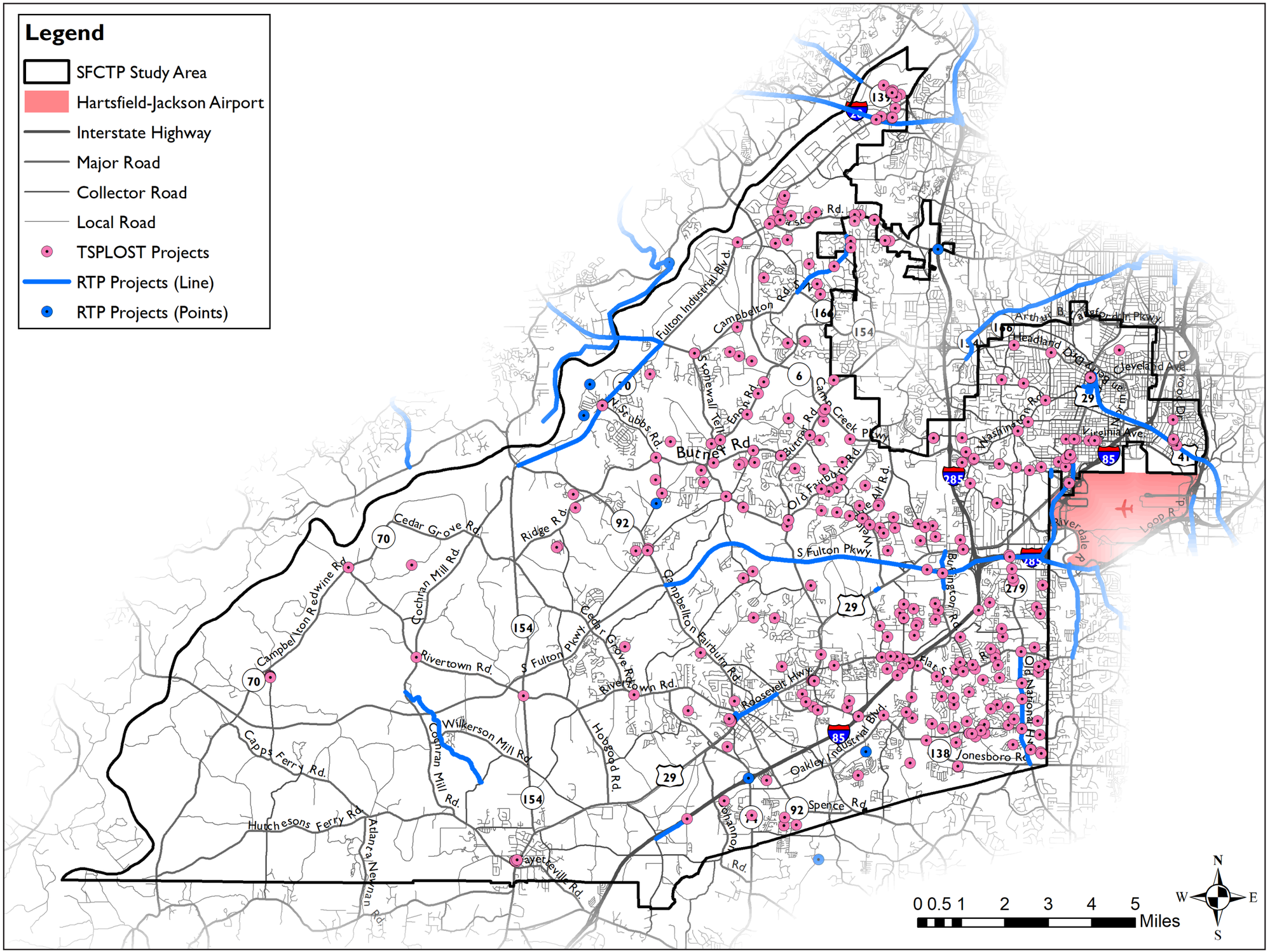
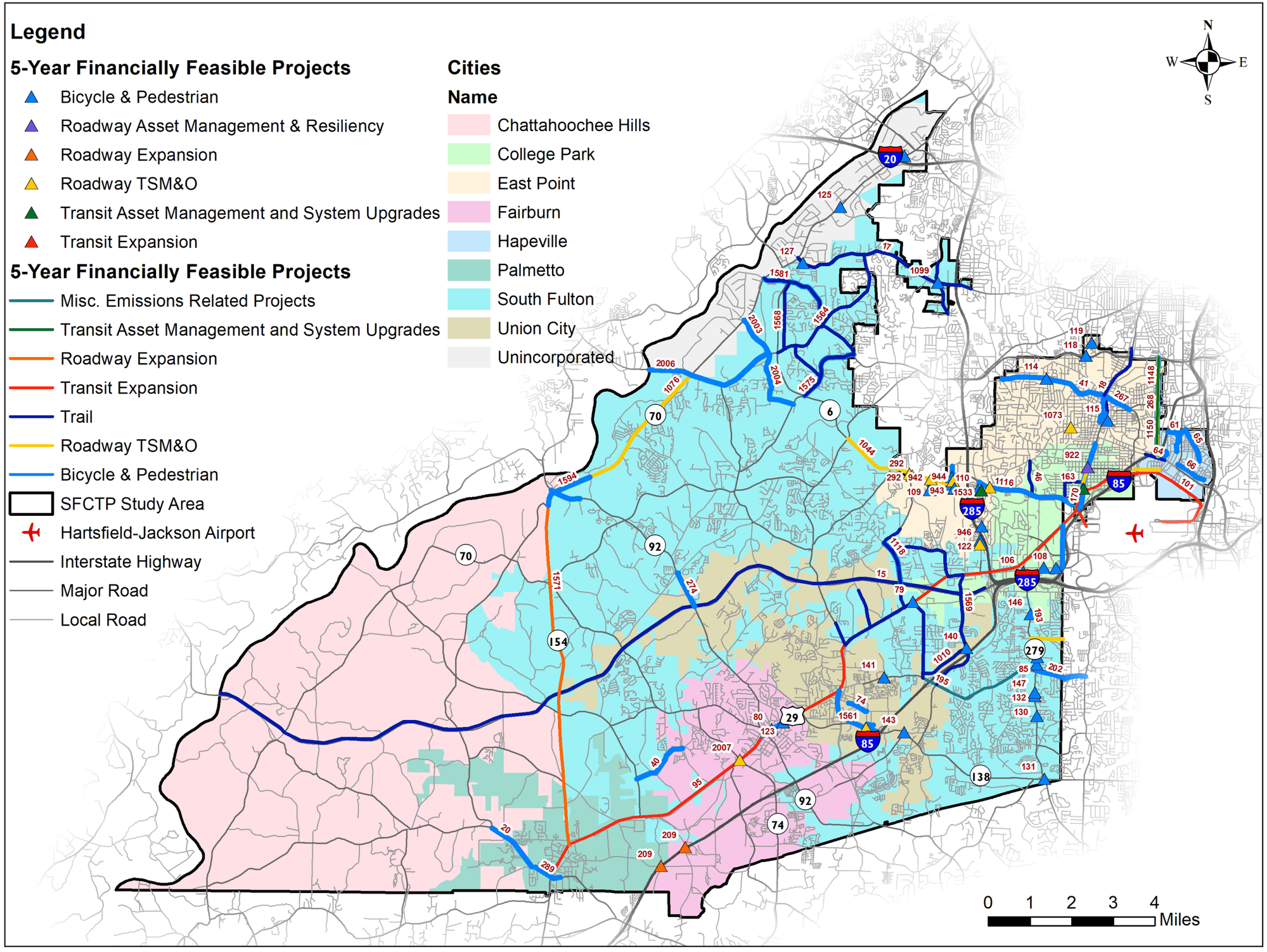


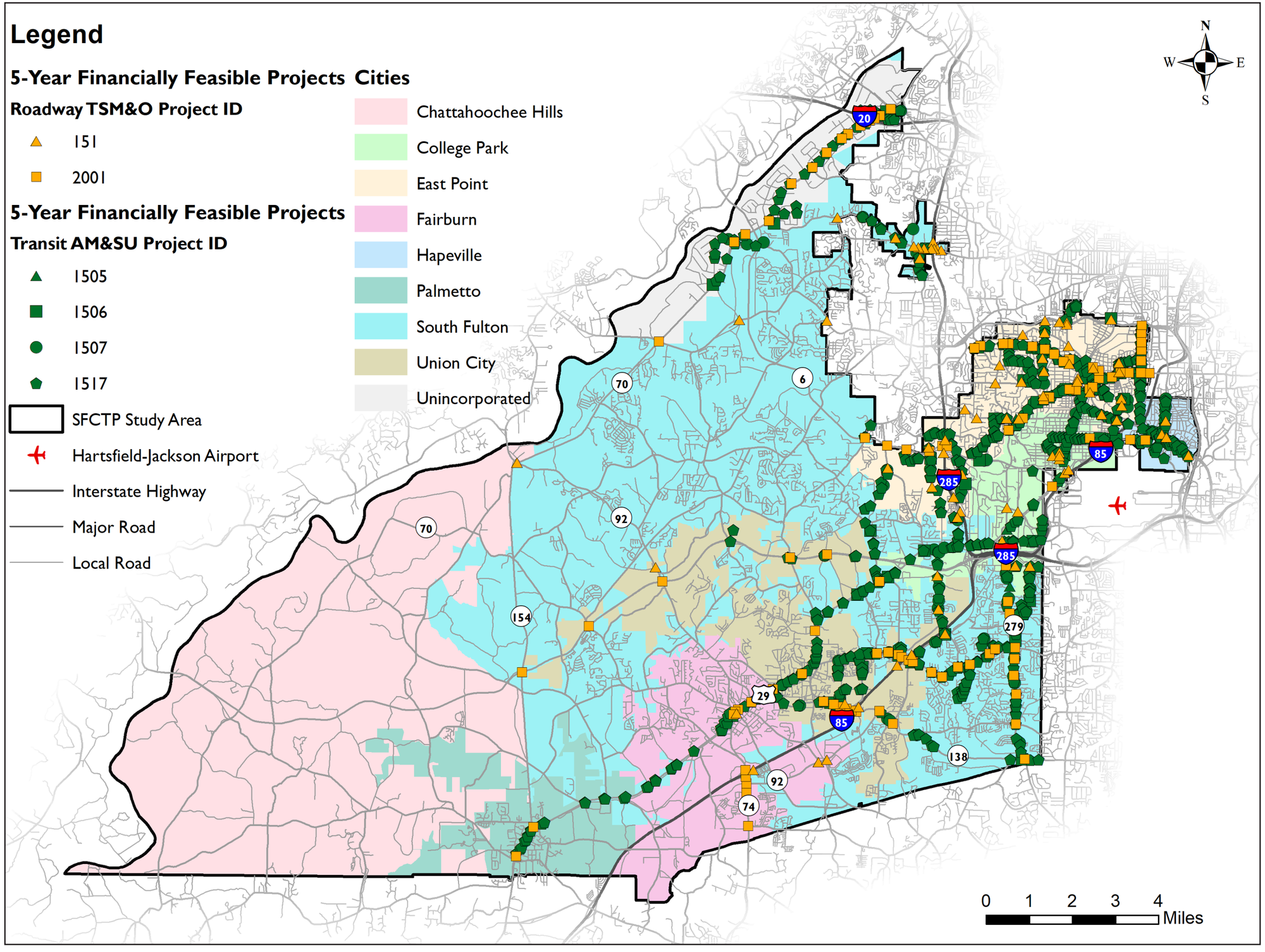
FIGURE 1: PROGRAMMED RTP & TSPLOST PROJECTS

SHORT-TERM (5-YEAR) PROJECT RECOMMENDATIONS[1]

FIGURE 2: 5-YEAR PROJECT RECOMMENDATIONS (EXCLUDING CV SIGNAL UPGRADE PHASES 1 & 2 AND BUS STOP AMENITY PROJECTS)



[1]Project #209 (new interchange on I-85) is shown at two possible locations. The location would be further evaluated as part of an IJR.

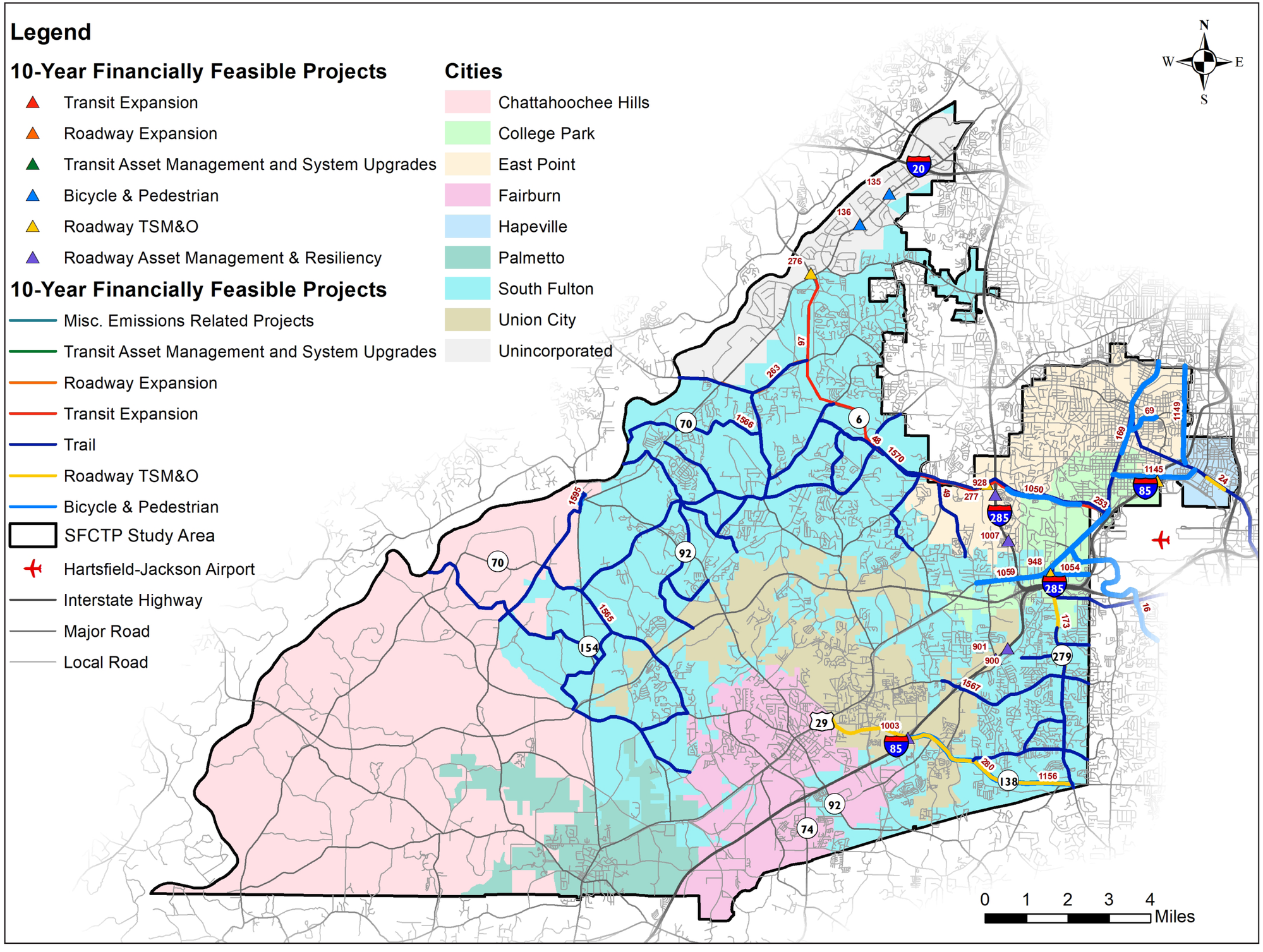


SHORT-TERM (5-YEAR) PROJECT RECOMMENDATIONS: CV SIGNAL UPGRADE PHASES 1 & 2 AND BUS STOP AMENITY PROJECTS ONLY

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

MID-TERM (10-YEAR) PROJECT RECOMMENDATIONS

FIGURE 4: 10-YEAR PROJECT RECOMMENDATIONS



FINANCIALLY FEASIBLE PLAN: BICYCLE & PEDESTRIAN PROJECTS

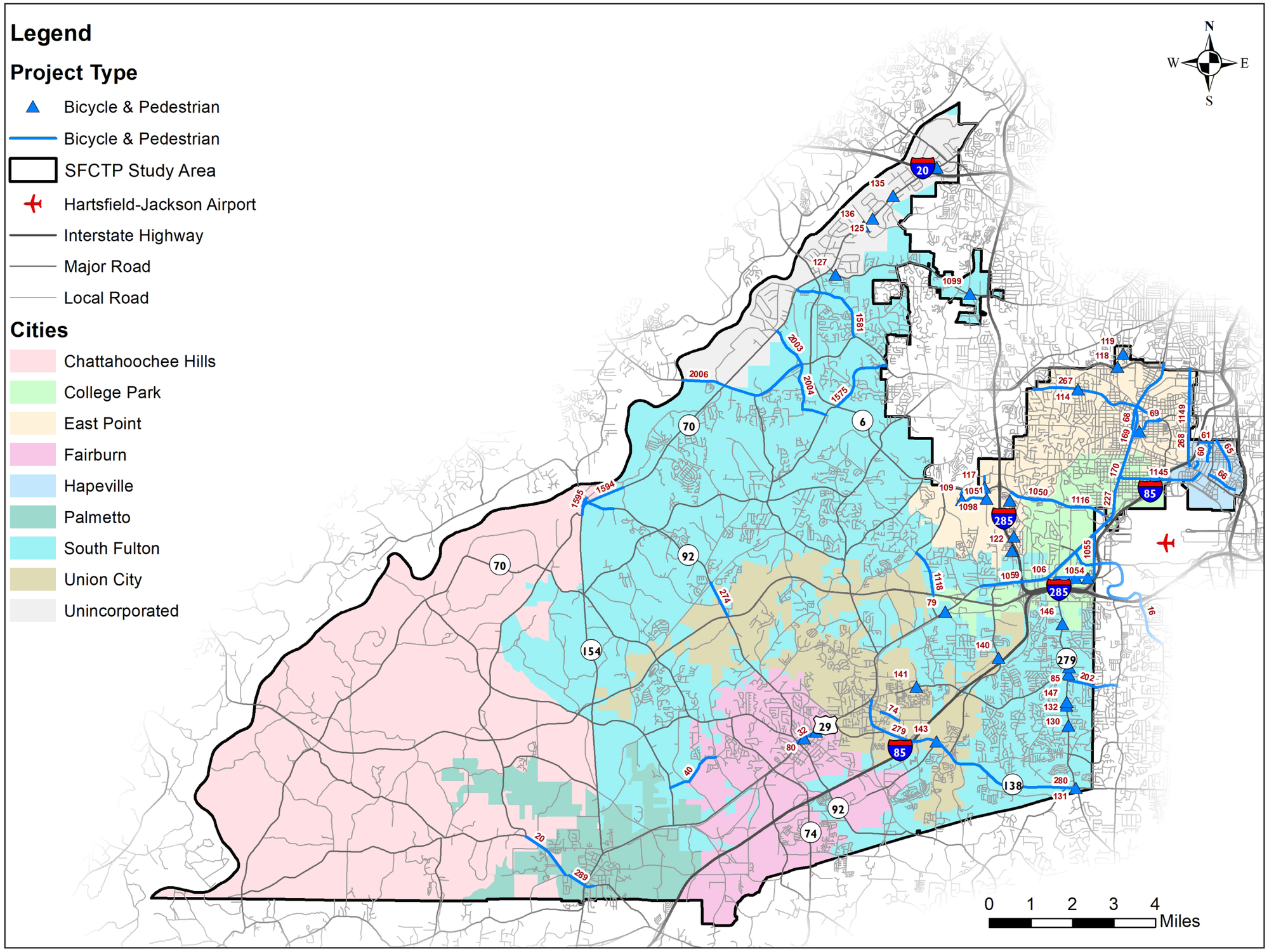
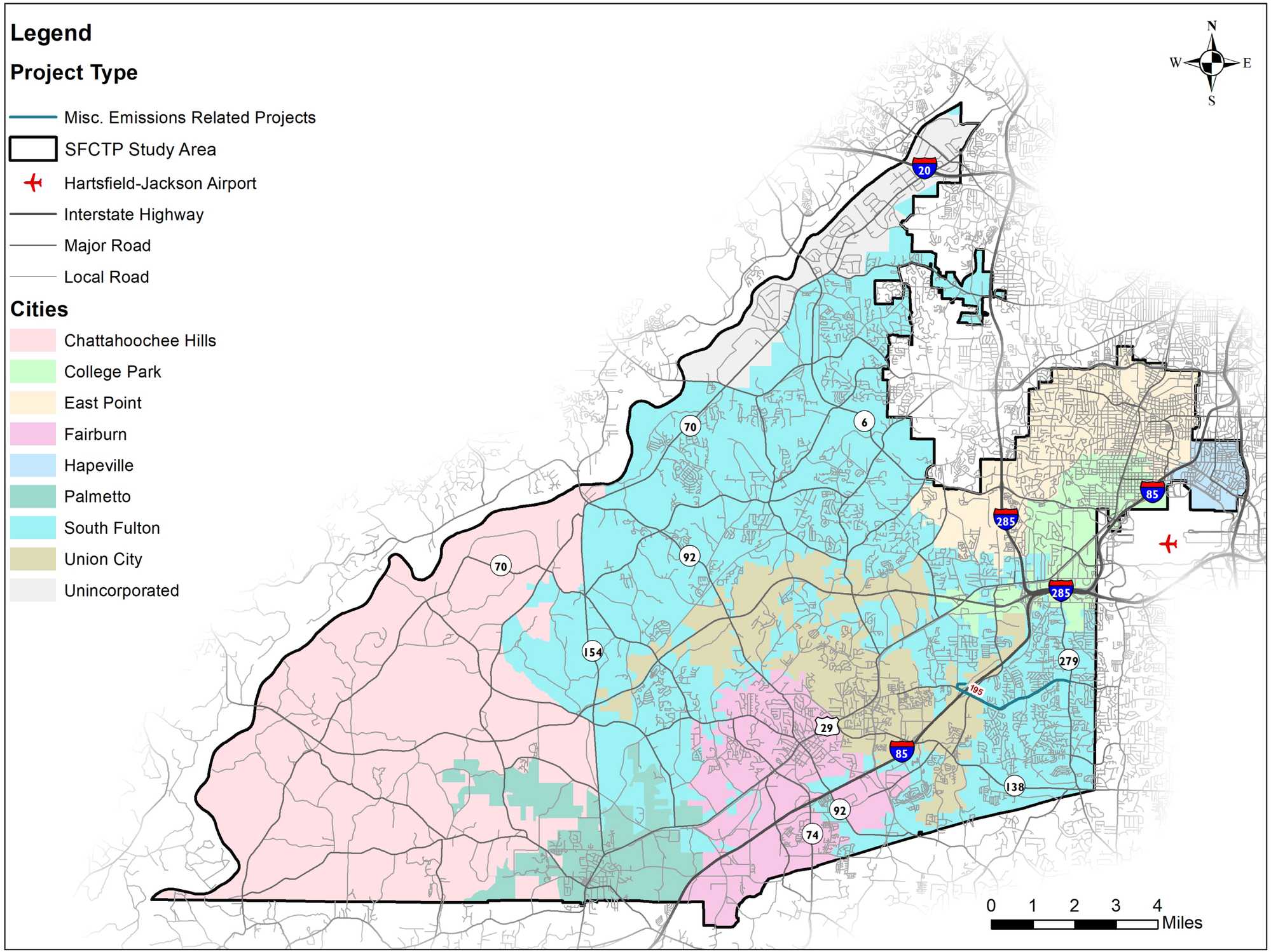


FIGURE 5: FINANCIALLY FEASIBLE PLAN: BICYCLE & PEDESTRIAN PROJECTS

FINANCIALLY FEASIBLE PLAN: MISC. EMISSIONS RELATED PROJECTS

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



FINANCIALLY FEASIBLE PLAN: TRAIL PROJECTS

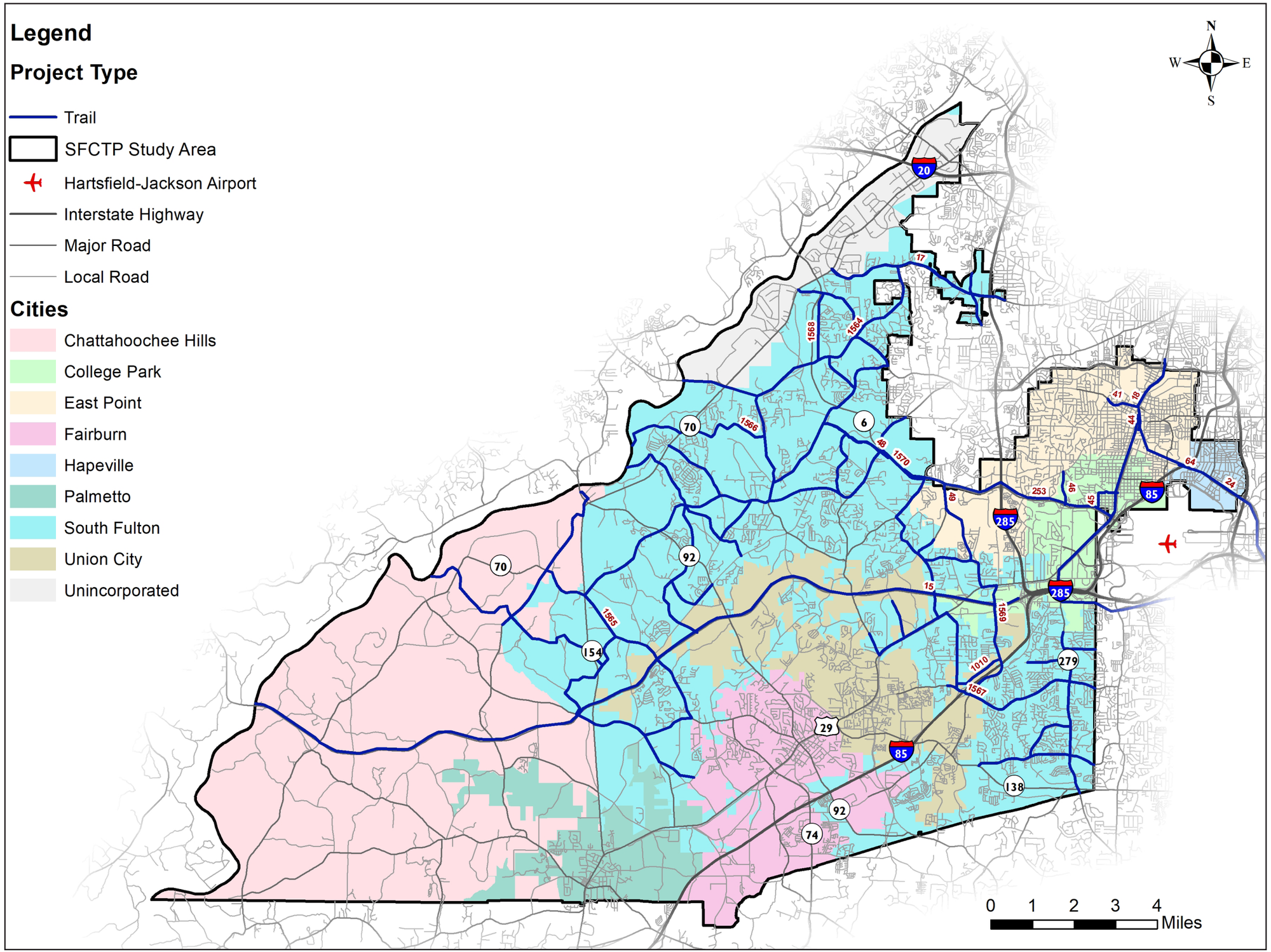
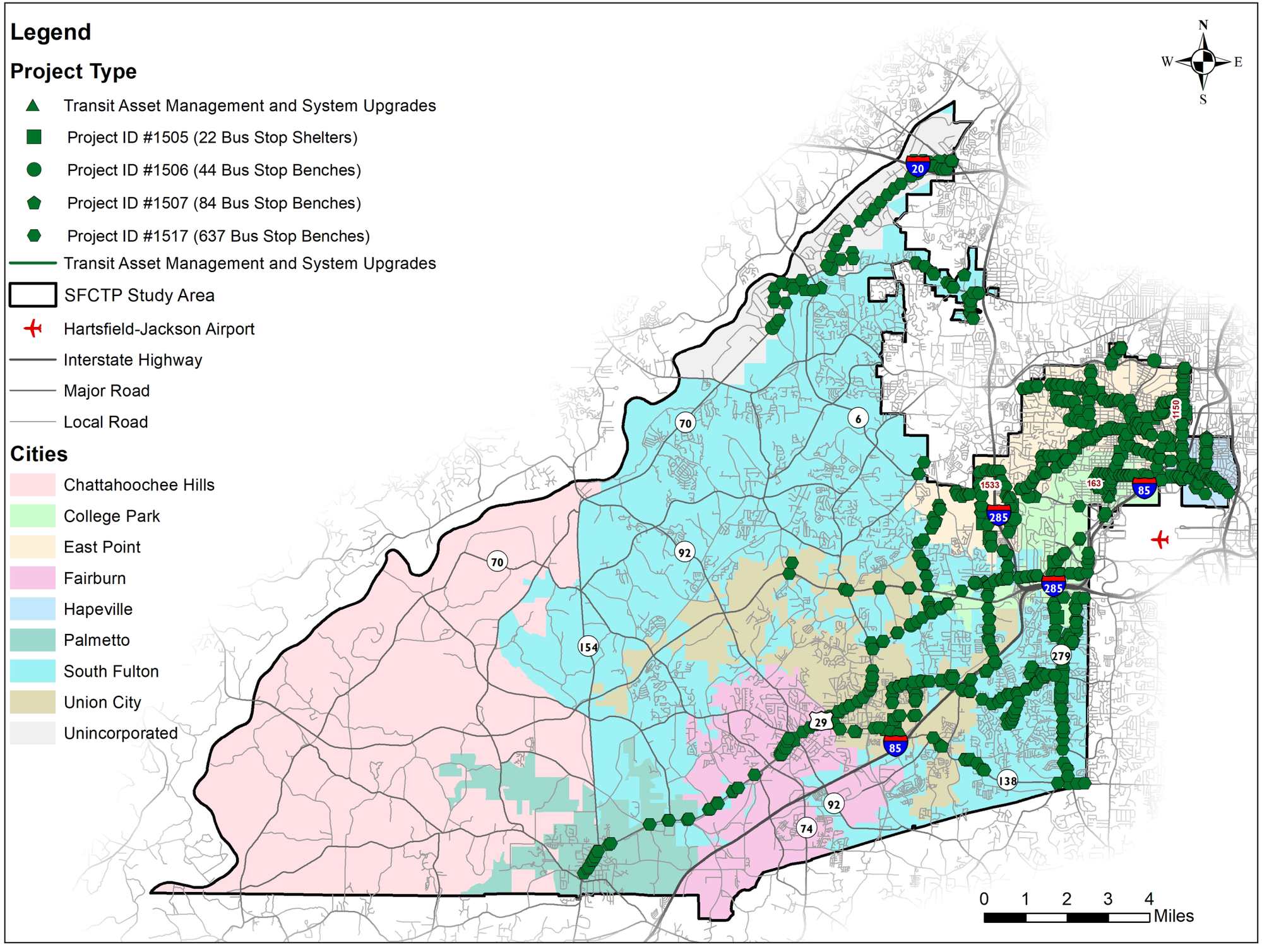


FIGURE 7: FINANCIALLY FEASIBLE PLAN: TRAIL PROJECTS

FINANCIALLY FEASIBLE PLAN: TRANSIT ASSET MANAGEMENT AND SYSTEM UPGRADE PROJECTS

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



FINANCIALLY FEASIBLE PLAN: TRANSIT EXPANSION PROJECTS

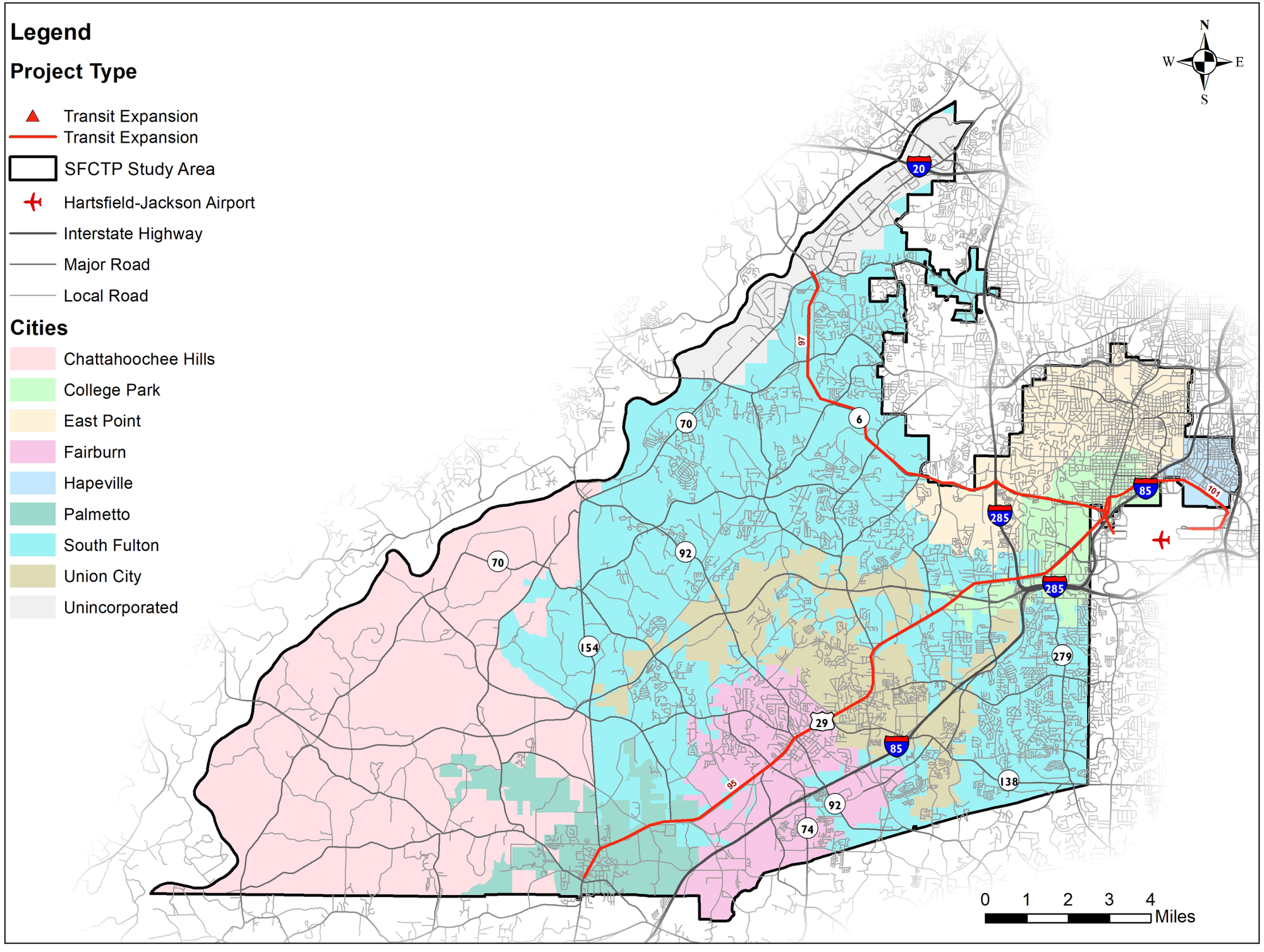
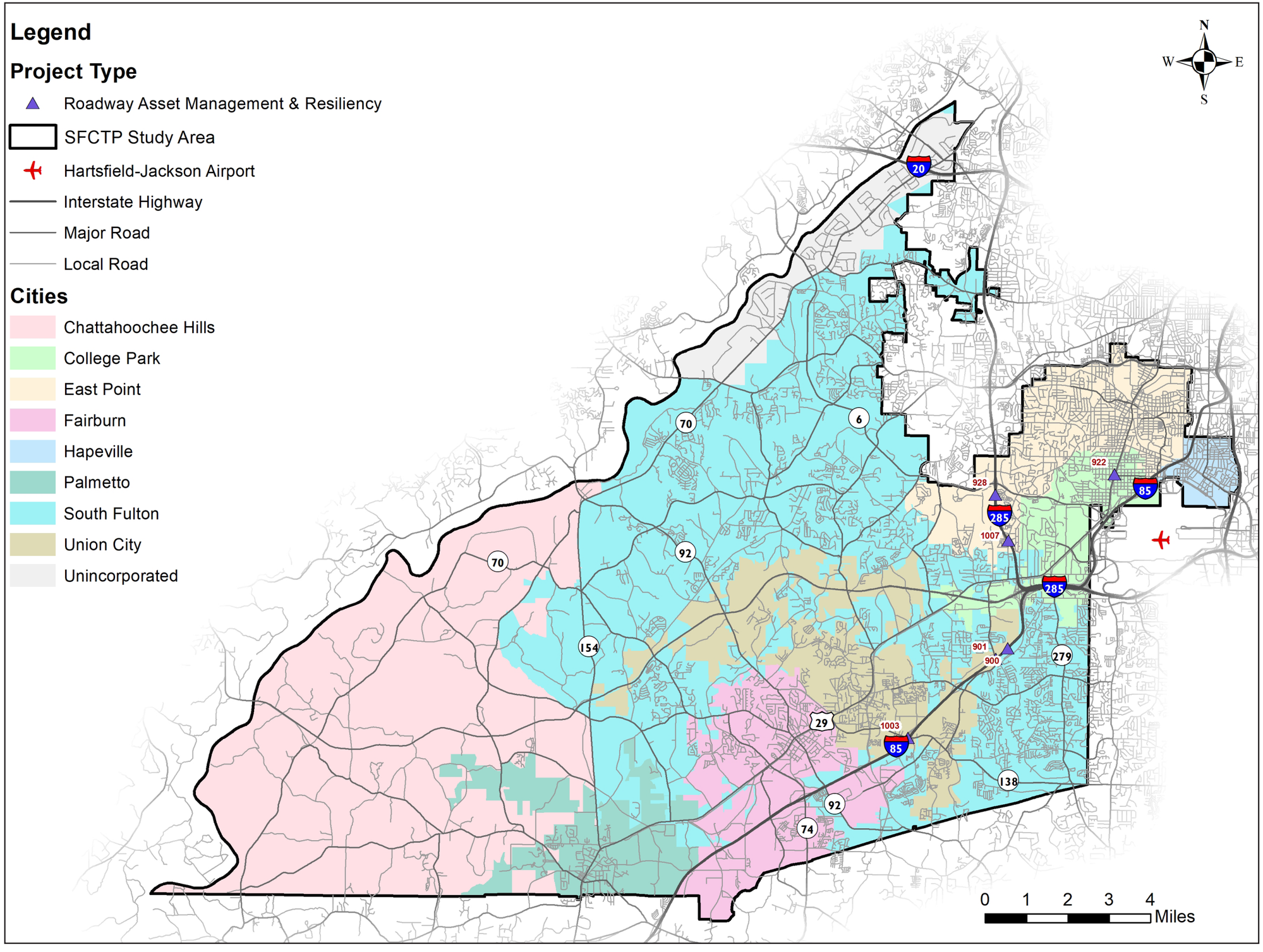


FIGURE 9: FINANCIALLY FEASIBLE PLAN: TRANSIT EXPANSION PROJECTS

FINANCIALLY FEASIBLE PLAN: ROADWAY ASSET MANAGEMENT & RESILIENCY PROJECTS

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



FINANCIALLY FEASIBLE PLAN: ROADWAY TRANSPORTATION SYSTEM MANAGEMENT & OPERATION PROJECTS

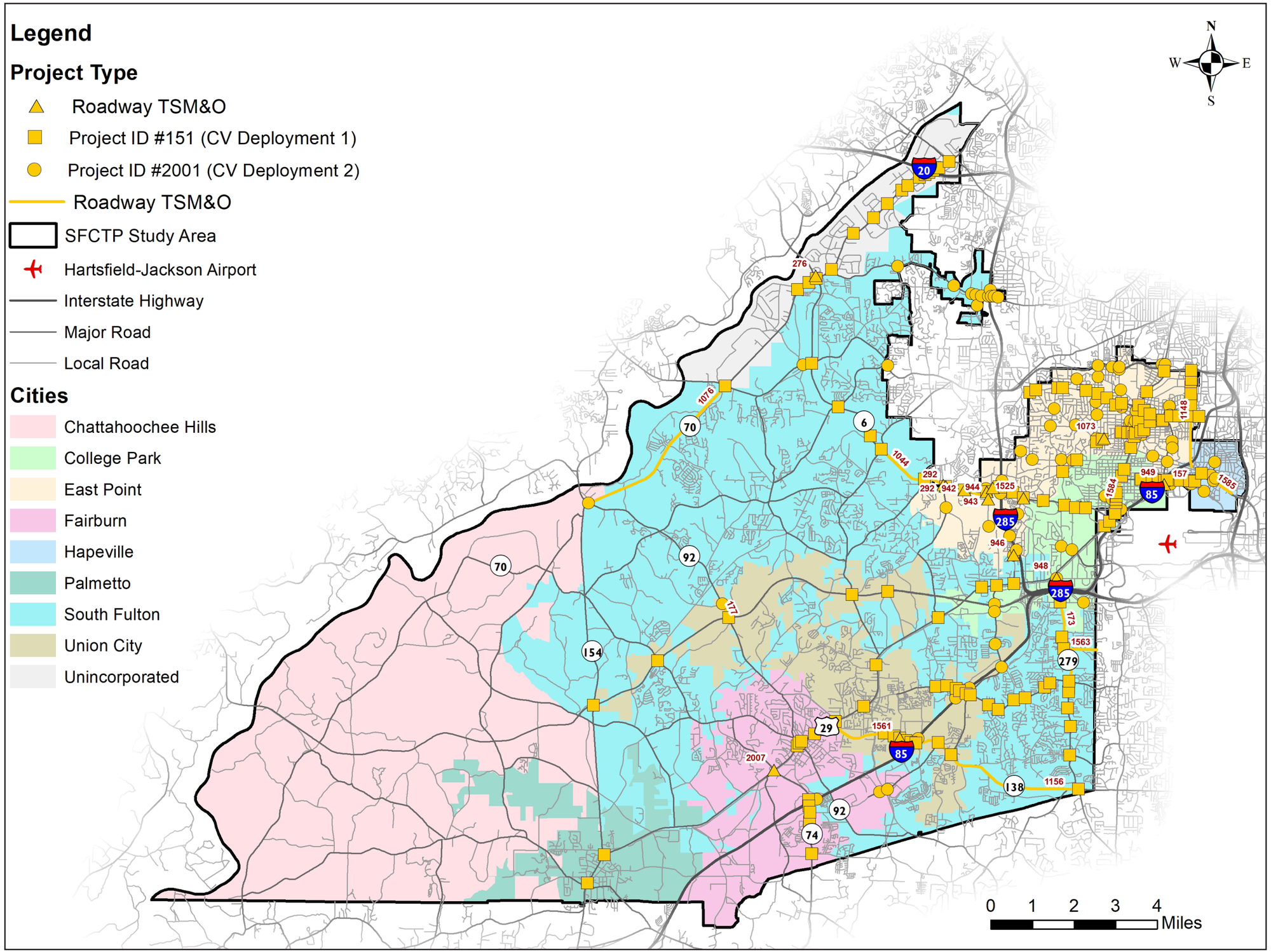
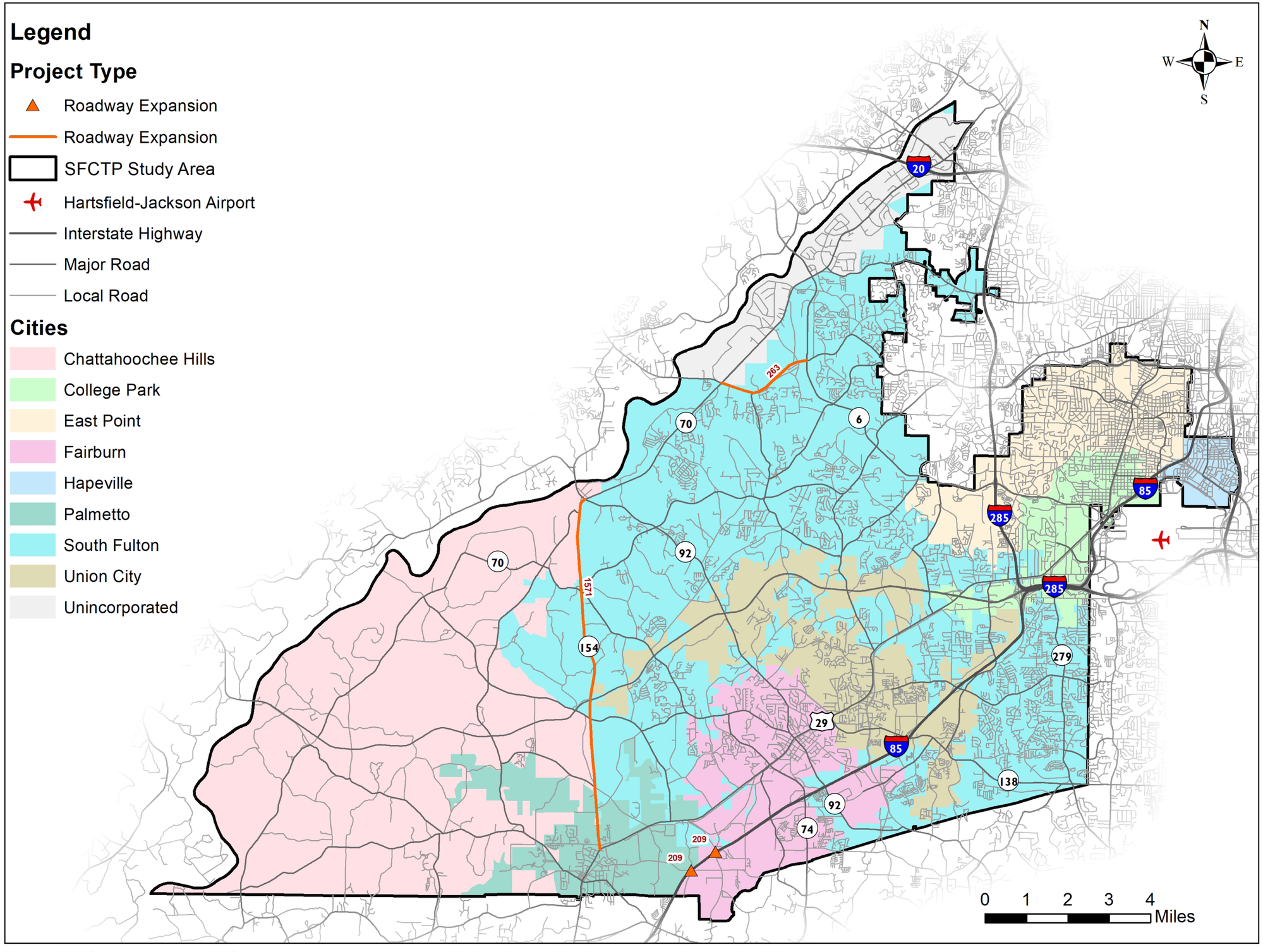


FIGURE 11: FINANCIALLY FEASIBLE PLAN: ROADWAY TRANSPORTATION SYSTEM MANAGEMENT & OPERATION PROJECTS

FINANCIALLY FEASIBLE PLAN: ROADWAY EXPANSION PROJECTS[2]

FIGURE 12: FINANCIALLY FEASIBLE PLAN: ROADWAY EXPANSION PROJECTS



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

LONG-TERM PROJECT RECOMMENDATIONS MAP

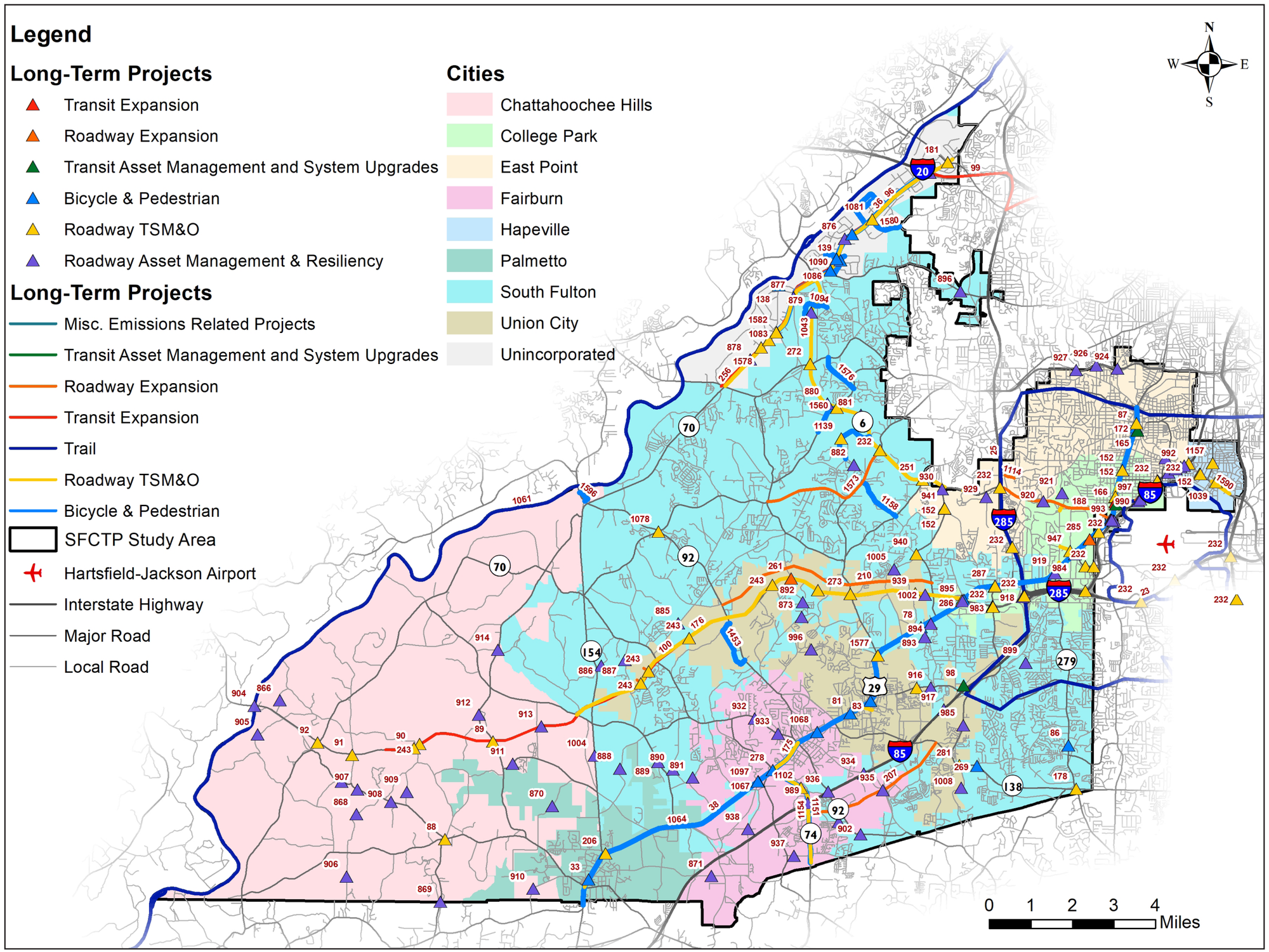


FIGURE 13: LONG-TERM PROJECT RECOMMENDATIONS

SHORT-TERM (5-YEAR) PROJECT RECOMMENDATIONS LIST

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

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

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79	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/ Roosevelt Hwy			Feldwood Rd	Install crosswalks and sidewalks	South Fulton	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$89,900	$116,767	75.0	158
80	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Broad St			Strickland St	Install crosswalks	Fairburn	$1,000	$0	$11,000	N/A	$1,333	$13,333	$5,800	$7,533	80.8	127
85	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 279/Old National Hwy			Wexford Dr	Install crosswalks	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	81.1	125
106	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			Sullivan Rd	Midblock pedestrian crossing (in conjunction with planned/ programmed new bus shelter)	College Park	$7,000	$0	$69,000	N/A	$8,444	$84,444	$36,733	$47,711	87.5	93
107	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Sullivan Rd			Edison Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	College Park	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$206,667	$0	84.1	111
108	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Sullivan Rd			Embarcade-ro	Install crosswalk (in conjunction with planned/ programmed new bus shelter)	College Park	$1,000	$0	$11,000	N/A	$1,333	$13,333	$13,333	$0	84.1	111
109	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Centre Pkwy			1800	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$206,667	$0	96.7	42
110	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Desert Dr			3148	Install sidewalks and midblock crossing at apartment drive (in conjunction with planned/ programmed new bus shelter)	East Point	$8,000	$39,000	$78,000	N/A	$13,889	$138,889	$138,889	$0	103.5	23
114	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Headland Dr			Graywall St	Midblock pedestrian crossing (in conjunction with planned/ programmed new bus shelter)	East Point	$7,000	$0	$69,000	N/A	$8,444	$84,444	$84,444	$0	95.8	46
115	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Irene Kidd Pkwy			Central Ave	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	East Point	$1,000	$0	$11,000	N/A	$1,333	$13,333	$13,333	$0	88.7	82

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117	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	N Commerce Dr			Marketplace Blvd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$7,000	$33,500	$67,000	N/A	$11,944	$119,444	$119,444	$0	96.7	42
118	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Stanton Rd			Alison Ct	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	East Point	$1,000	$0	$14,000	N/A	$1,667	$16,667	$16,667	$0	93.4	56
119	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Stanton Rd			McClelland Ave	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$6,000	$31,500	$63,000	N/A	$11,167	$111,667	$111,667	$0	93.4	56
121	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Washington Rd			Carmel Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$11,000	$56,000	$112,000	N/A	$19,889	$198,889	$198,889	$0	101.1	30
122	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Washington Rd			Spanish Trl	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$11,000	$56,000	$112,000	N/A	$19,889	$198,889	$198,889	$0	94.0	53
123	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	NW Broad St			NE Broad St	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fairburn	$6,000	$30,000	$60,000	N/A	$10,667	$106,667	$46,400	$60,267	80.1	130
125	Bicycle & Pedestrian	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	Bakers Ferry Rd			SR70/Fulton Industrial Blvd	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	79.9	132
127	Bicycle & Pedestrian	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	Cascade Rd			Old Cascade Rd SW	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	South Fulton	$2,000	$0	$17,000	N/A	$2,111	$21,111	$21,111	$0	76.9	142

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130	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			Creel Rd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$5,000	$26,500	$53,000	N/A	$9,389	$93,889	$40,842	$53,047	85.8	100
131	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			SR 138/ Jonesboro Rd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$92,800	$120,533	82.8	116
132	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			Olmadison Pl	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$6,000	$30,000	$60,000	N/A	$10,667	$106,667	$46,400	$60,267	88.9	80
134	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			Sheriff Rd	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	85.9	98
137	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 70/Fulton Industrial Blvd			Wendell Dr	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	Fulton County	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	84.7	109
140	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Buffington Rd			Royal South Pkwy	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	Union City	$1,000	$0	$11,000	N/A	$1,333	$13,333	$13,333	$0	93.2	59
141	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Flat Shoals Rd			Oakley Rd	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	Union City	$1,000	$0	$11,000	N/A	$1,333	$13,333	$5,800	$7,533	81.5	122
143	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 138/ Jonesboro Rd			Oakley Industrial Blvd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Union City	$7,000	$33,500	$67,000	N/A	$11,944	$119,444	$51,958	$67,486	103.3	26

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

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

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2005	Bicycle & Pedestrian	Sidewalks	Vandiver Rd	Union Rd	Enon Rd		Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	$44,000	$219,500	$439,000	N/A	$78,056	$780,556	$780,556	$0	62.6	249
2006	Bicycle & Pedestrian	Sidewalks	SR 154/ Campbellton Rd	Union Rd/ Riverside Dr	Douglas County Line		Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	$272,000	$1,360,000	$2,720,000	N/A	$483,556	$4,835,556	$2,103,467	$2,732,089	69.0	208
195	Misc. Emissions Related Projects	Transit Signal Priority	Flat Shoals Rd	I-85	SR 279/Old National Hwy		South Fulton Park and Ride to College Park MARTA Station Queue Jumpers (MARTA Route 89)	South Fulton	$439,000	$184,000	$4,569,000	N/A	$228,000	$6,674,381	$6,674,381	$0	104.7	18
2008	Other	Intersection Justification Report	I-85			Gullatt Rd or Johnson Rd	Intersection Justification Report (IJR) for new interchange at I-85 near Johnson Rd and Gullatt Rd	Fairburn, Palmetto	N/A	N/A	N/A	N/A	N/A	$150,000	$65,250	$84,750	N/A	N/A
1548	Other	Scoping study	Camp Creek Parkway/ SR 6	Chatta-hoochee River	I-85		Partner with the Fulton Industrial Boulevard CID and local jurisdictions to conduct a scoping study along Camp Creek Parkway (SR 6) from the Chattahoochee River to I-85, with a focus on operations, capacity, and safety.	College Park, South Fulton, East Point, Atlanta	N/A	N/A	N/A	N/A	N/A	$1,000,000	$435,000	$565,000	N/A	N/A
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$250,000	$0	N/A	N/A
51	Other	Study	N/A				Pedestrian Plan: Evaluate feasibility of Chattahoochee Hill Country Greenway Trail and assess use of resources	Chattahooch-ee Hills	N/A	N/A	N/A	N/A	N/A	$150,000	$150,000	$0	N/A	N/A
52	Other	Study	N/A				Pedestrian Plan: Expand the current Parks, Recreation and Trails Plan and promote awareness of its recommendations to the community	Chattahooch-ee Hills	N/A	N/A	N/A	N/A	N/A	$150,000	$150,000	$0	N/A	N/A
1110	Other	Study					Conduct transit feasibility study for potential new high-capacity transit (such as bus rapid transit, express bus, or rail)	Chattahooch-ee Hills; City of South Fulton	N/A	N/A	N/A	N/A	N/A	$300,000	$300,000	$0	N/A	N/A

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54	Other	Study	N/A				Conduct Greenway Trails Plan, to include Connection to Atlanta BeltLine through Bike and Pedestrian Trails	College Park	N/A	N/A	N/A	N/A	N/A	$250,000	$250,000	$0	N/A	N/A
196	Other	Study	SR 279/Old National Hwy			Godby Rd	SR 279/Old National Hwy at Godby Rd.: Safety Study and Improvements	College Park	$100,000	$300,000	$500,000	N/A	$100,000	$1,231,436	$535,675	$695,761	N/A	N/A
241	Other	Study	US 29/ Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	N/A	N/A	N/A	N/A	N/A	$500,000	$217,500	$282,500	N/A	N/A
1075	Other	Study	Camp Creek Marketplace				Traffic analysis study for Camp Creek Marketplace area with recommendations for improved traffic flow.	East Point	N/A	N/A	N/A	N/A	N/A	$100,000	$100,000	$0	N/A	N/A
1555	Other	Study	I-285 NB				Study to Support Implementation of I-285 NB Directional Signage	East Point, South Fulton	N/A	N/A	N/A	N/A	N/A	$200,000	$87,000	$113,000	N/A	N/A
1070	Other	Study	US 29 / NW Broad St			Senoia Rd	Traffic signal warrant study at US 29 @ Senoia Rd. This is on a bus route and near senior center and police station. Signalized crossing would help seniors cross US 29 to access the senior center and police station.	Fairburn	N/A	N/A	N/A	N/A	N/A	$7,000	$3,045	$3,955	N/A	N/A
59	Other	Study	N/A				Pedestrian Plan: Evaluate a Hapeville Gateway and Downtown Overlay District and Design Guidelines. Design Guidelines may include streetscape standards, block sizes, setbacks, etc. Encourage the incorporation of functional art into streetscapes, including creative streetlights, crosswalks, benches, etc.	Hapeville	N/A	N/A	N/A	N/A	N/A	$200,000	$200,000	$0	N/A	N/A
193	Other	Study	SR 279/Old National Hwy	Flat Shoals Rd	I-285		Corridor study for SR 279/Old National Hwy from Flat Shoals Rd to I-285	South Fulton	N/A	N/A	N/A	N/A	N/A	$350,000	$152,250	$197,750	100.2	35
200	Other	Study	SR 279/Old National Hwy			Flat Shoals	SR 279/Old National Hwy at Flat Shoals Rd.: Safety study and improvements, including Advanced Traffic Management Systems (ATMS)	South Fulton	$100,000	$300,000	$500,000	N/A	$100,000	$1,231,436	$535,675	$695,761	N/A	N/A

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1137	Other	Study	Parallel roadway facility	SR 70/ Fulton Industrial Blvd	Butner Rd		Study for new roadway facility parallel to the north of Camp Creek Pkwy from approximately SR 70/Fulton Industrial Blvd. to Butner Rd.	South Fulton	N/A	N/A	N/A	N/A	N/A	$100,000	$43,500	$56,500	N/A	N/A
1159	Other	Study					Pedestrian and Bicycle Masterplan for the City of South Fulton	South Fulton	N/A	N/A	N/A	N/A	N/A	$150,000	$150,000	$0	N/A	N/A
242	Other	Study	N/A				Conduct analysis and develop policies to reduce truck traffic on local residential roads. May include cameras, apps/ notifications to drivers, etc. as well as infrastructure constraints causing trucks to travel on residential roads	Union City	N/A	N/A	N/A	N/A	N/A	$250,000	$250,000	$0	N/A	N/A
240	Other	Wayfinding/ Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/ signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/ updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$150,000	$0	N/A	N/A
164	Other	Wayfinding/ Directional Signage Plan	College Park MARTA station			E Main St	Wayfinding Signage Plan	College Park	N/A	N/A	N/A	N/A	N/A	$50,000	$50,000	$0	42.5	337
162	Other	Wayfinding/ Directional Signage Plan	East Point MARTA station				Wayfinding Signage Plan	East Point	N/A	N/A	N/A	N/A	N/A	$50,000	$50,000	$0	32.7	341
922	Roadway Asset Management & Resiliency	Bridge rehabilitation	US 29/Main St			Virginia Ave	Bridge rehabilitation	College Park	$31,500	N/A	$315,900	N/A	$38,600	$386,000	$167,910	$218,090	76.2	149
1508	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Chattahoochee Hills	N/A	N/A	N/A	N/A	N/A	$66,834,167	$66,834,167	$0	N/A	N/A
1509	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	College Park	N/A	N/A	N/A	N/A	N/A	$49,710,375	$49,710,375	$0	N/A	N/A
1510	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	East Point	N/A	N/A	N/A	N/A	N/A	$84,785,708	$84,785,708	$0	N/A	N/A
1511	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Fairburn	N/A	N/A	N/A	N/A	N/A	$57,367,292	$57,367,292	$0	N/A	N/A

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

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

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

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

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

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

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

PROJECT ID	PROJECT TYPE	PROJECT SUBTYPE	ROAD NAME	FROM	TO	CROSS STREET	DESCRIPTION	JURISDICTION	PE COST	ROW COST	CONSTRUCTION COST	FIBER COST (WIDENINGS ONLY)	CONTINGENCY COST	TOST COST ESTIMATE	TOTAL LOCAL MATCH	STATE/ FEDERAL MATCH	FINAL SCORE	FINAL RANKING
64	Trail	Multi-use trail	Willingham Drive	South Central Ave.	Hapeville City Limits		Multi-use off-road trail	Hapeville	$43,000	$217,500	$435,000	N/A	$77,278	$772,778	$772,778	$0	89.8	73
1010	Trail	Multi-use trail	Royal South Pkwy	Buffington Rd	Flat Shoals		Multi-use trail / Model Mile	Union City	$112,000	$561,500	$1,123,000	N/A	$199,611	$1,996,111	$1,996,111	$0	88.1	87
1564	Trail	Multi-use trail					South Fulton TrailNet: Cascade Trail	South Fulton	$292,000	$1,460,000	$2,920,000	N/A	$519,111	$5,191,111	$5,191,111	$0	89.7	74
1568	Trail	Multi-use trail					South Fulton TrailNet: Sandtown Trail	South Fulton	$344,000	$1,719,000	$3,438,000	N/A	$611,222	$6,112,222	$6,112,222	$0	93.6	55
1569	Trail	Multi-use trail					South Fulton TrailNet: Welcome All Trail	South Fulton	$477,000	$2,384,500	$4,769,000	N/A	$847,833	$8,478,333	$8,478,333	$0	104.0	21
163	Transit Asset Manage-ment and System Upgrades	Bicycle & pedestrian access improvement	College Park MARTA station			US 29/Main St	College Park MARTA station area accessibility improvements. May include opening the station to through bike and pedestrian movements and ADA upgrades (e.g., due to stairs to E. Main St.)	College Park	$10,000	N/A	$90,000	N/A	N/A	$100,000	$20,000	$80,000	88.4	85
215	Transit Asset Manage-ment and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$1,574,000	$0	N/A	N/A
1150	Transit Asset Manage-ment and System Upgrades	Bus stop amenities	Sylvan Road				Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)	East Point, Hapeville	$67,000	$0	$674,000	N/A	$82,333	$823,333	$823,333	$0	107.4	14
1505	Transit Asset Manage-ment and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$111,320	$445,280	111.6	3
1506	Transit Asset Manage-ment and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$71,280	$285,120	104.7	19
1507	Transit Asset Manage-ment and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$136,080	$544,320	111.6	3

PROJECT ID	PROJECT TYPE	PROJECT SUBTYPE	ROAD NAME	FROM	TO	CROSS STREET	DESCRIPTION	JURISDICTION	PE COST	ROW COST	CONSTRUCTION COST	FIBER COST (WIDENINGS ONLY)	CONTINGENCY COST	TOST COST ESTIMATE	TOTAL LOCAL MATCH	STATE/ FEDERAL MATCH	FINAL SCORE	FINAL RANKING
1517	Transit Asset Manage-ment and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$1,031,940	$4,127,760	118.5	2
1533	Transit Asset Manage-ment and System Upgrades	Bus stop amenities	Desert Dr				Install RRFB across Desert Drive to facilitate pedestrian crossing between bus stop on north side of the road and existing sidewalk along the south side of Desert Drive; consolidate existing bus stops and align with RRFB.	East Point	$10,000	N/A	$90,000	N/A	N/A	$100,000	$20,000	$80,000	85.4	104
95	Transit Expansion	High capacity/ rapid transit	US 29/ Roosevelt Hwy	College Park MARTA station	Palmetto		Bus rapid transit	College Park, Fairburn, Palmetto, South Fulton, Union City	$6,735,000	$13,470,000	$24,695,000	N/A	N/A	$44,900,000	$8,980,000	$35,920,000	107.7	12
101	Transit Expansion	New shuttle service	Corporate Crescent Circulator	International Terminal	College Park MARTA station		Corporate Crescent Circulator shuttle system	Atlanta, College Park, East Point, Hapeville	$1,500,000	$3,000,000	$5,500,000	N/A	N/A	$10,000,000	$2,000,000	$5,650,000	103.4	25
103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southen Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$200,000	$800,000	N/A	N/A
								TOTAL:	$31,664,337	$89,114,432	$201,782,120	$2,442,484	$16,171,828	$1,010,415,423	$857,289,347	$153,126,076		

MID-TERM (10-YEAR) PROJECT RECOMMENDATIONS LIST

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

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

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

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

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

PROJECT ID	PROJECT TYPE	PROJECT SUBTYPE	ROAD NAME	FROM	TO	CROSS STREET	DESCRIPTION	JURISDICTION	PE COST	ROW COST	CONSTRUCTION COST	FIBER COST (WIDENINGS ONLY)	CONTINGENCY COST	TOST COST ESTIMATE	TOTAL LOCAL MATCH	STATE/ FEDERAL MATCH	FINAL SCORE	FINAL RANKING
24	Trail	Multi-use trail	East Point, College Park, Hapeville, Forest Park, Airport City, GICC, Mountain View, Old National Hwy, Phoenix Blvd				Multi-use trail connecting the downtowns and activity centers around the airport. Include link to Phoenix Trail.	College Park, East Point, Hapeville	$1,493,000	$7,465,500	$14,931,000	N/A	$2,654,389	$26,543,889	$11,546,592	$14,997,297	109.5	7
48	Trail	Multi-use trail	Wolf Creek Trail	Butner Rd	Enon Rd		Multi-use off-road trail	South Fulton	$168,000	$842,000	$1,684,000	N/A	$299,333	$2,993,333	$2,993,333	$0	77.2	140
49	Trail	Multi-use trail	Welcome All Rd	Camp Creek Pkwy	Will Lee Rd		Multi-use off-road trail	East Point	$185,000	$923,500	$1,847,000	N/A	$328,389	$3,283,889	$3,283,889	$0	83.9	114
253	Trail	Multi-use trail	SR 6/Camp Creek Pkwy	US 29/Main St	Piedmont Driving Club		Multi-use off-road trail	Atlanta, College Park, East Point, South Fulton	$484,000	$2,422,000	$4,844,000	N/A	$861,111	$8,611,111	$3,745,833	$4,865,278	102.3	28
1565	Trail	Multi-use trail					South Fulton TrailNet: Cedar Grove Trail	South Fulton	$991,000	$4,953,500	$9,907,000	N/A	$1,761,278	$17,612,778	$17,612,778	$0	90.7	71
1566	Trail	Multi-use trail					South Fulton TrailNet: Cliftondale Trail	South Fulton	$928,000	$4,639,500	$9,279,000	N/A	$1,649,611	$16,496,111	$16,496,111	$0	93.7	54
1567	Trail	Multi-use trail					South Fulton TrailNet: Old National Trail	South Fulton	$518,000	$2,587,500	$5,175,000	N/A	$920,056	$9,200,556	$9,200,556	$0	104.0	21
1570	Trail	Multi-use trail					South Fulton TrailNet: Wolf Creek Trail	South Fulton	$520,000	$2,600,500	$5,201,000	N/A	$924,611	$9,246,111	$9,246,111	$0	87.5	92
97	Transit Expansion	High capacity/ rapid transit	SR 6/Camp Creek Pkwy	College Park MARTA station	SR 70/Fulton Industrial Blvd		Arterial rapid transit	College Park, East Point, Fulton County, South Fulton	$1,980,000	$3,960,000	$7,260,000	N/A	$0	$13,200,000	$2,640,000	$10,560,000	108.4	10
								TOTAL:	$16,037,016	$44,494,906	$142,466,657	$649,000	$33,164,605	$236,669,609	$148,991,307	$87,678,302		

LONG-TERM PROJECT RECOMMENDATIONS LIST

TABLE 3: LONG-TERM PROJECT RECOMMENDATIONS LIST

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

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

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

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

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882	Roadway Asset Management & Resiliency	Bridge rehabilitation	Aldredge Rd			Wolf Creek	Bridge rehabilitation	South Fulton	$10,200	N/A	$101,100	N/A	$12,367	$123,667	$123,667	$0	46.8	331
885	Roadway Asset Management & Resiliency	Bridge rehabilitation	Jones Bridge Rd			Line Creek	Bridge rehabilitation	South Fulton	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	56.4	297
886	Roadway Asset Management & Resiliency	Bridge rehabilitation	Northcutt Rd			Pea Creek	Bridge rehabilitation	South Fulton	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	53.0	312
887	Roadway Asset Management & Resiliency	Bridge rehabilitation	Short Rd			Pea Creek	Bridge rehabilitation	South Fulton	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	53.0	312
888	Roadway Asset Management & Resiliency	Bridge rehabilitation	Ono Rd			Bear Creek	Bridge rehabilitation	South Fulton	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$100,000	$0	53.0	312
889	Roadway Asset Management & Resiliency	Bridge rehabilitation	Hobgood Rd			Bear Creek	Bridge rehabilitation	South Fulton	$13,200	N/A	$132,600	N/A	$16,200	$162,000	$162,000	$0	53.0	312
890	Roadway Asset Management & Resiliency	Bridge rehabilitation	Bishop Rd			Bear Creek	Bridge rehabilitation	South Fulton	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$100,000	$0	60.4	257
891	Roadway Asset Management & Resiliency	Bridge rehabilitation	Herndon Rd			Bear Creek	Bridge rehabilitation	South Fulton	$13,200	N/A	$132,600	N/A	$16,200	$162,000	$162,000	$0	60.4	257
892	Roadway Asset Management & Resiliency	Bridge rehabilitation	Derrick Rd			Deep Creek Tributary	Bridge rehabilitation	South Fulton	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$100,000	$0	46.8	331
893	Roadway Asset Management & Resiliency	Bridge rehabilitation	Mallory Rd			CSX Railroad	Bridge rehabilitation	South Fulton	$12,600	N/A	$126,300	N/A	$15,433	$154,333	$154,333	$0	59.5	268
894	Roadway Asset Management & Resiliency	Bridge rehabilitation	Stacks Rd			CSX Railroad	Bridge rehabilitation	South Fulton	$12,600	N/A	$126,300	N/A	$15,433	$154,333	$154,333	$0	66.8	222
895	Roadway Asset Management & Resiliency	Bridge rehabilitation	US 29/Roosevelt Hwy			SR 14/South Fulton Pkwy	Bridge rehabilitation	College Park	$138,900	N/A	$1,389,900	N/A	$169,867	$1,698,667	$738,920	$959,747	59.5	267

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896	Roadway Asset Management & Resiliency	Bridge rehabilitation	Cascade Rd			CSX Railroad	Bridge rehabilitation	South Fulton	$25,200	N/A	$252,600	N/A	$30,867	$308,667	$134,270	$174,397	65.4	231
899	Roadway Asset Management & Resiliency	Bridge rehabilitation	Burdette Rd			Morning Creek Tributary	Bridge rehabilitation	South Fulton	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$100,000	$0	65.4	231
902	Roadway Asset Management & Resiliency	Bridge rehabilitation	Spence Rd			White Water Creek Tributary	Bridge rehabilitation	South Fulton	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$100,000	$0	59.4	270
904	Roadway Asset Management & Resiliency	Bridge rehabilitation	Capps Ferry Rd			Chattahoochee River Tributary	Bridge rehabilitation	Chattahoochee Hills	$54,300	N/A	$543,300	N/A	$66,400	$664,000	$664,000	$0	55.3	302
905	Roadway Asset Management & Resiliency	Bridge rehabilitation	Westside Rd			Mill Branch	Bridge rehabilitation	Chattahoochee Hills	$12,600	N/A	$126,300	N/A	$15,433	$154,333	$154,333	$0	56.8	282
906	Roadway Asset Management & Resiliency	Bridge rehabilitation	Sardis Church Rd			Dry Branch	Bridge rehabilitation	Chattahoochee Hills	$10,000	N/A	$90,000	N/A	N/A	$100,000	$100,000	$0	56.8	282
907	Roadway Asset Management & Resiliency	Bridge rehabilitation	Rico Rd			Moss Creek	Bridge rehabilitation	Chattahoochee Hills	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	56.8	282
908	Roadway Asset Management & Resiliency	Bridge rehabilitation	Rico Rd			Longino Creek	Bridge rehabilitation	Chattahoochee Hills	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	56.8	282
909	Roadway Asset Management & Resiliency	Bridge rehabilitation	Old Phillips Rd			Longino Creek	Bridge rehabilitation	Chattahoochee Hills	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$100,000	$0	56.8	282
910	Roadway Asset Management & Resiliency	Bridge rehabilitation	Waterworks Rd			Cedar Creek	Bridge rehabilitation	Chattahoochee Hills	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$100,000	$0	60.5	253
911	Roadway Asset Management & Resiliency	Bridge rehabilitation	Wilkerson Mill Rd			Little Bear Creek	Bridge rehabilitation	Chattahoochee Hills	$5,700	N/A	$57,000	N/A	$6,967	$100,000	$100,000	$0	56.8	282
912	Roadway Asset Management & Resiliency	Bridge rehabilitation	Cochran Mill Rd			Bear Creek	Bridge rehabilitation	Chattahoochee Hills	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$100,000	$0	56.8	282

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

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

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

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

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

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1573	Roadway Expansion	Widening	Butner Rd.	Stonewall Tell Rd	SR 6/Camp Creek Pkwy		Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton	$5,185,000	$15,555,900	$51,853,000	$962,500	$31,524,171	$105,080,571	$105,080,571	$0	71.3	182
88	Roadway Trans-portation System Manage-ment & Operation	Intersection improvements	Rico Rd			Atlanta Newnan Rd	Install roundabout	Chattahooch-ee Hills	$137,922	$413,765	$827,530	N/A	N/A	$1,379,216	$1,379,216	$0	56.6	293
89	Roadway Trans-portation System Manage-ment & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Cochran Mill Rd	Intersection Improvements. Enhanced safety measures may be warranted at this intersection, such as the addition of crossing signage and transverse rumble strips to alert drivers on Cochran Mill Road as they approach the intersection.	Chattahooch-ee Hills	$118,652	$355,957	$711,915	N/A	N/A	$1,186,525	$516,138	$670,386	56.6	293
90	Roadway Trans-portation System Manage-ment & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Old Rico Connector Rd	Intersection Improvements	Chattahooch-ee Hills	$29,663	$88,989	$177,979	N/A	N/A	$296,631	$129,035	$167,597	56.6	293
91	Roadway Trans-portation System Manage-ment & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Rico Rd	Intersection Improvements	Chattahooch-ee Hills	$118,652	$355,957	$711,915	N/A	N/A	$1,186,525	$516,138	$670,386	56.6	293
92	Roadway Trans-portation System Manage-ment & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Campbell-ton-Redwine Rd	Intersection Improvements	Chattahooch-ee Hills	$118,652	$355,957	$711,915	N/A	N/A	$1,186,525	$516,138	$670,386	58.8	274

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

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

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

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

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

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

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

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

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

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

PROJECT ID	PROJECT TYPE	PROJECT SUBTYPE	ROAD NAME	FROM	TO	CROSS STREET	DESCRIPTION	JURISDICTION	PE COST	ROW COST	CONSTRUCTION COST	FIBER COST (WIDENINGS ONLY)	CONTINGENCY COST	TOST COST ESTIMATE	TOTAL LOCAL MATCH	STATE/ FEDERAL MATCH	FINAL SCORE	FINAL RANKING
99	Transit Expansion	High capacity/ rapid transit	N/A				MARTA West Line High Capacity Transit - The MARTA Board adopted an LPA, a heavy rail extension to the interchange of MLK Dr and I-285 and a BRT segment along I-20 to Fulton Industrial Blvd. Three stations are included as part of the alternative (two BRT stations and one heavy rail station).	Atlanta, Fulton County, South Fulton	$37,500,000	$75,000,000	$137,500,000	N/A	N/A	$250,000,000	$50,000,000	$200,000,000	97.5	41
100	Transit Expansion	High capacity/ rapid transit	SR 14/South Fulton Pkwy	SR 92	Campbell-ton-Redwine Road		Bus rapid transit	Chattahooch-ee Hills, South Fulton, Union City	$21,750,000	$43,500,000	$79,750,000	N/A	N/A	$145,000,000	$29,000,000	$116,000,000	91.7	67
104	Transit Expansion	Intermodal transportation center	N/A				Construct an Intermodal Transit Centers west of the airport	College Park	$7,500,000	$15,000,000	$27,500,000	N/A	N/A	$50,000,000	$10,000,000	$40,000,000	73.6	165
								TOTAL:	**$122,268,521**	**$243,536,422**	**$771,879,267**	**$4,455,000**	**$181,666,886**	**$1,339,861,205**	**$663,017,047**	**$676,844,158**		

PLANS, POLICIES, AND OTHER RECOMMENDATIONS

TABLE 4: PLANS, POLICIES, AND OTHER RECOMMENDATIONS

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

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

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

INVENTORY OF EXISTING CONDITIONS AND TRENDS

JANUARY 2020

Updated August 2020

ARC

SOUTHERN FULTON CTP

CONNECTING OUR REGION

MODERN MOBILITY partners

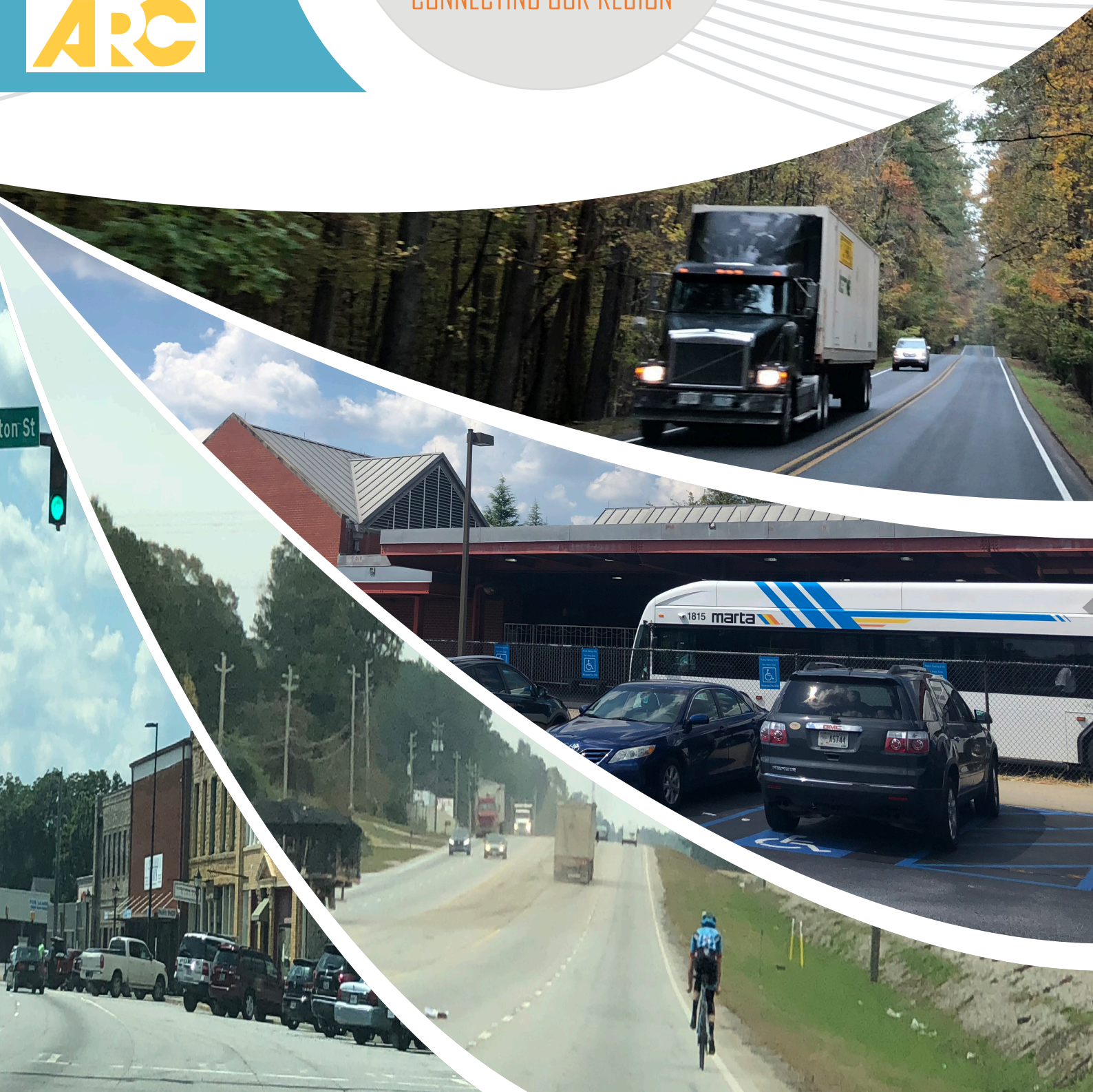




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SOUTHERN FULTON CTP
CONNECTING OUR REGION

1.0 INTRODUCTION



1 INTRODUCTION

1.1 Purpose of SFCTP

The purpose of the Southern Fulton Comprehensive Transportation Plan (SFCTP) is to clearly define transportation goals and project priorities that support the cities' comprehensive land use plans and address all Federally-mandated Planning factors as stated by the current federal funding authorization, including the ARC Policy Framework as part of the Metropolitan Planning Organization process. Projects identified through a collaborative partnership between the southern Fulton County municipalities will aid the municipalities, Atlanta Regional Commission (ARC), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Regional Transportation Authority (GRTA), State Road and Tollway Authority (SRTA), the ATL Authority, and Georgia Department of Transportation (GDOT) in the programming and implementation of future transportation investments.

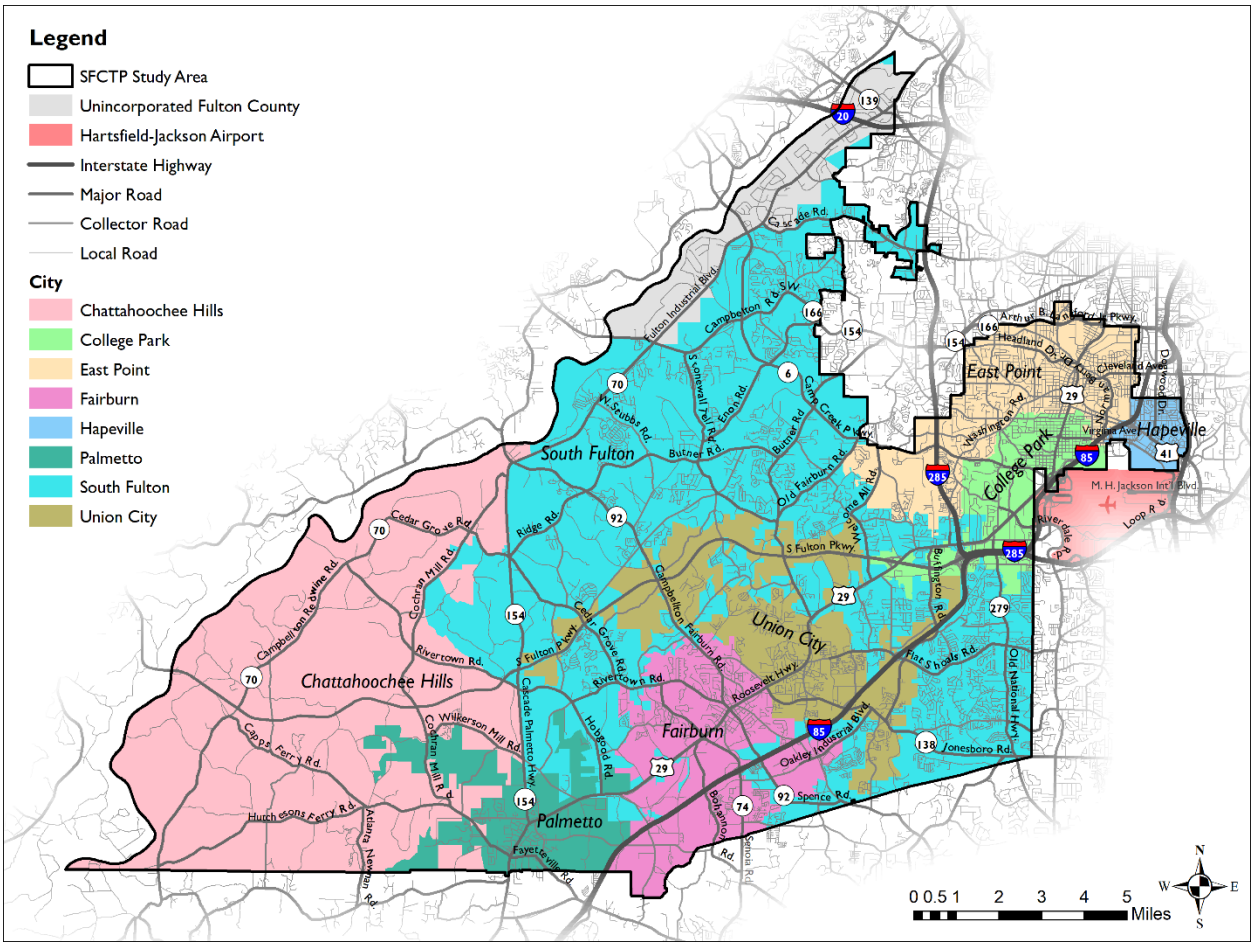
1.2 Purpose of This Report

The purpose of the Inventory of Existing Conditions & Trends Technical Report is to provide the necessary data, background information, and trends in transportation that allow for the assessment of short- and long-range needs and recommendations for areas for special corridor analyses.

1.3 Study Area

The study area for the SFCTP includes the Cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City, as well as the unincorporated portion of Fulton County along Fulton Industrial Boulevard. Figure 1 illustrates the study area boundaries.

Figure 1: SFTCP Study Area Map



SOUTHERN FULTON CTP
CONNECTING OUR REGION

2.0 COMPLETED PLANS AND STUDIES



2 COMPLETED PLANS AND STUDIES

In recent years, portions of Southern Fulton County have been included in numerous large plans or studies conducted by various public agencies. Relevant plans and studies have been reviewed to learn from past analyses and to build upon previous planning efforts. Relevant plans and studies were listed for consensus by the Project Management Team (PMT) and will be further incorporated into the overall recommendations of the SFCTP where appropriate. Figure 2 shows previous plans in the Southern Fulton County study area. Plan summaries and relevant recommendation for each plan are included in the **Appendix**.

Above and beyond those plans that are already completed, relevant plans and studies that are currently under way are being coordinated with, including data sharing when feasible. These include the following efforts:

- Aerotropolis Freight Cluster Plan, Aerotropolis Atlanta Community Improvement Districts
- Atlanta Region Resiliency Plan, ARC
- Transportation System Management & Operations (TSMO) and Intelligent Transportation Systems (ITS) Architecture Update, ARC



Figure 2: Completed Plans & Studies in the Study Area

Completed Plans & Studies

SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

2018
- The Atlanta Region's Plan 2040 RTP
- Atlanta Regional Truck Parking Assessment Study
- Fulton County Transit Master Plan
- AeroATL Greenway Plan
- MARTA 2018 Sustainability Report
- State Route (SR) 74 Comprehensive Corridor Study
- South Fulton Community Improvement District (CID) Multimodal Study
- Greenbriar LCI Update

2017
- Aerotropolis Atlanta Community Improvement Districts (AACIDs) Master Plan
- City of Hapeville Comprehensive Plan/LCI Study Update
- City of East Point Comprehensive Plan Update
- City of Palmetto 2017 Comprehensive Plan Update

2016
- Atlanta Regional Freight Mobility Plan Update
- Atlanta Strategic Truck Route Master Plan (ASTRoMaP)
- Walk. Bike. Thrive!
- Safe Streets for Walking & Bicycling: A Regional Action Plan for Reducing Traffic Fatalities in Metropolitan Atlanta
- The Aerotropolis Atlanta Blueprint
- Transportation Special Purpose Local Option Sales Tax Program (T-SPLOST)
- The City of Chattahoochee Hills Comprehensive Plan Update
- City of College Park Comprehensive Plan 2016-2036
- Fulton County Comprehensive Plan 2016-2035

2015
- The Atlanta Region's Plan Policy Framework
- SR 6 Access Management Plan
- Hartsfield-Jackson Atlanta International Airport Master Plan
- City of Fairburn Comprehensive Plan (2015-2035)
- Union City Comprehensive Plan Update (2015-2020)

2013
- The South Fulton Comprehensive Transportation Plan of Fulton County
- LCI 5 Year Update: College Park Activity Center (2008-2012)

2010
- MARTA Transit-Oriented Development Guidelines
- Union City Town Center LCI Study - Five Year Update

2009
- Fairburn Historic Downtown LCI Study
- Palmetto LCI Study
- Sandtown LCI Study - Five Year Update

2005
- East Point LCI

2004
- Old National Highway Transit Oriented Development LCI Study

2003
- Chattahoochee Hill Country: A Model Sustainable Village



2.1 Key Takeaways from Completed Plans and Studies

The completed plans and studies include a wide variety of plan types and geographic study areas (regional plans, city comprehensive plans, corridor plans, Livable Centers Initiative plans, etc.). Key themes that emerge from these plans include:

- System Preservation
  - Maintain existing roads and bridges
  - Improve and upgrade existing system to ensure safety, reliability and accessibility
- Congestion
  - Address bottlenecks at interchanges
  - Improve last mile connectivity
  - Synchronize traffic signals
- Land Use and Development Patterns
  - Expand the transportation system while supporting local land use plans
  - Pursue Transit-Oriented Development (TOD) at MARTA stations
- Freight
  - Integrate freight into every relevant action the region conducts
  - Improve interaction of freight with other uses
  - Increase freight reliability and productivity, and reduce air emissions
  - Improve roadway infrastructure
  - Place truck aprons, road surface between the travel lanes and the landscape interior of larger roundabouts
  - Build traversable island for trucks
  - Set traffic signage with high visibility to give truck drivers ample reaction time
  - Add new or expand existing truck parking facilities, develop truck parking policies and partnerships, and improve sharing of truck parking information
  - Develop truck-friendly lanes
- Bicycles and Pedestrians
  - Focus bicycle and pedestrian investments in areas that enable short trips for walking or bicycling to work, transit, or daily needs
  - Implement Complete Street principles



- Support local efforts to become walking and bicycling friendly communities
- Embed safety in project selection
- Develop a regional trail network
- Increase connected bike mobility by installing new bike kiosks and bike share racks
- Make roads more bike friendly, and provide more bike lanes
- Improve walkability of downtown areas
- Improve safety at railroad crossings

- Transit
  - Improve existing service and last mile connectivity
  - Increase bus frequency
  - Evaluate corridors to identify potential modes and costs, corridors in South Fulton County include Interstate 85, South Fulton Parkway, U.S. Route 29, Norfolk Southern Rail, Georgia State Route 74, Flat Shoals Road, Fulton Industrial Boulevard and Camp Creek Parkway
  - Build Arterial Rapid Transit (ART) along Camp Creek Parkway and Fulton Industrial Boulevard
  - Build Bus Rapid Transit (BRT) along Highway 29, Highway 92 and South Fulton Parkway
  - Add more parking at the College Park MARTA station
  - Install HAWK signals or other mid-block crossing treatments at bus stops
  - Evaluate potential for circulator shuttles
- New Technologies
  - Employ advanced technologies to improve the transportation system
- Wayfinding
  - Provide and improve wayfinding signage

SOUTHERN FULTON CTP
CONNECTING OUR REGION

3.0 EXISTING CONDITIONS AND TRENDS



3 EXISTING CONDITIONS AND TRENDS

3.1 City Demographic and Transportation Snapshots

The following is a summary of demographic and transportation information for each of the cities within the study area, as illustrated in Figures 3 through 20. The demographic data comes primarily from the U.S. Census Bureau's American Community Survey (ACS). However, ACS data was not directly available for the geographic boundary of City of South Fulton, as the City was just chartered in 2017. Nor was data directly available for the study area overall. Therefore, the City of South Fulton demographic data was obtained from the City or calculated in GIS. To obtain data for the study area overall, Census block groups within the study area were used. For block groups partially within the study area, the percentage of the block group area that fell within the study area was calculated, and the demographic data was calculated based on that percentage.

Two cities, College Park and Palmetto, include areas outside Fulton County: 4.7% of College Park's population is in Clayton County, and 16.1% of Palmetto's population is in Coweta County. The ACS demographic data in the city snapshots is for the entire cities, including the portions outside Fulton County.

Below are some key highlights from the demographic and transportation snapshots:

- Residents of the City of College Park take transit to work more than any other resident in Southern Fulton County, with residents of the City of East Point not far behind. This makes sense due to the location of the College Park and East Point MARTA rail stations.
- In the Southern Fulton region, 73 percent of workers drive alone to work. The percentage of commuting alone is highest in Chattahoochee Hills (80.5 percent), which has no fixed route transit, and in the City of South Fulton (77.5 percent). The percentage is lowest in College Park (56.2 percent) and Palmetto (59.3 percent).
- Commute times are longest in Chattahoochee Hills with 62.7 percent of employed residents commuting over 30 minutes to work and 33.5 percent commuting over 45 minutes. In the Southern Fulton region, about half of workers have commutes over 30 minutes, and 25 percent have commutes over 45 minutes.
- Chattahoochee Hills workers work from home more than any other city at 9.6 percent, compared to 4.7 percent for the Southern Fulton region overall.
- In the Southern Fulton region, 10.7 percent of employed residents carpool to work. The percentage is highest in Palmetto (32.8 percent), followed by Fairburn (18.4 percent) and Hapeville (14.6 percent). Chattahoochee Hills has the smallest percentage of workers carpooling to work (5.7 percent).



- Of the Southern Fulton cities, Hapeville has the largest percentage of major road miles, excluding interstates, operating at Level of Service (LOS) D or worse in the PM peak period (14.8 percent), compared to 6.3 percent for the Southern Fulton region. In Palmetto, 0.0 percent of roadway miles operate at LOS D or worse in the PM peak period.
- The percentage of truck trips is 8 percent in the Southern Fulton region overall and ranges from 4 percent in Chattahoochee Hills and East Point to 9 percent in Union City and 18 percent in Unincorporated Fulton County.

Figure 3: Demographic Snapshot for Southern Fulton Region

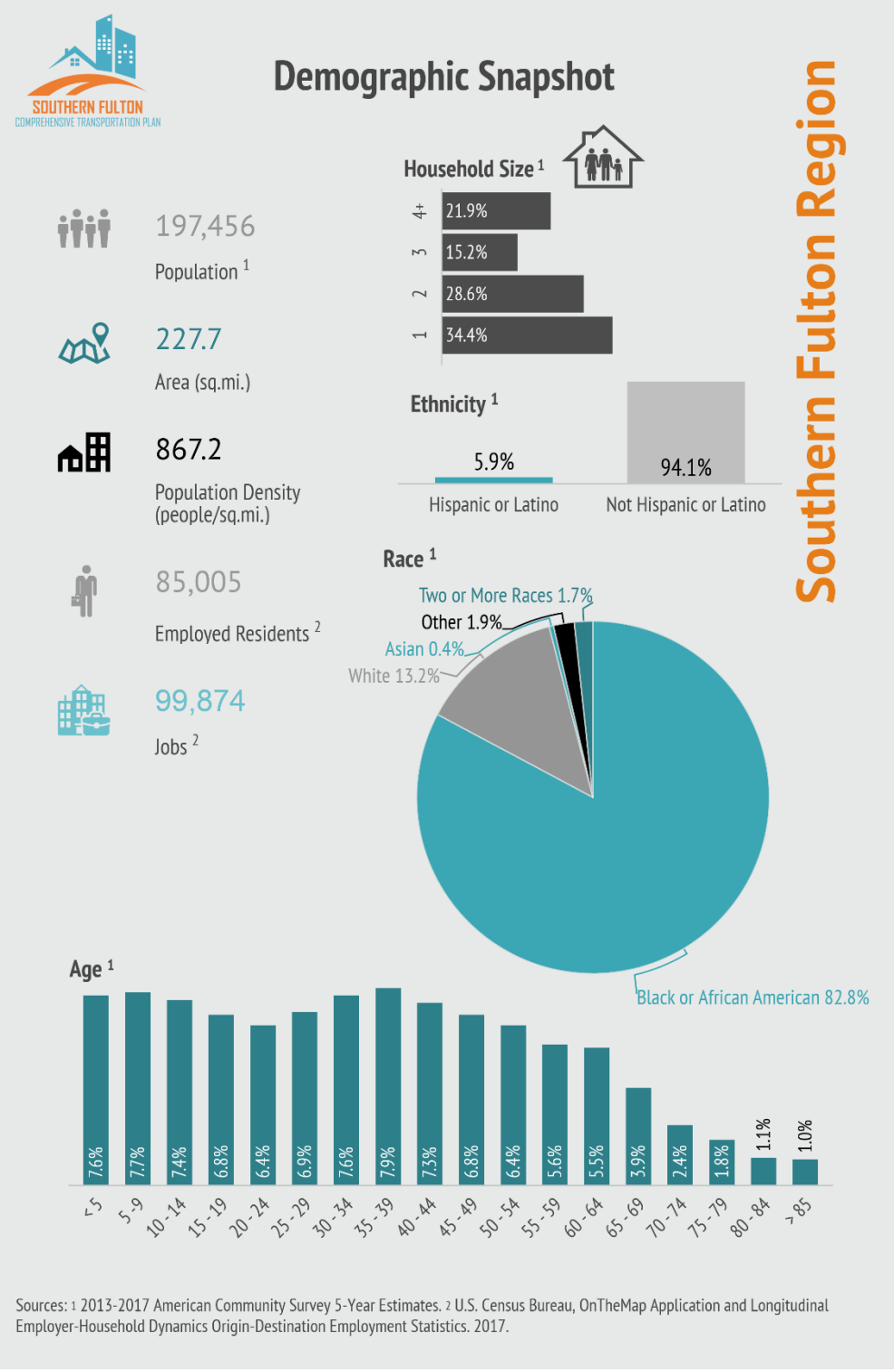




Figure 4: Transportation Snapshot for Southern Fulton Region

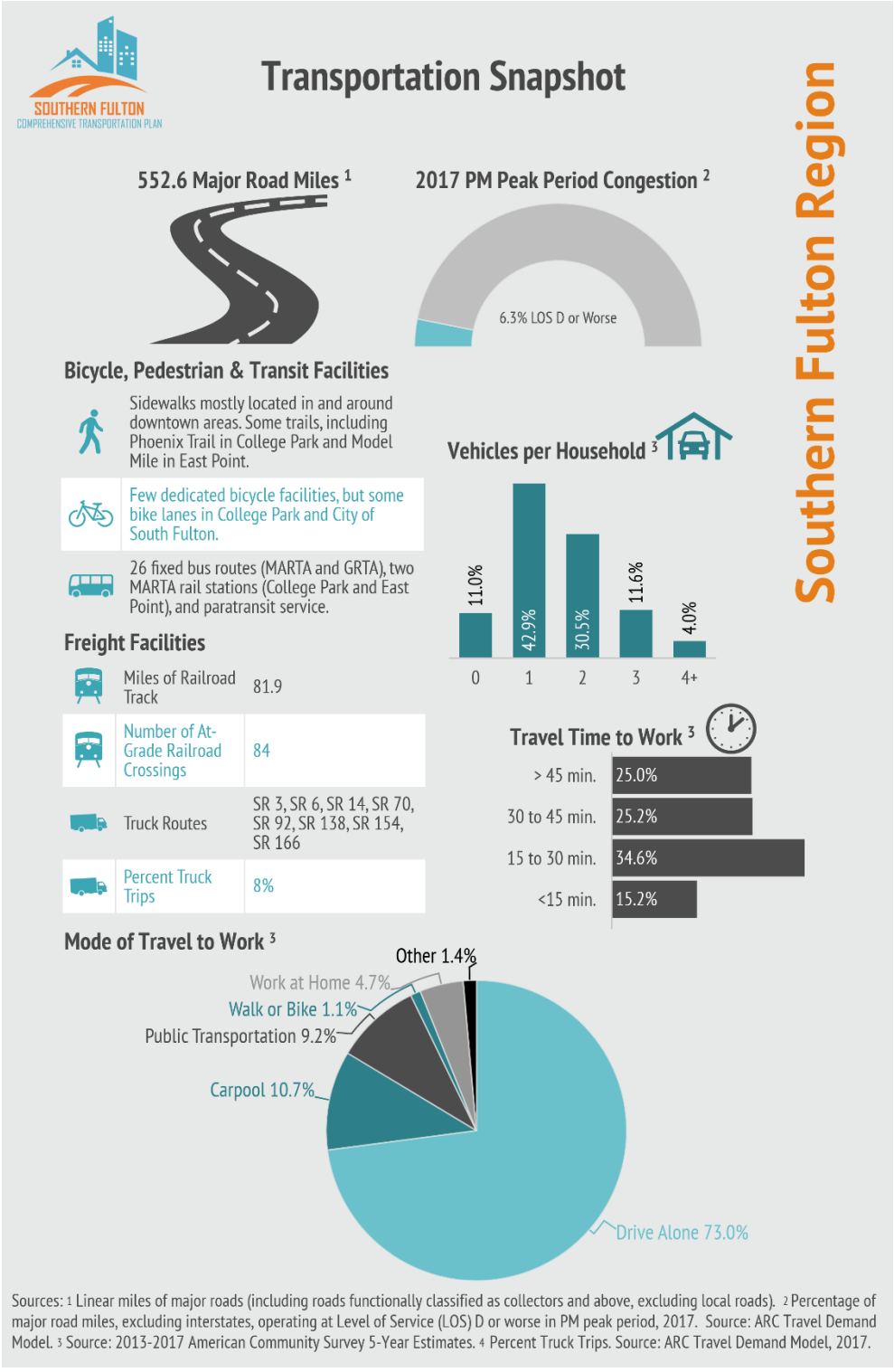


Figure 5: Demographic Snapshot for Chattahoochee Hills

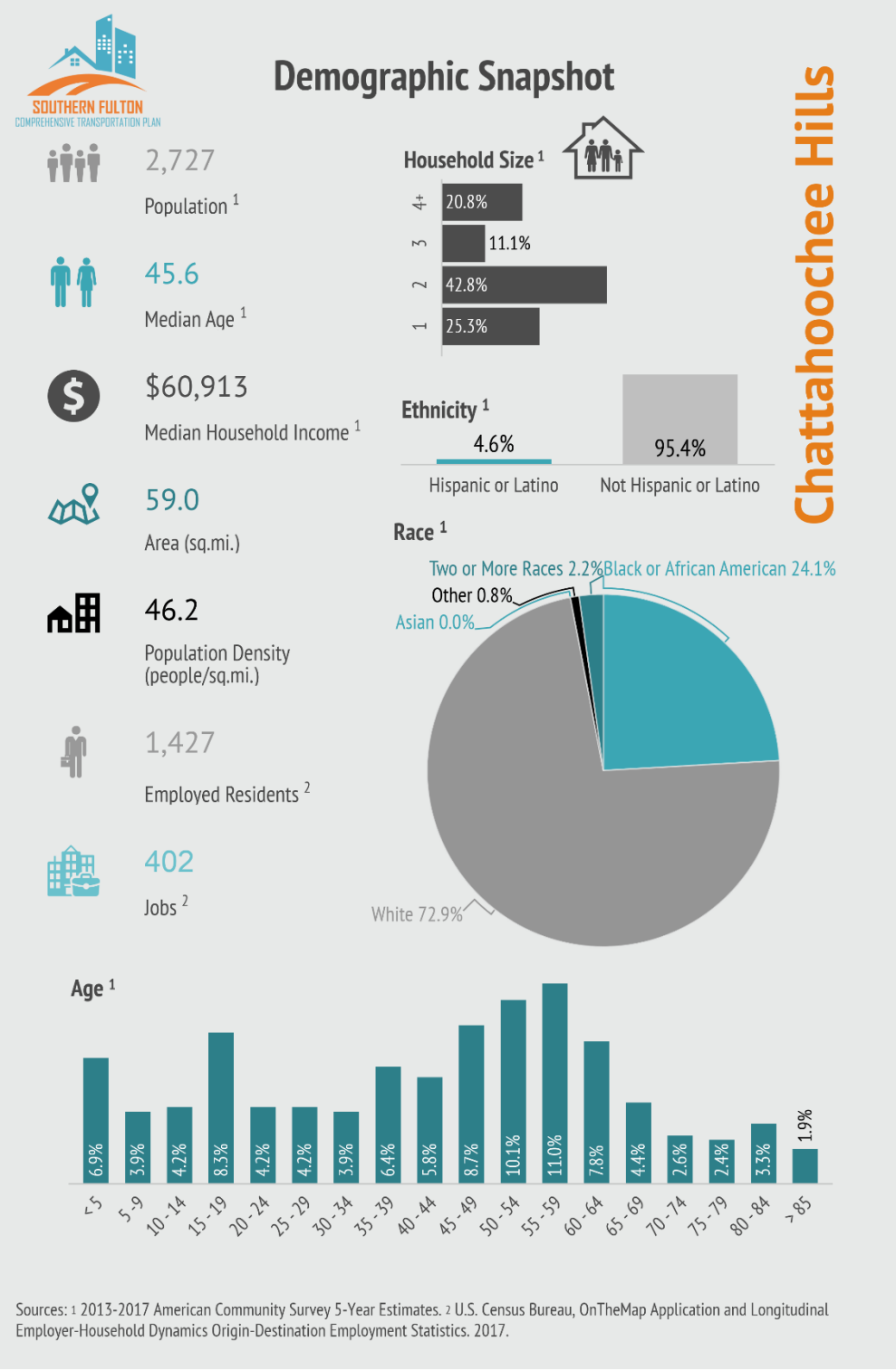


Figure 6: Transportation Snapshot for Chattahoochee Hills

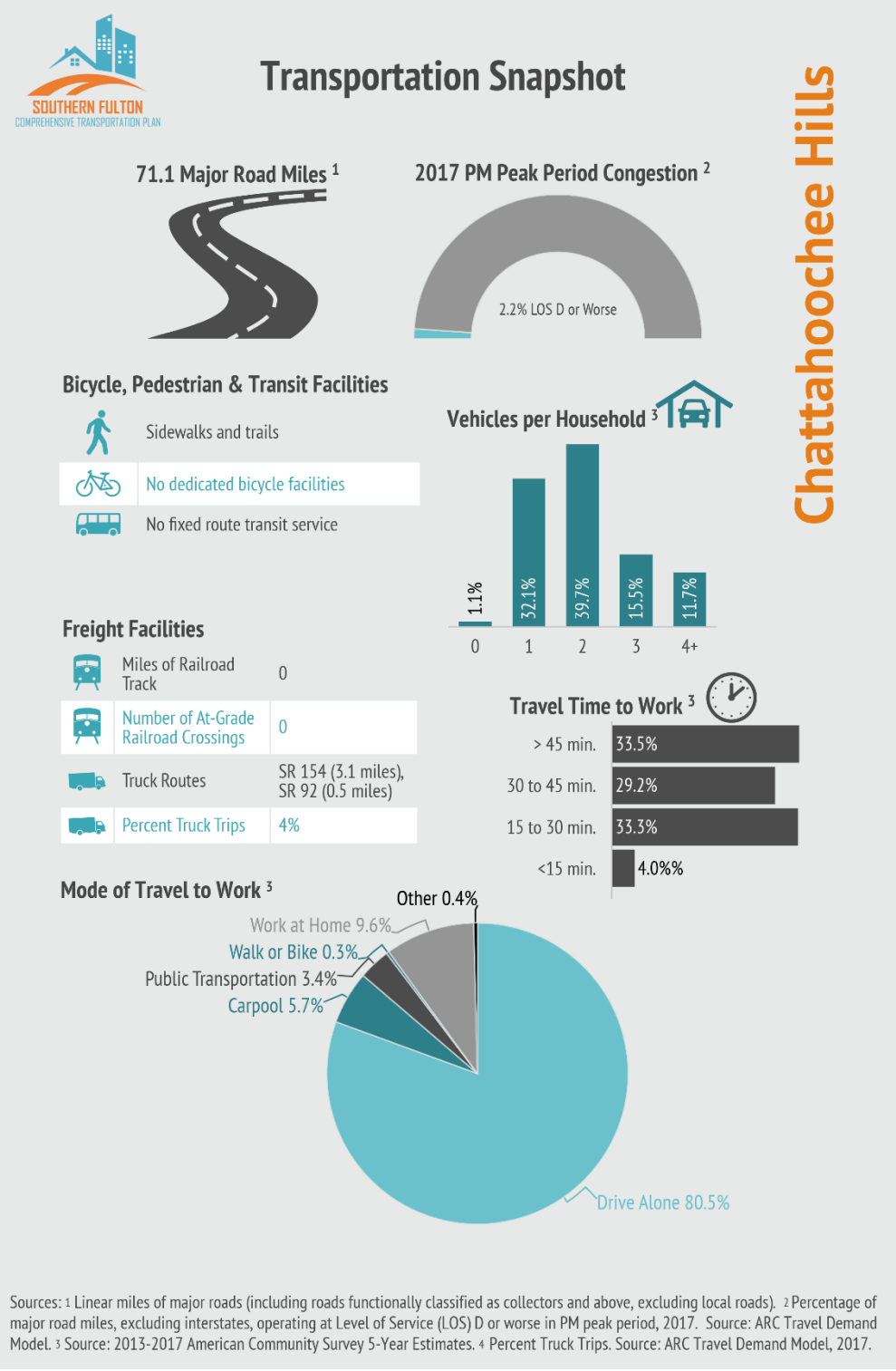


Figure 7: Demographic Snapshot for College Park

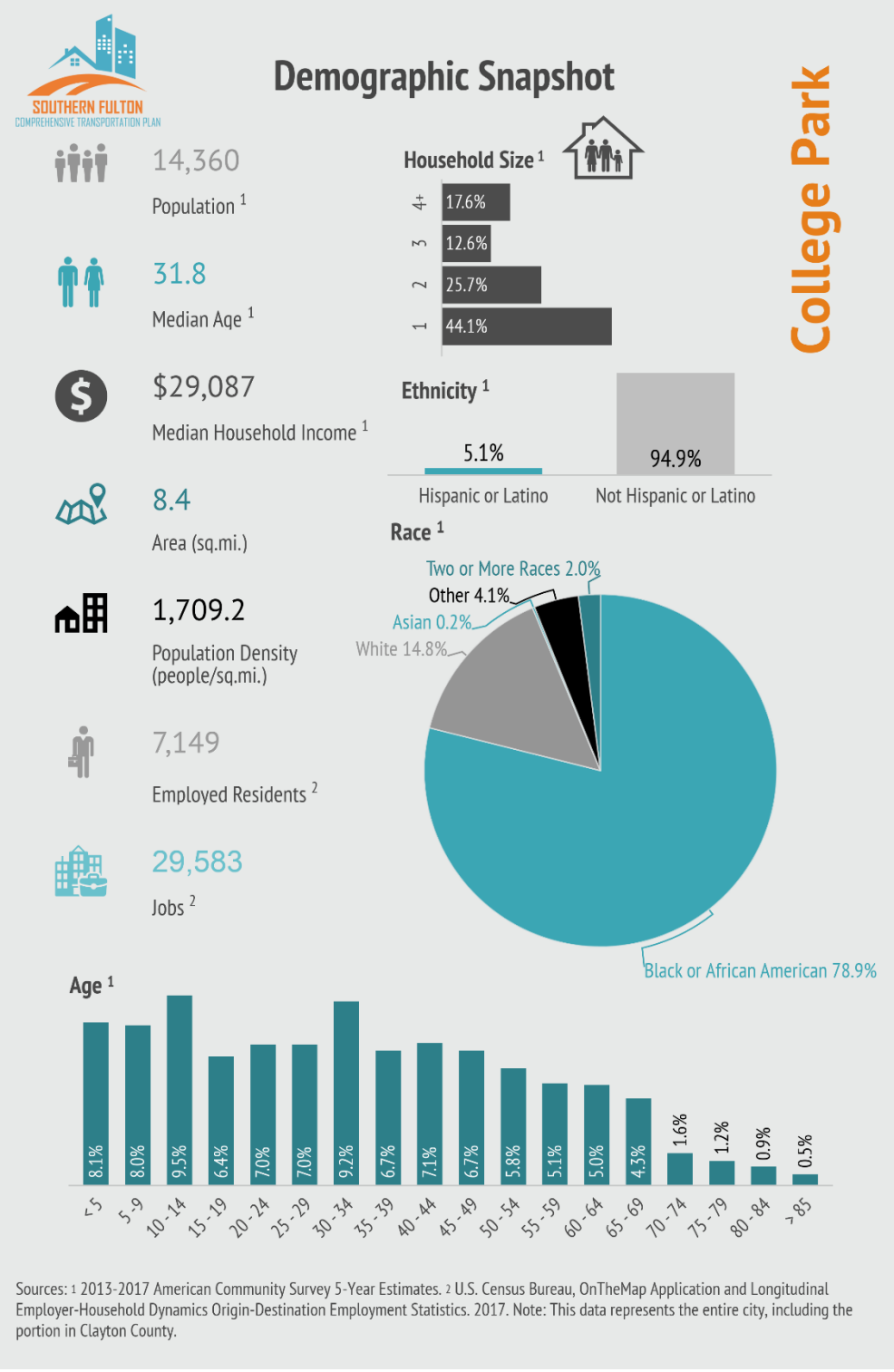




Figure 8: Transportation Snapshot for College Park

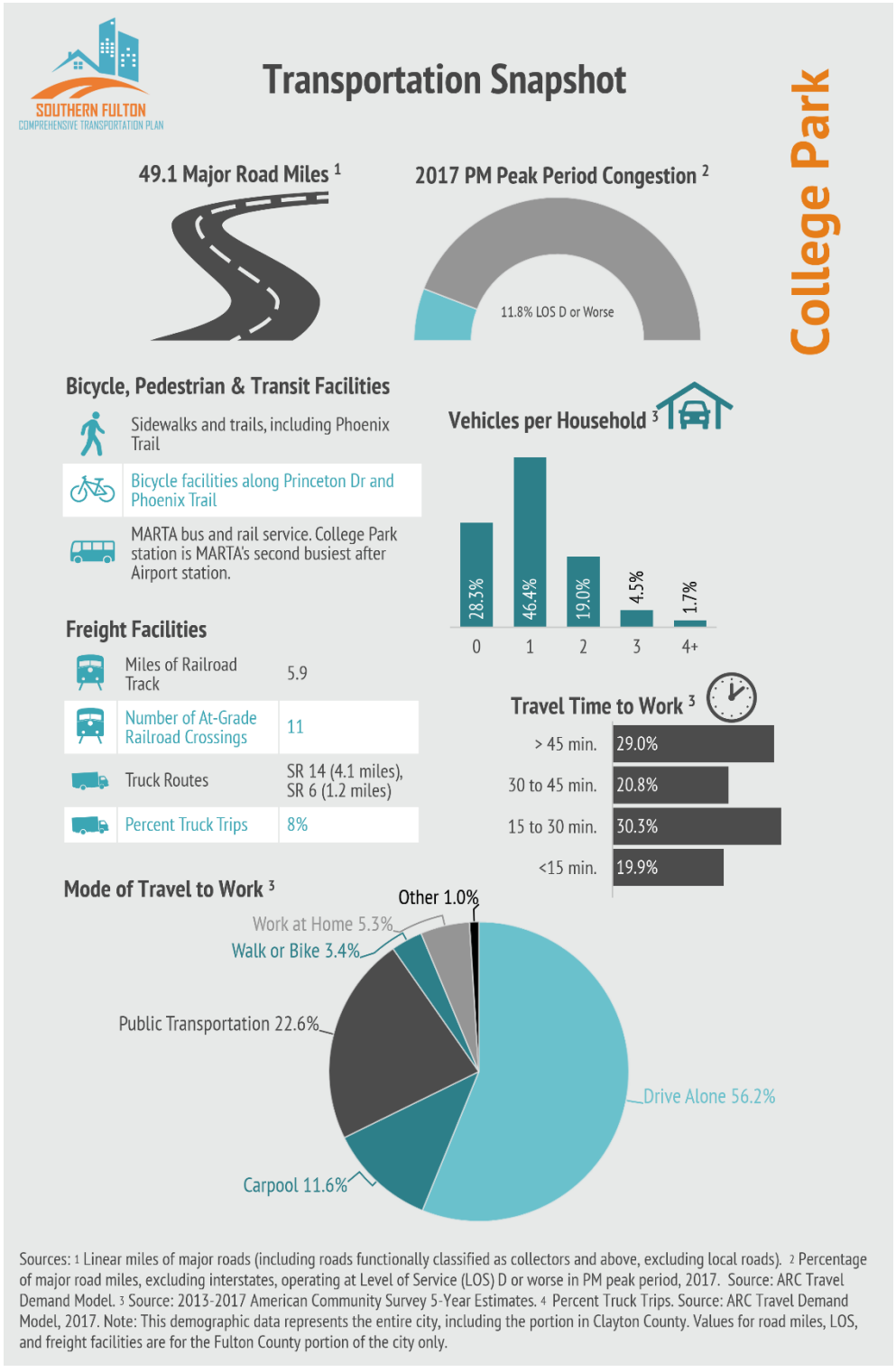


Figure 9: Demographic Snapshot for East Point

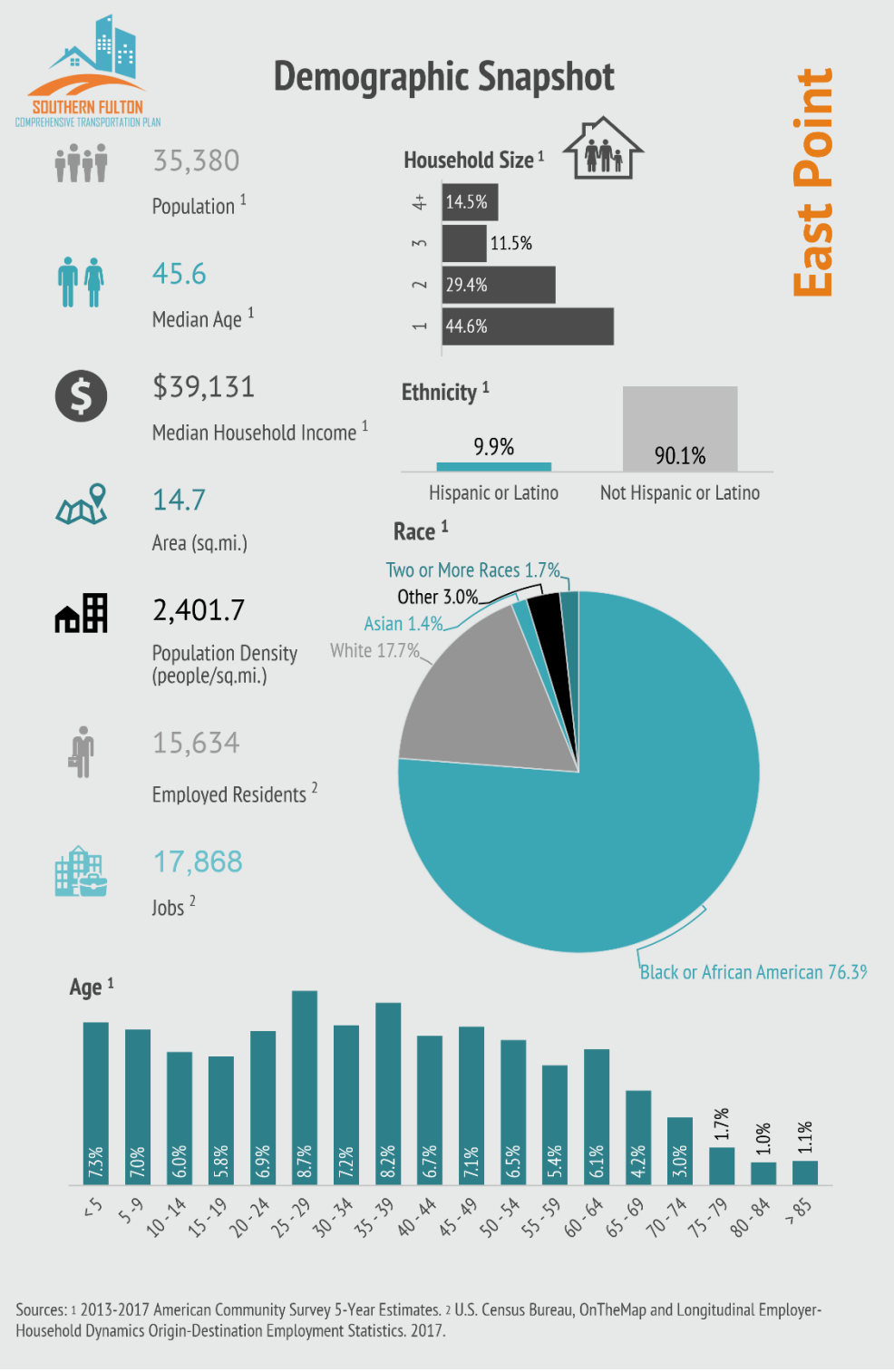


Figure 10: Transportation Snapshot for East Point

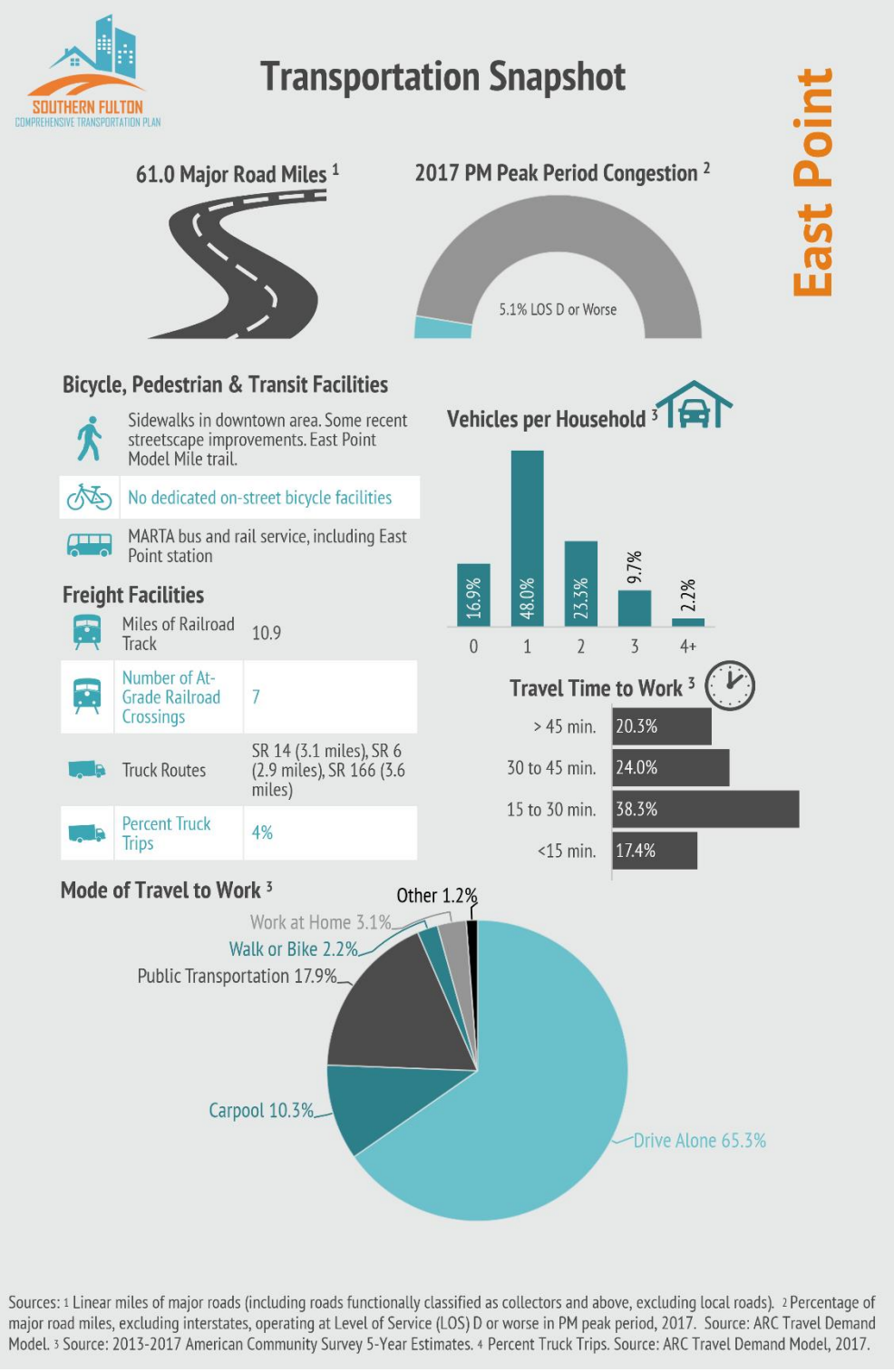


Figure 11: Demographic Snapshot for Fairburn

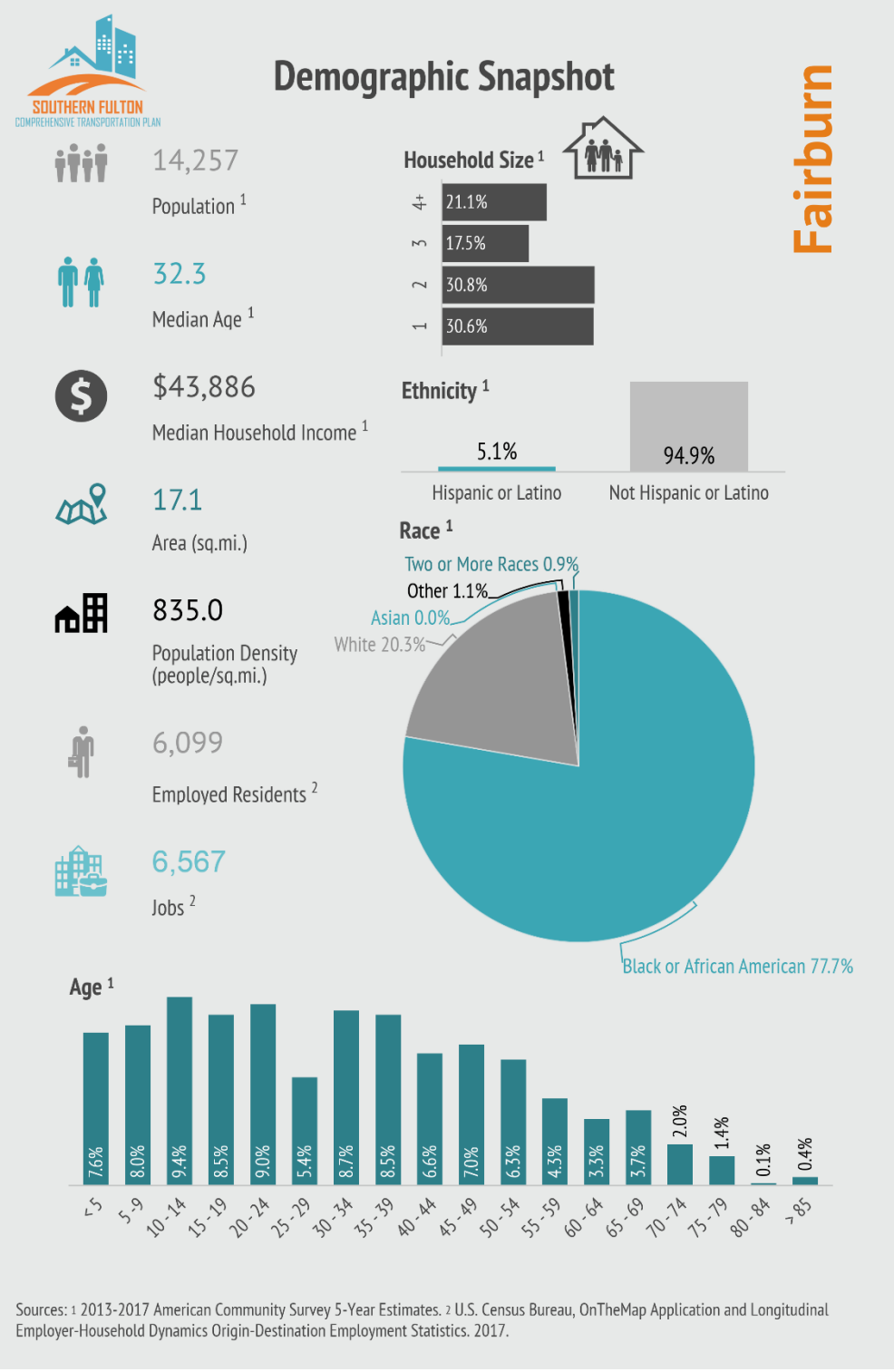


Figure 12: Transportation Snapshot for Fairburn

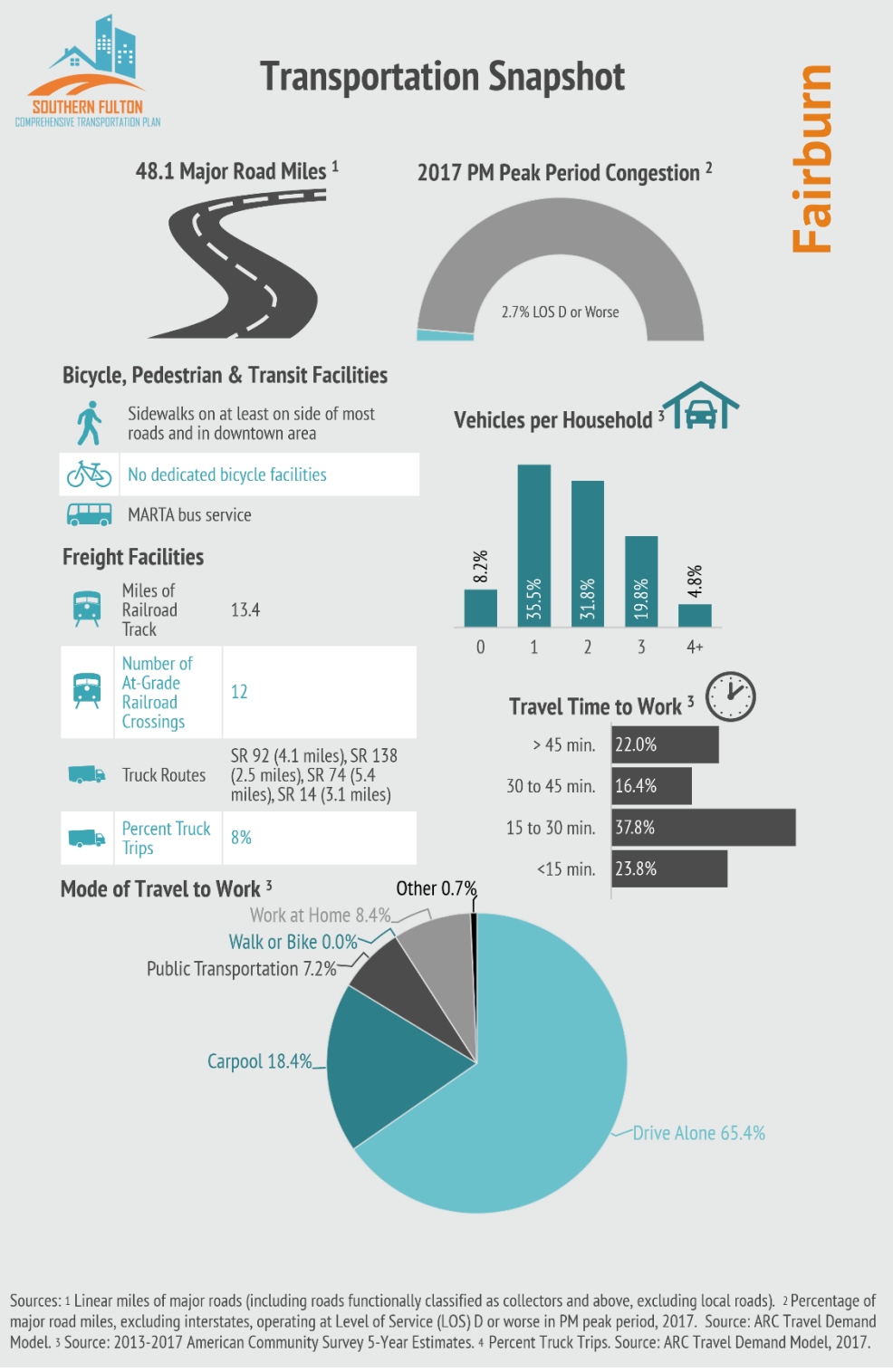


Figure 13: Demographic Snapshot for Hapeville

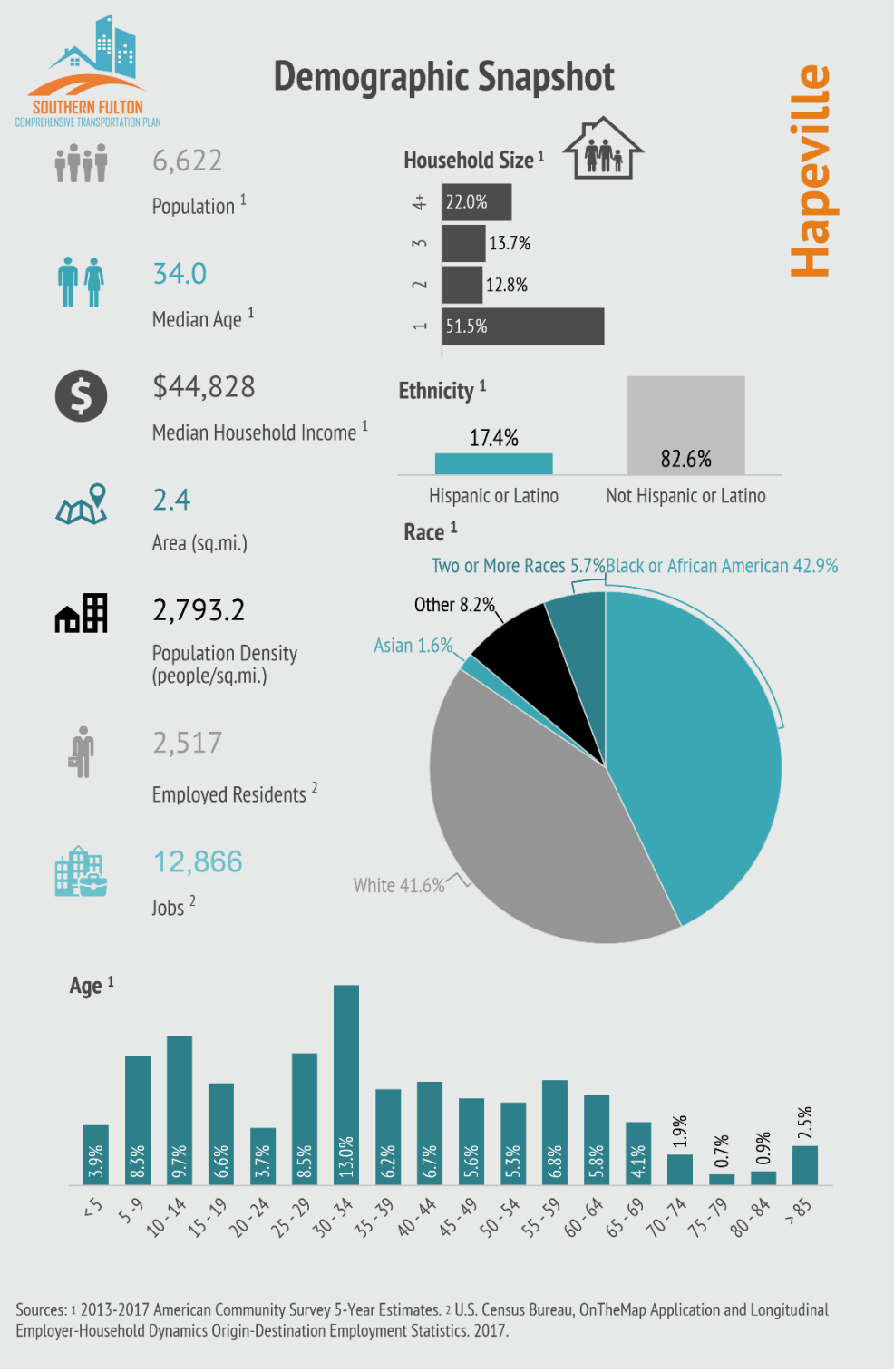


Figure 14: Transportation Snapshot for Hapeville

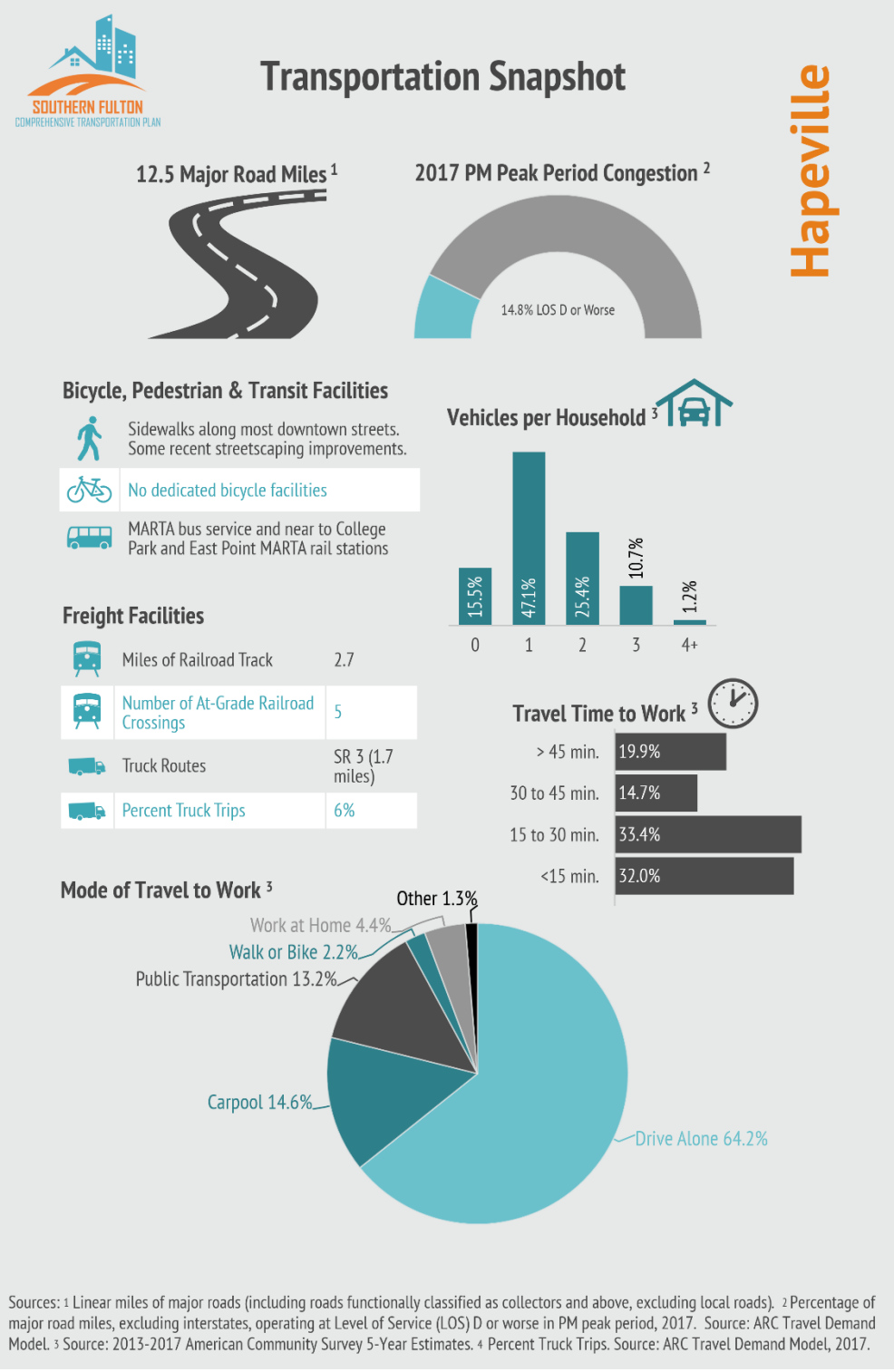
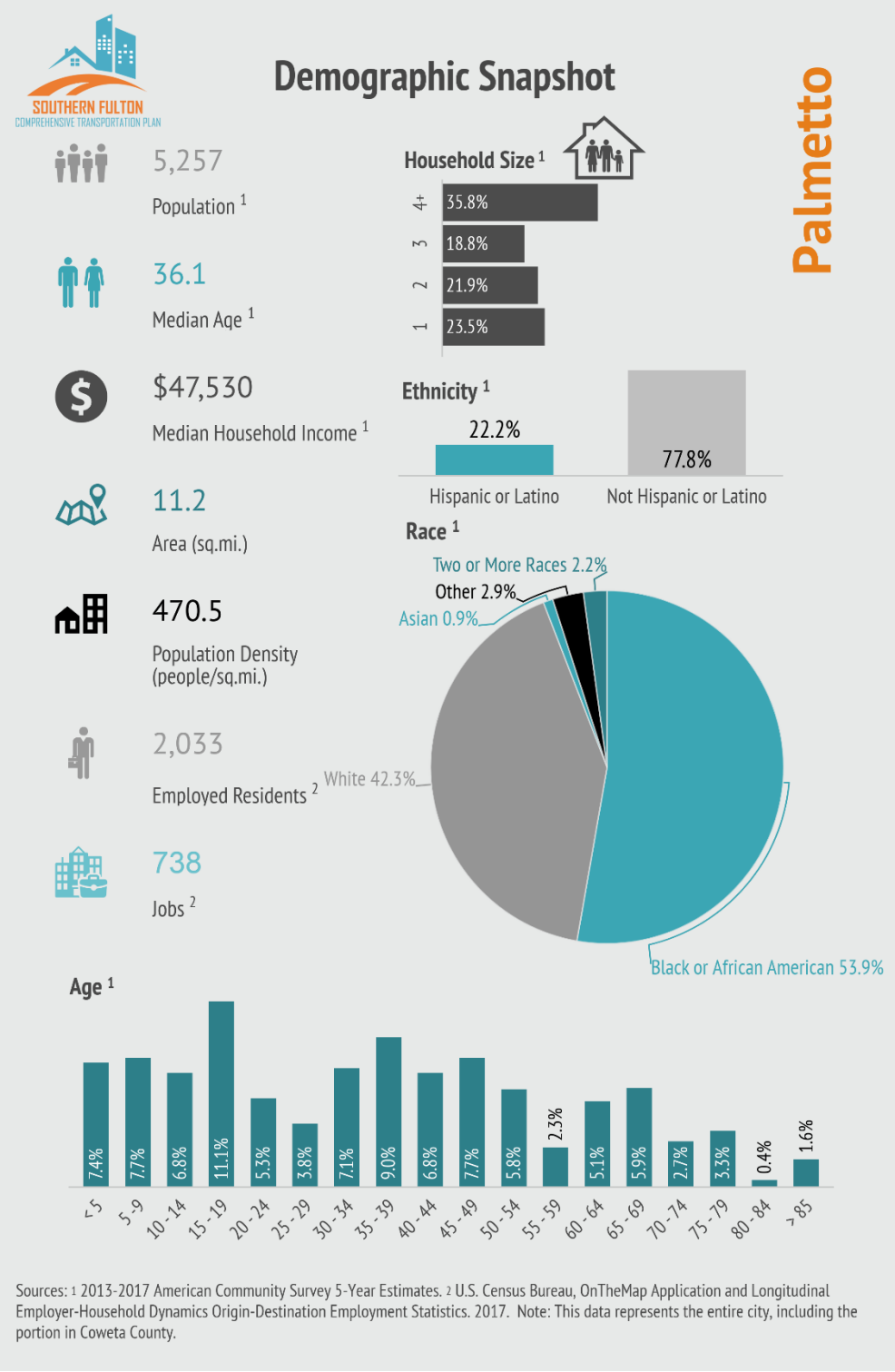


Figure 15: Demographic Snapshot for Palmetto



Sources: 1 2013-2017 American Community Survey 5-Year Estimates. 2 U.S. Census Bureau, OnTheMap Application and Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics. 2017. Note: This data represents the entire city, including the portion in Coweta County.

Figure 16: Transportation Snapshot for Palmetto

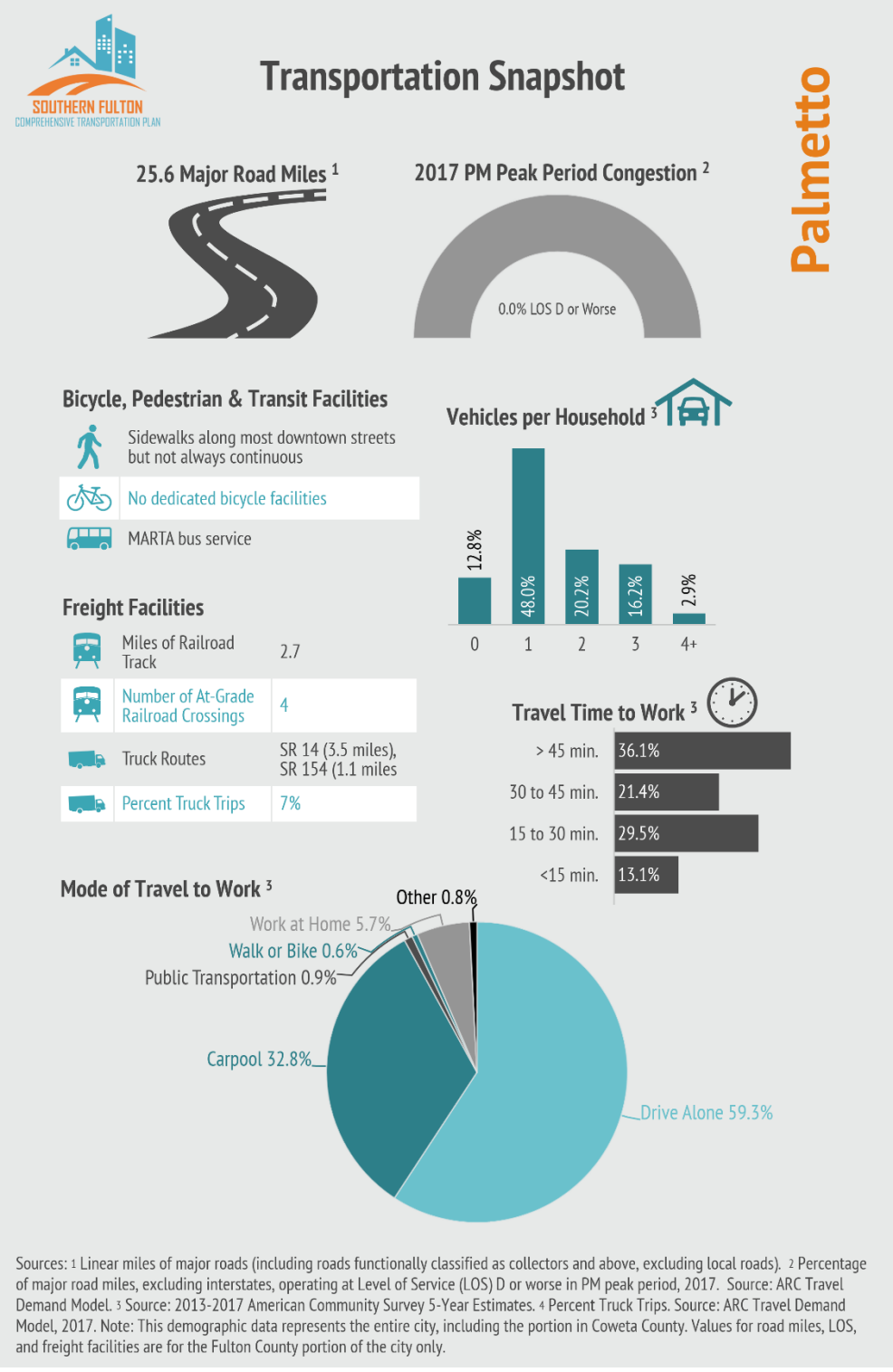


Figure 17: Demographic Snapshot for City of South Fulton

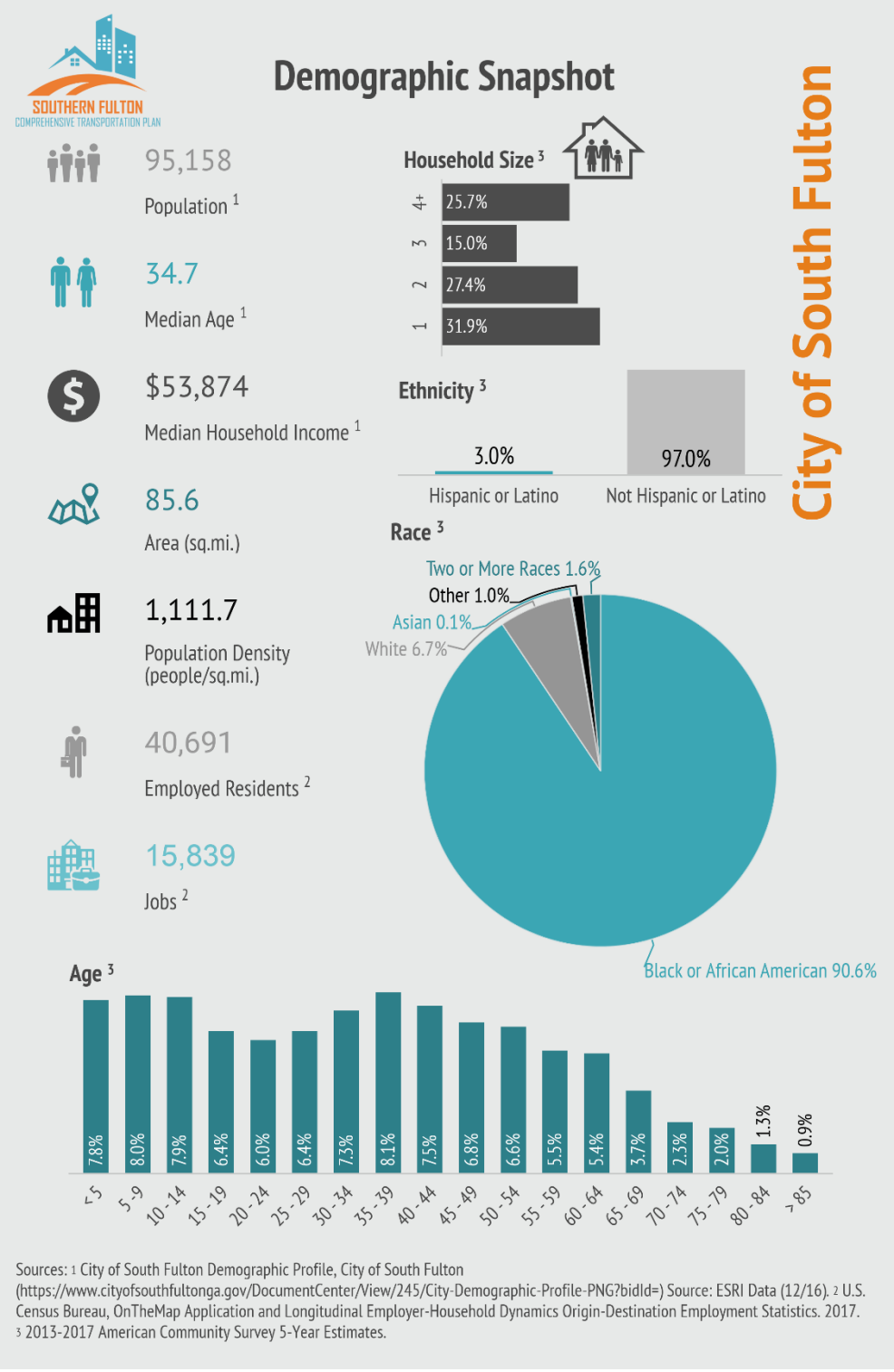


Figure 18: Transportation Snapshot for City of South Fulton

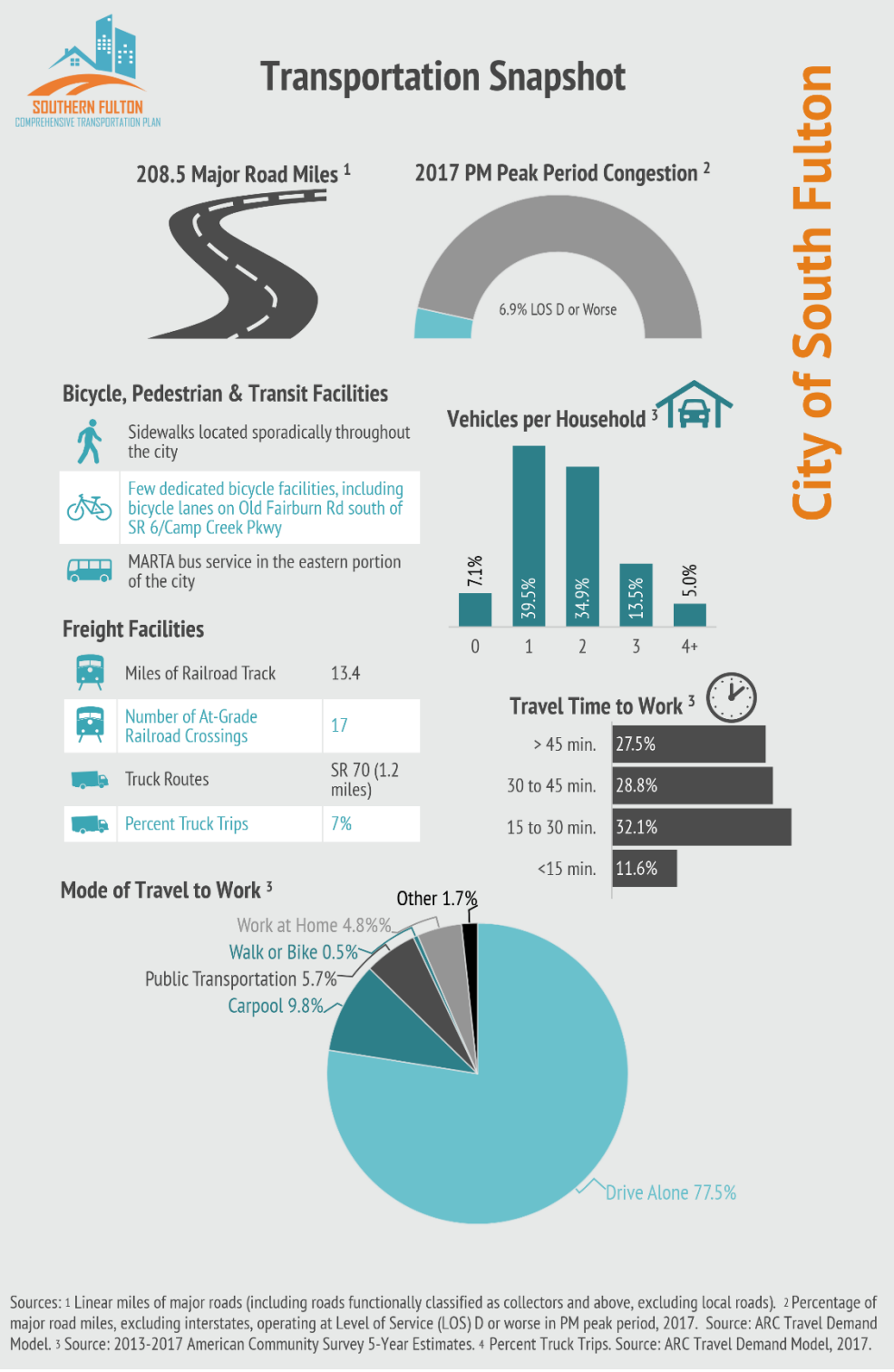


Figure 19: Demographic Snapshot for Union City

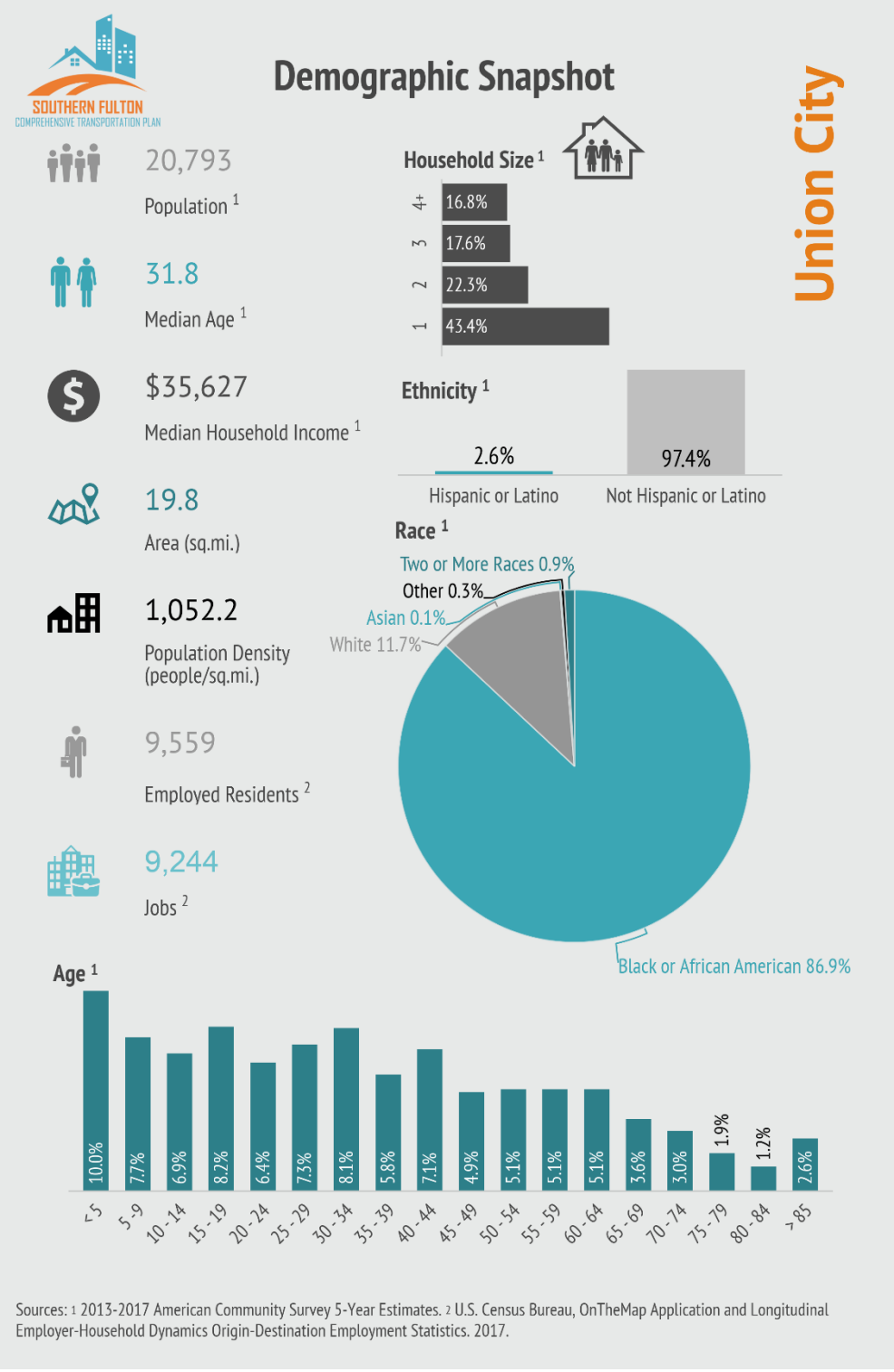
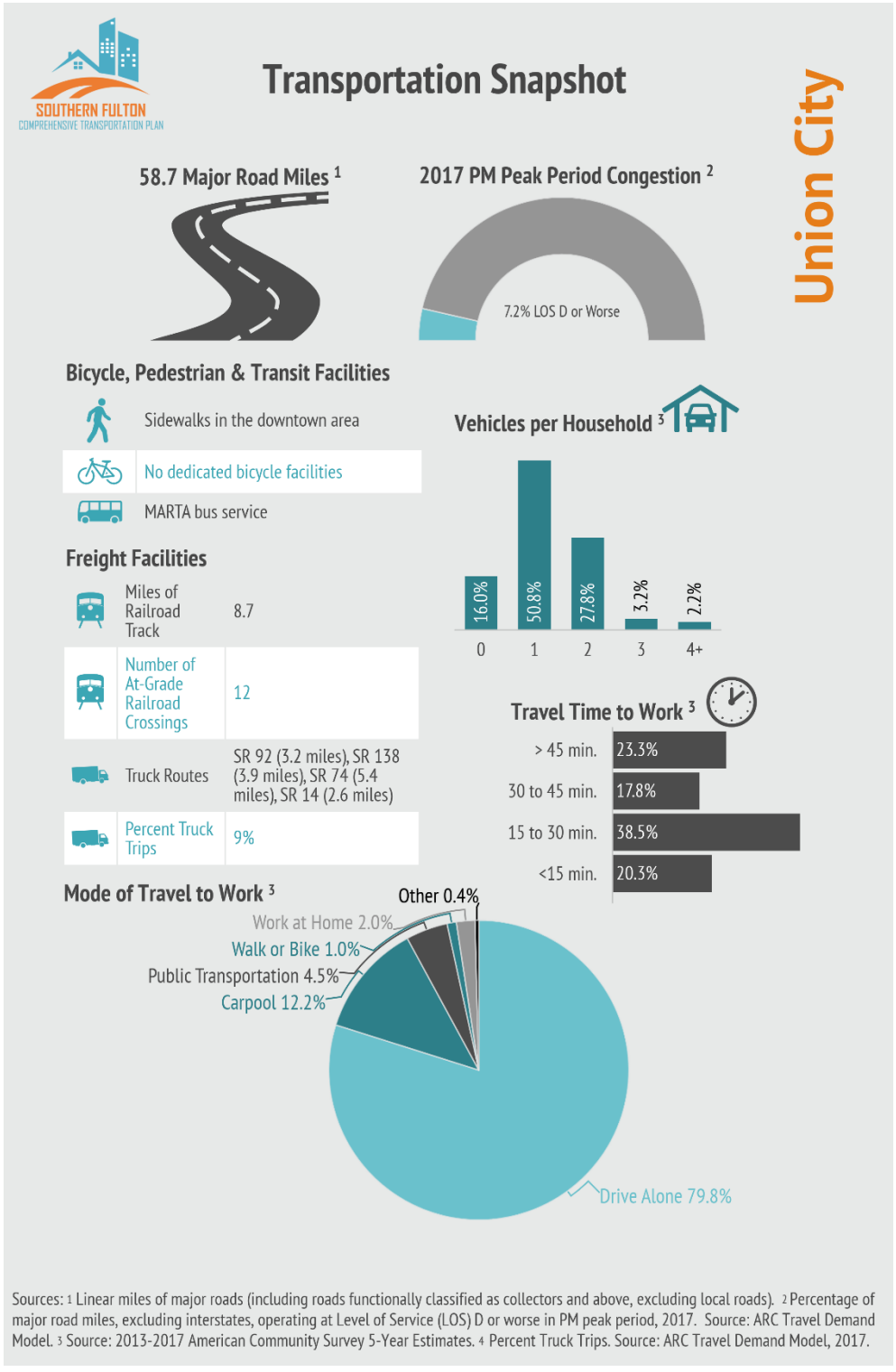




Figure 20: Transportation Snapshot for Union City



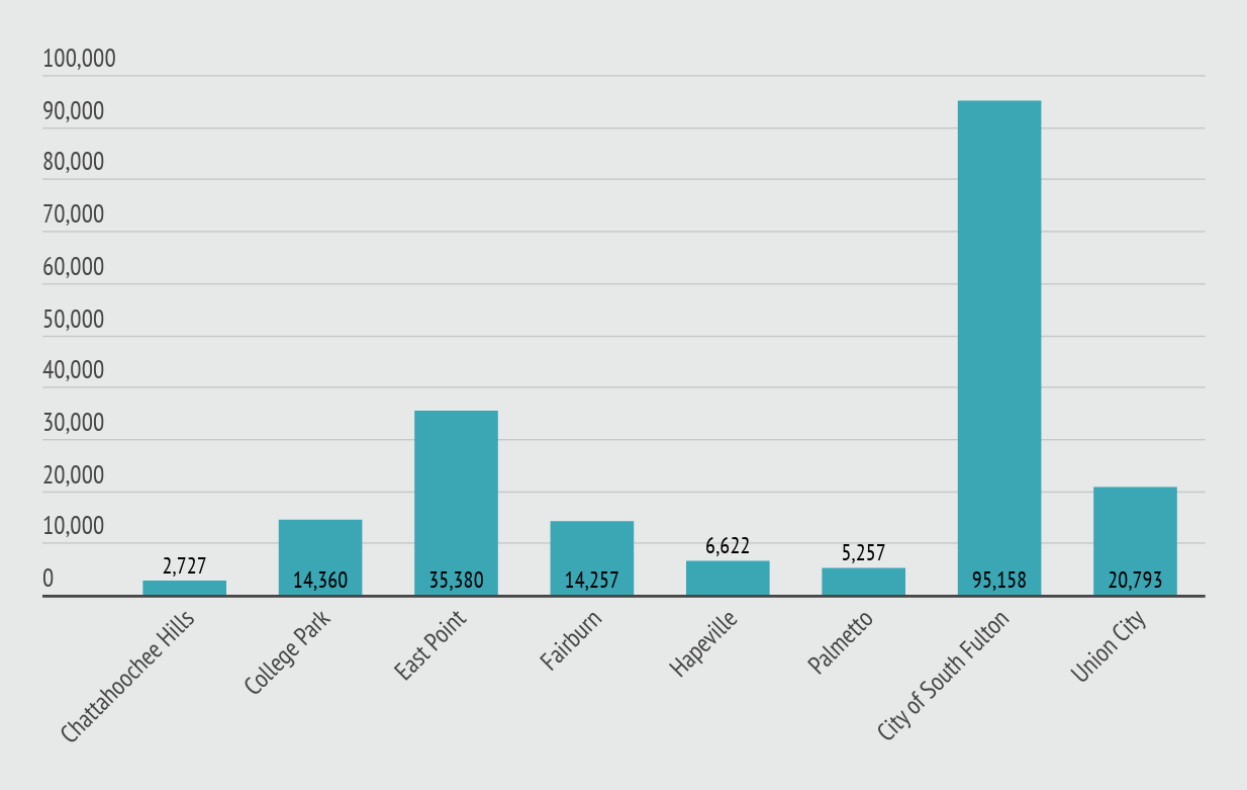


Comparison Among Cities

There are some notable differences in demographics and travel patterns among the study area cities and compared to the Atlanta area overall. The following charts compare certain characteristics of the study area cities.

As indicated in Figure 21, year 2013-2017 estimates population and population density vary among the cities with the City of South Fulton having by far the largest population with over 95,000 people, while the next largest city, East Point, has 35,380 people. Chattahoochee Hills has the smallest population with approximately 2,730 people.

Figure 21: 2013-2017 Population by City

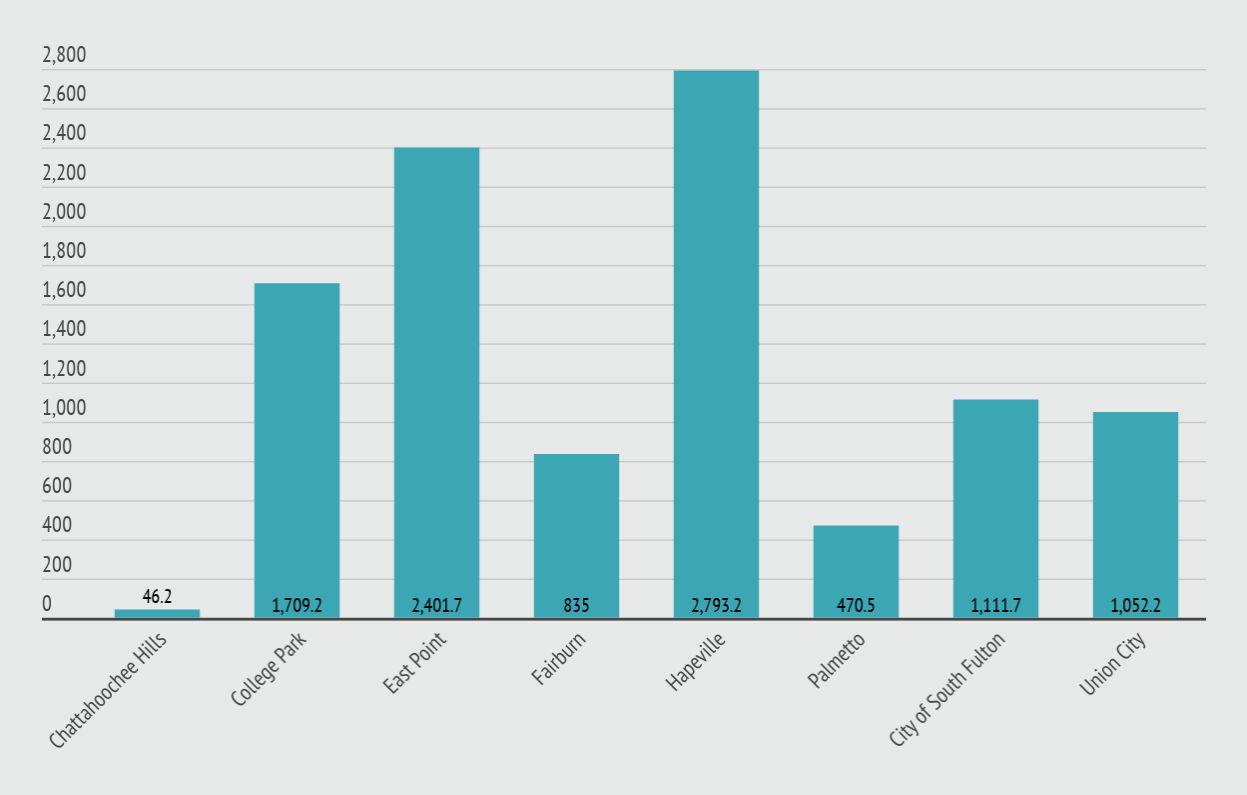


Data Sources: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates. Data source for City of South Fulton is City of South Fulton Demographic Profile, City of South Fulton (https://www.cityofsouthfultonga.gov/DocumentCenter/View/245/City-Demographic-Profile-PNG?bidId=)Source: ESRI data (12/16).



As illustrated in Figure 22, the cities with the greatest population density are Hapeville, East Point, and College Park. Chattahoochee Hills has the lowest population density with approximately 46 people per square mile.

Figure 22: Year 2013-2017 Population Density (People/Square Mile) by City

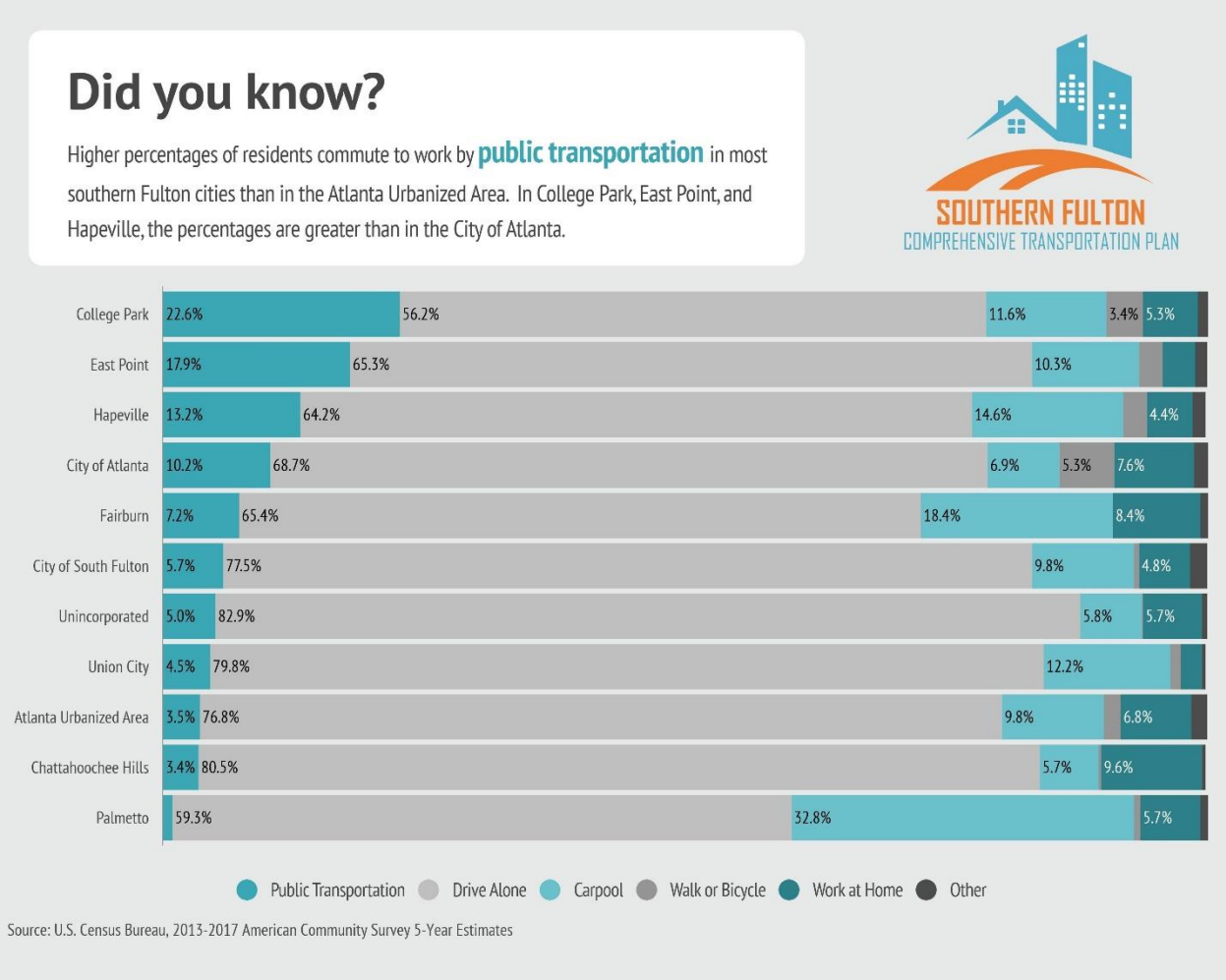


Data Sources: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates Data source for City of South Fulton is City of South Fulton Demographic Profile, City of South Fulton (https://www.cityofsouthfultonga.gov/DocumentCenter/View/245/City-Demographic-Profile-PNG?bidId=)Source: ESRI data (12/16) .

Mode of Transportation to Work

Most of the cities have higher public transportation use than the Atlanta Urbanized Area. As indicated in Figure 23, the percent of residents using public transportation to commute to work is highest for workers living in College Park (22.6%), followed by East Point (17.9%) and Hapeville (13.2%). These three Southern Fulton Cities also have higher public transportation use than the City of Atlanta, where 10.2% of city residents commute via public transportation. Only Palmetto (0.9%) and Chattahoochee Hills (3.4%) have smaller percentages of residents commuting via public transportation than the Atlanta Urbanized Area (3.5%).

Figure 23: Percentage of Residents Using Public Transportation to Commute



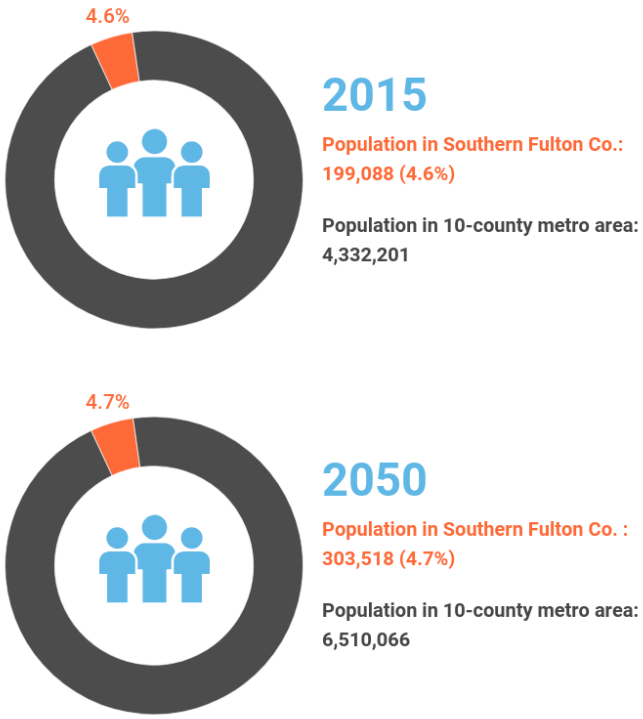
Data Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

3.2 Population and Employment Trends

3.2.1 Population Trends (Historical and Existing Population) and Forecasts

According to ARC's population projections, the Southern Fulton study area population is projected to increase from 199,088 in 2015 to 303,518 in 2050, an increase of about 52%. However, the study area is anticipated to maintain a similar share of the region's population, increasing from 4.6% in 2015 to 4.7% in 2050 (see Figure 24).

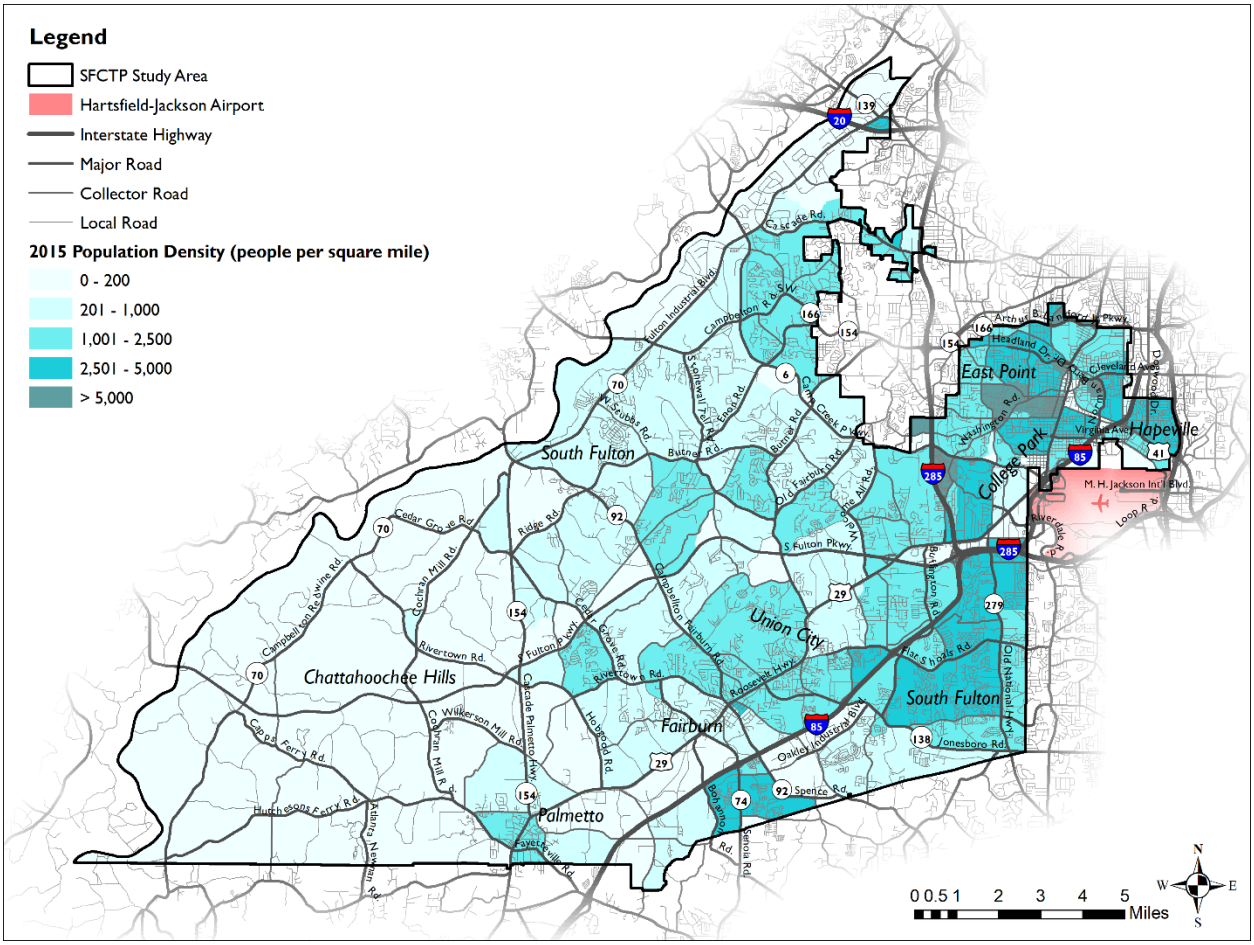
Figure 24: Population Density Comparisons



Data Source: ARC

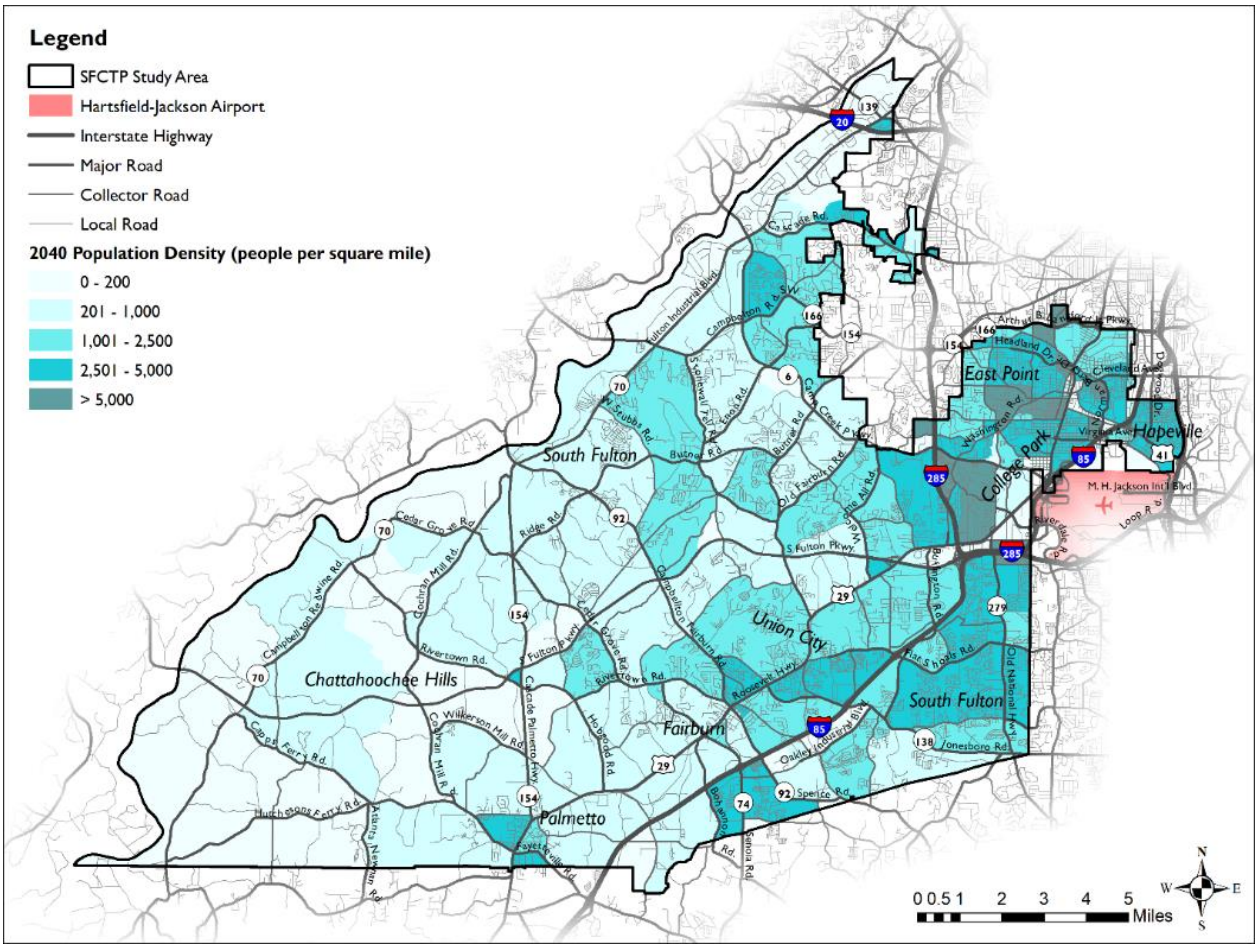
As illustrated in Figures 25-27, population density will continue to be greatest in College Park, East Point, Hapeville, and the City of South Fulton in 2040 and 2050 as compared to 2015.

Figure 25: 2015 Population Density



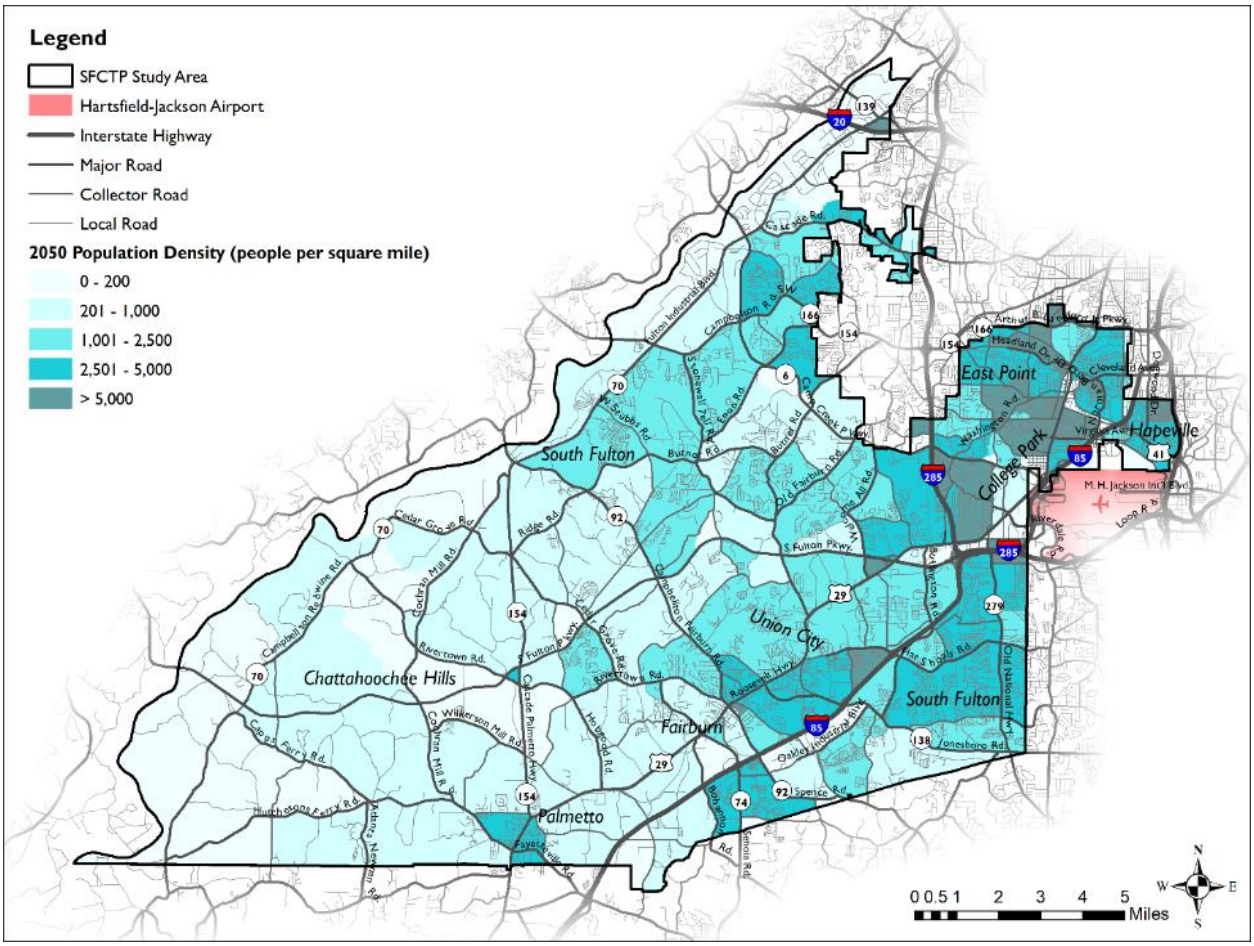
Data Source: ARC

Figure 26: 2040 Population Density



Data Source: ARC

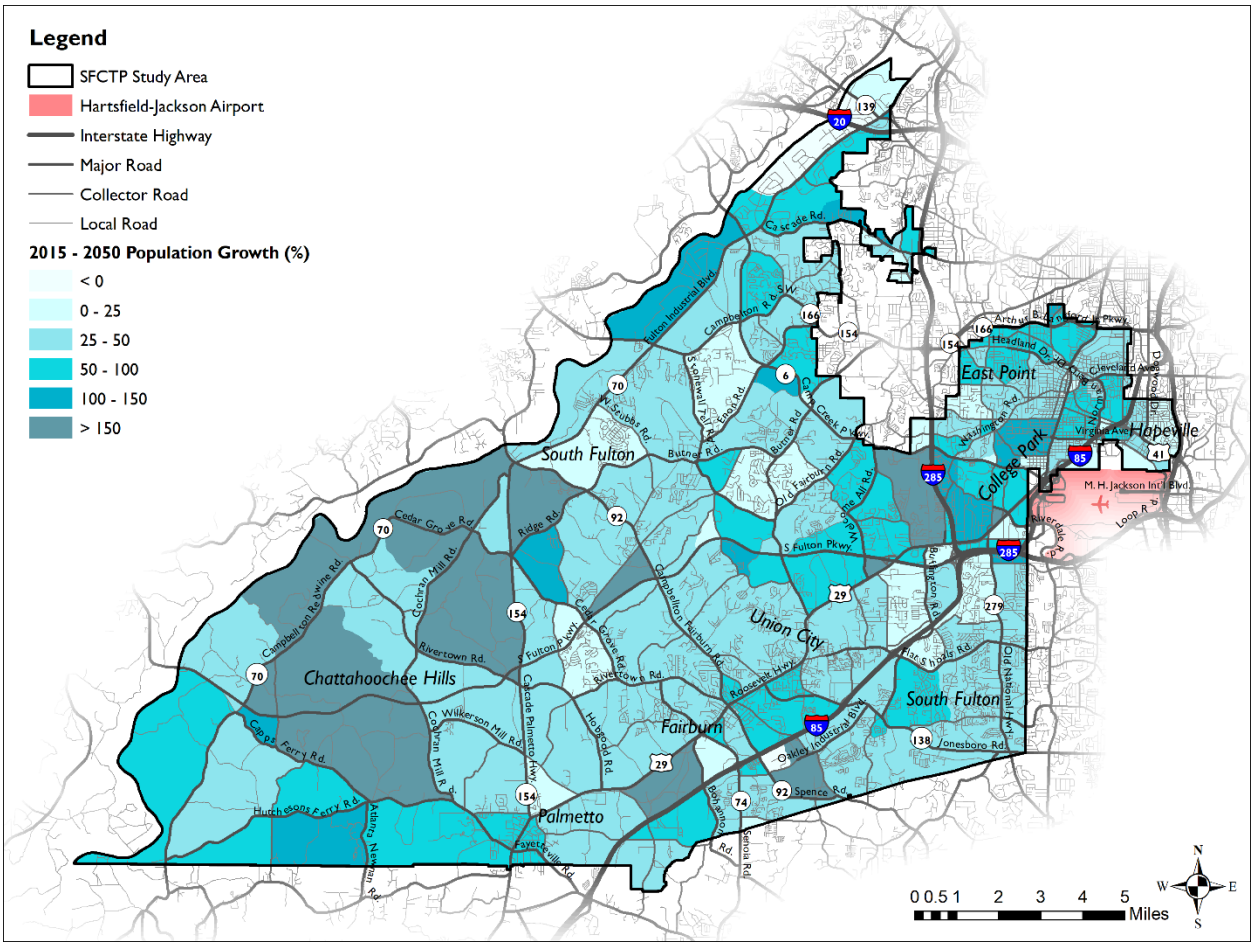
Figure 27: 2050 Population Density



Data Source: ARC

As illustrated in Figure 28, Southern Fulton as a whole will continue to grow. The more densely populated areas of College Park, East Point, Hapeville, and South Fulton will continue to have the greatest population density. Considerable growth is projected along major corridors such as I-85, SR 70, and SR 6. Some less dense areas like Chattahoochee Hills are projected to experience large percentage increases in population; however, due to their small current populations, these percentage increases do not necessarily indicate vast changes in total population and will not have much impact on the overall population density.

Figure 28: 2015 – 2050 Population Growth



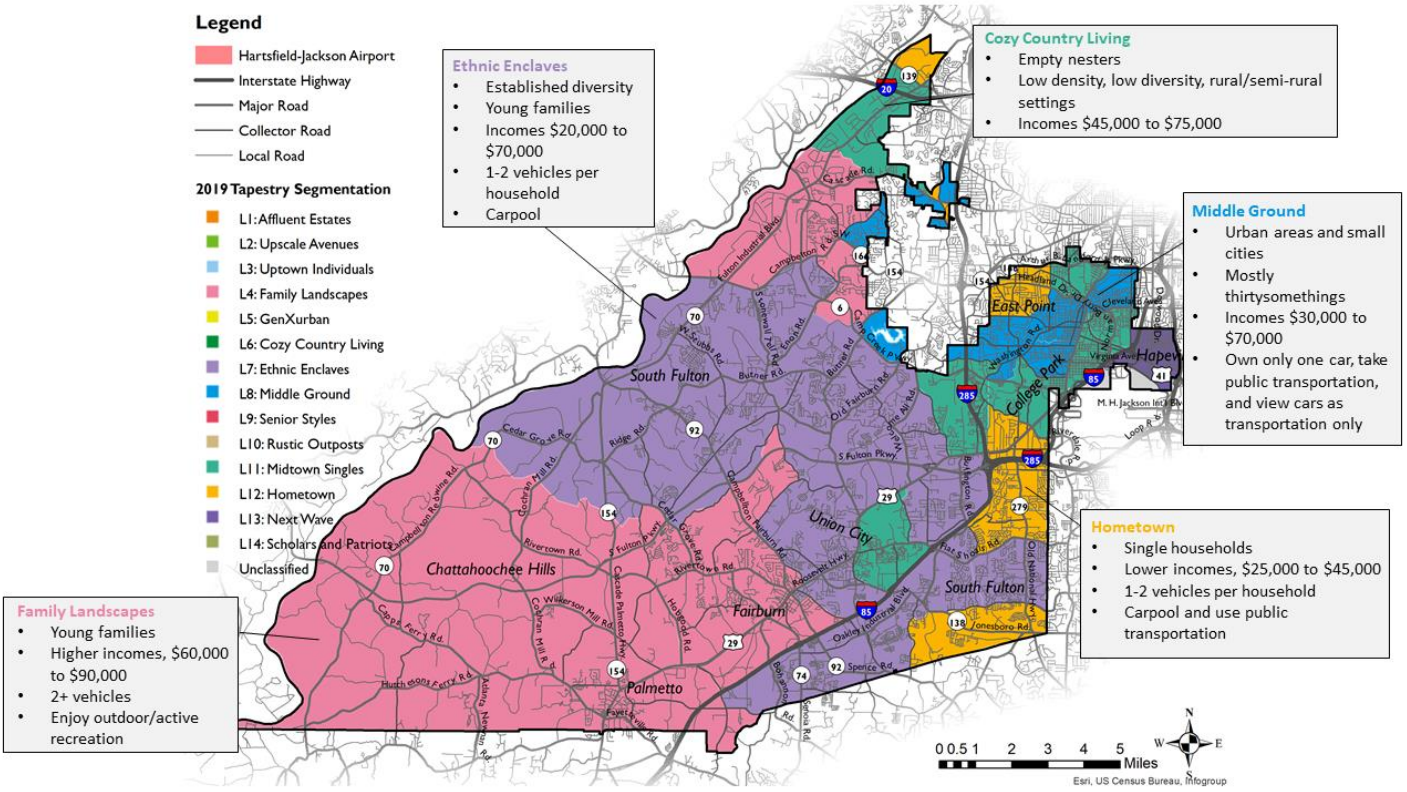
Data Source: ARC

3.2.2 ESRI Tapestry Data

ESRI's Tapestry Segmentation map offers a comprehensive approach to understanding local demographics. Tapestry Segmentation identifies consumer markets using cluster analysis of consumer traits and residential characteristics. It classifies U.S. neighborhoods into 67 market segments and 14 summary groups based on lifestyle and life stage.

Figure 29 indicates that the Southern Fulton County study area includes the Family Landscapes, Ethnic Enclaves, Cozy Country Living, Hometown, and Middle Ground summary groups.

Figure 29: ESRI Tapestry Segmentation Map for Southern Fulton County

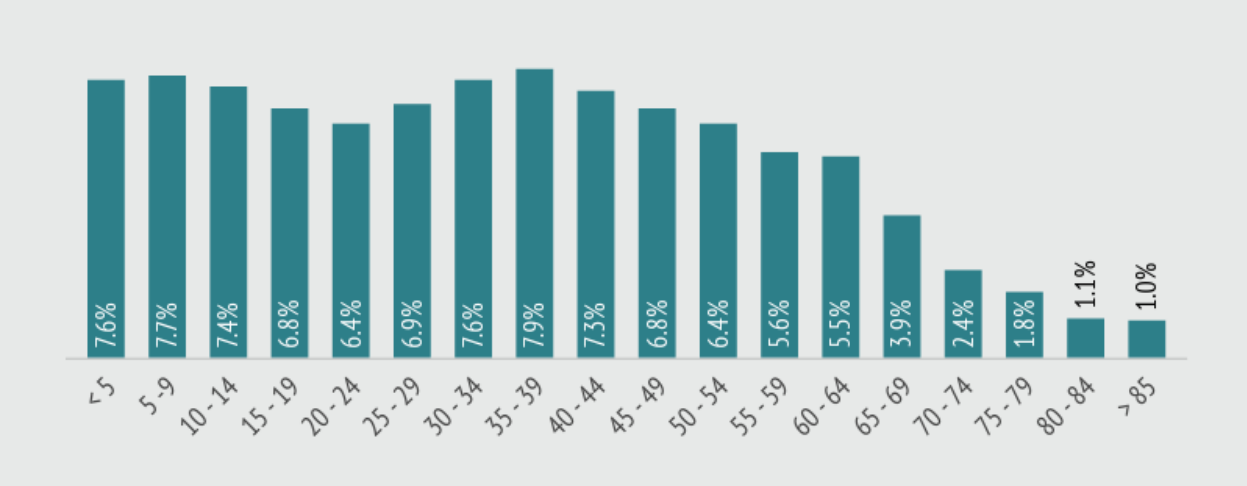


Data Source: ESRI Tapestry Data

3.2.3 Age Trends and Forecasts

Figure 30 breaks down the age of residents into age brackets. Over 10% of residents in the Southern Fulton County region are 65 or older. However, as residents currently between 35-64 years old age, approximately 40% of residents will be age 65 or older in the year 2050.

Figure 30: Current Population by Age Group

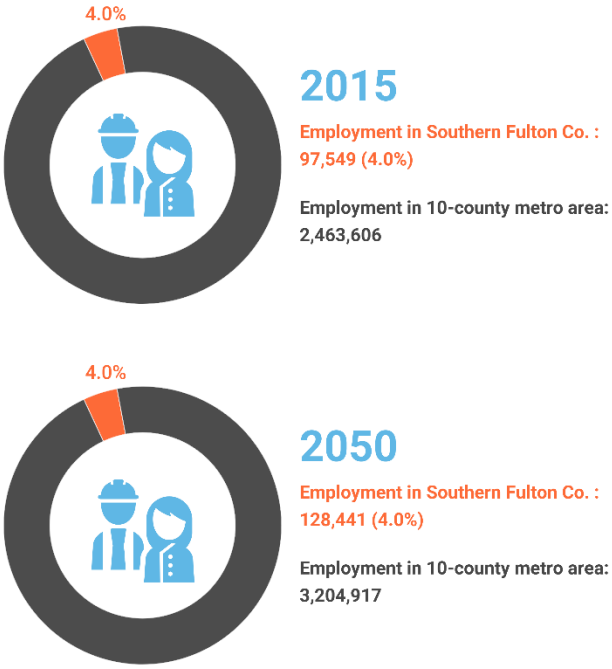


Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

3.2.4 Employment Trends and Forecasts

As illustrated in Figure 31, the study area is projected to maintain a similar share of the region's employment (about 4%) by 2050.

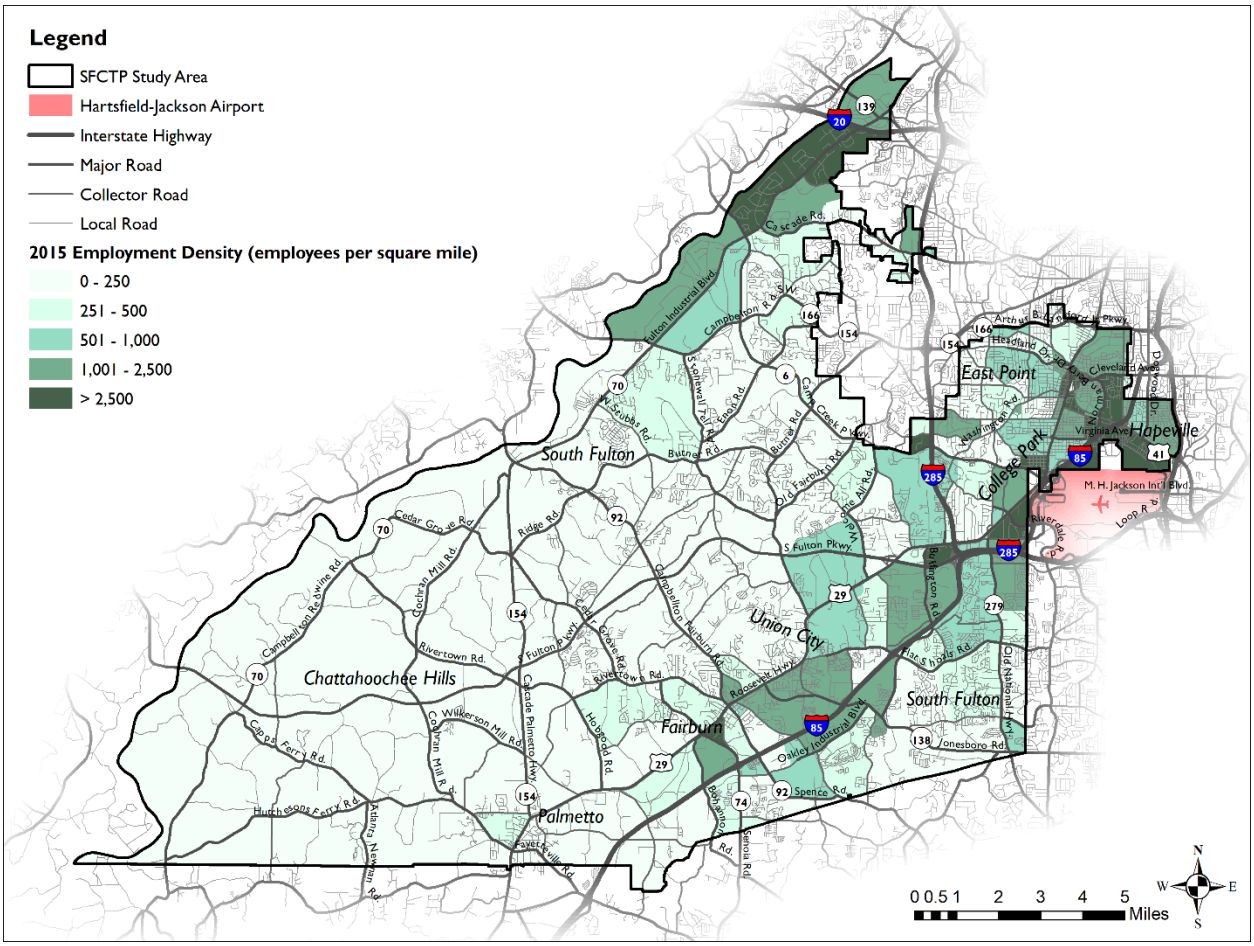
Figure 31: 2015 and 2050 Employment



Source: ARC

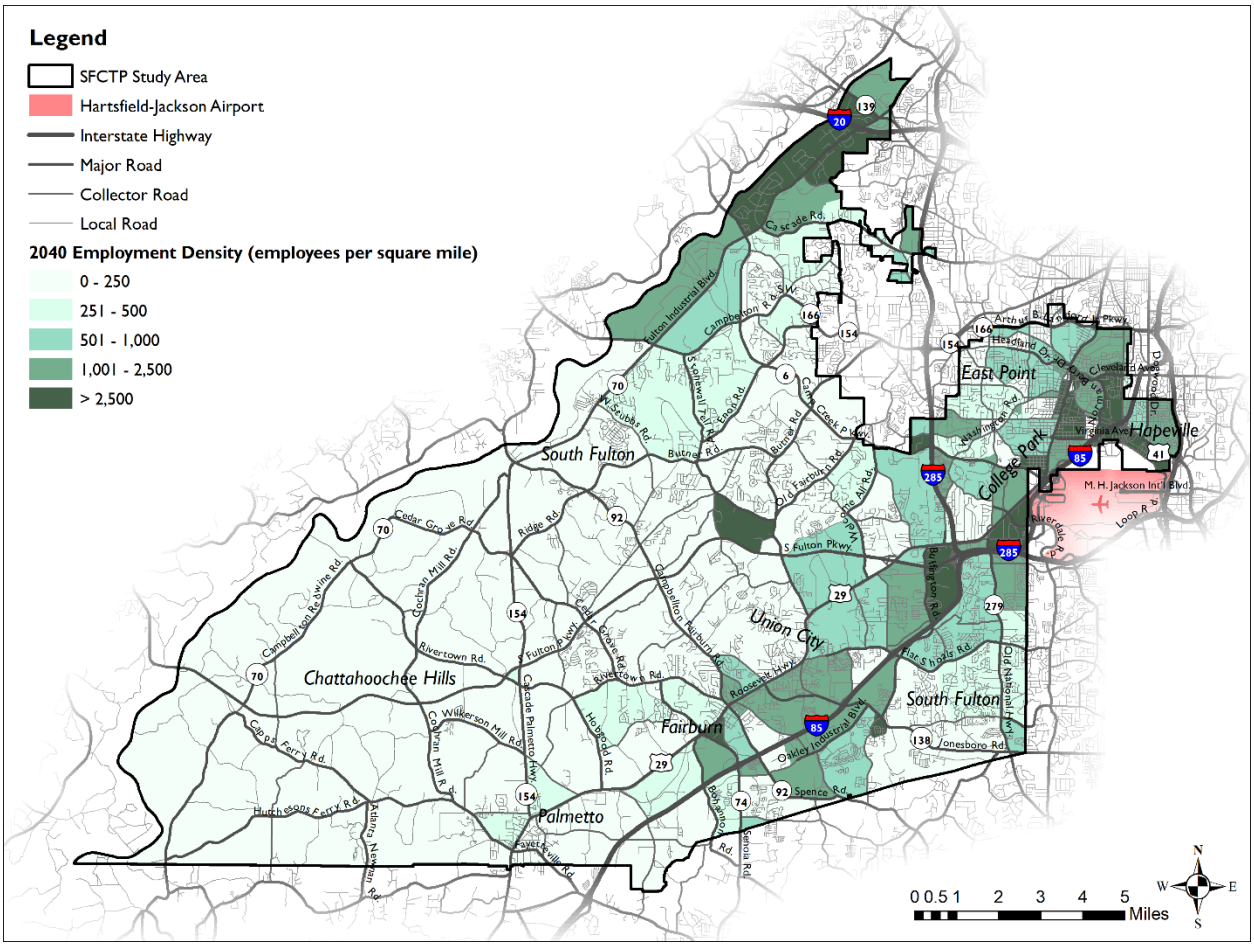
As illustrated in Figures 32, 33, and 34, employment density is greatest along major transportation corridors (I-85, I-285, and Fulton Industrial Boulevard) and is projected to continue to be most dense in these areas.

Figure 32: 2015 Employment Density



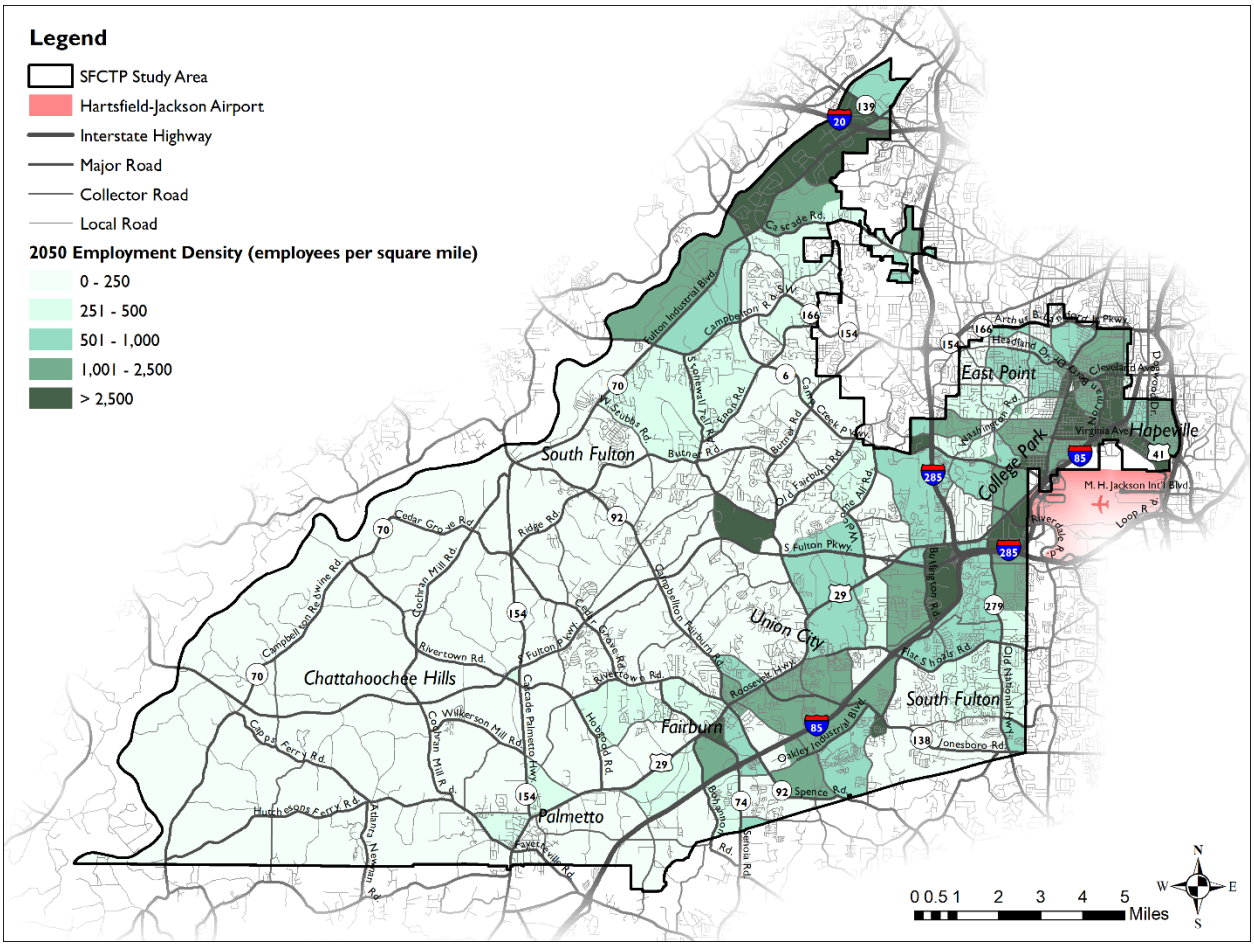
Source: ARC

Figure 33: 2040 Employment Density



Source: ARC

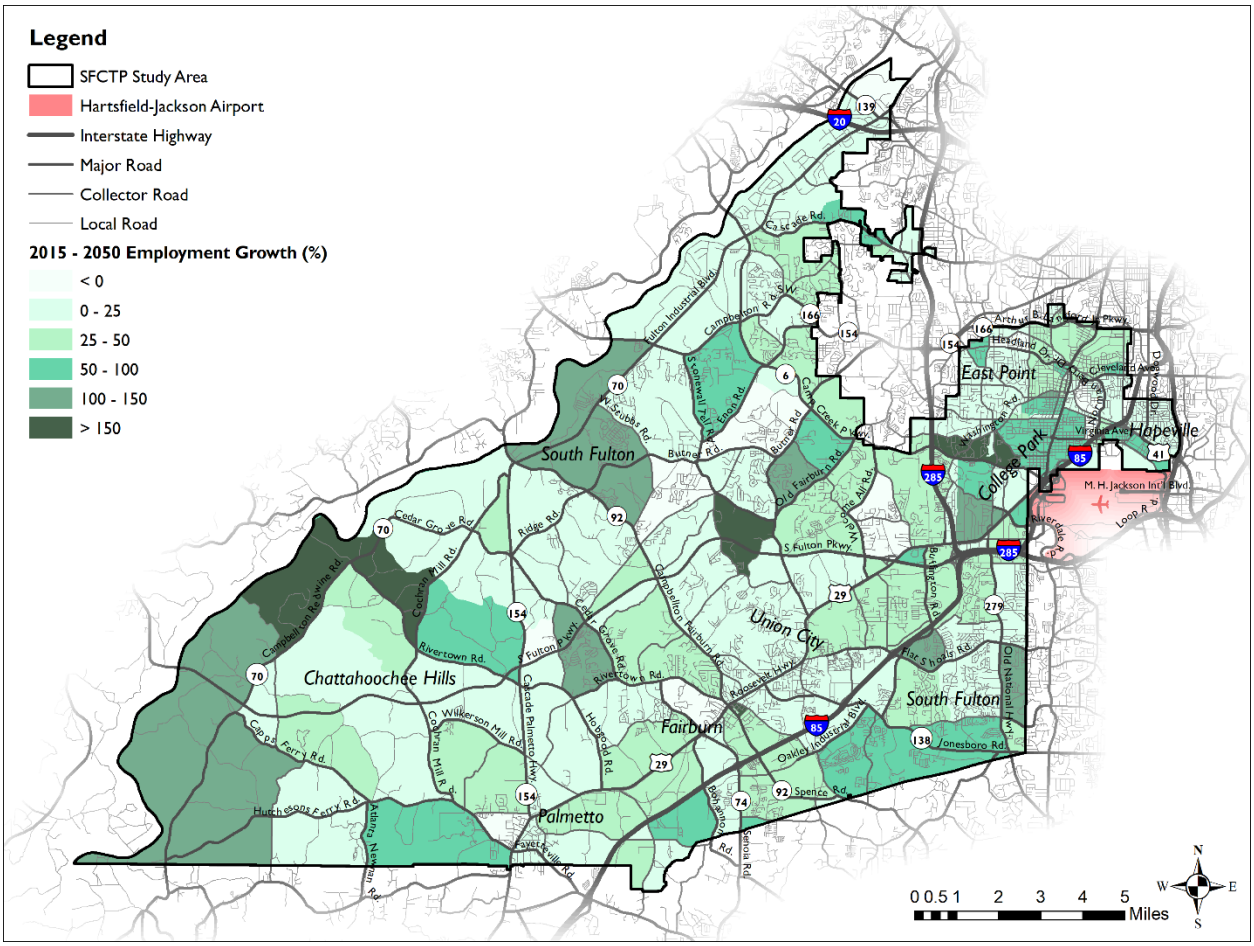
Figure 34: 2050 Employment Density



Source: ARC

Overall employment is projected to increase, and growth is expected to continue to be concentrated mostly in existing employment areas along major corridors. Percentage increases in employment from 2015 to 2050 will be greatest in the City of South Fulton, Union City, College Park, East Point, and to some extent, Chattahoochee Hills (as illustrated in Figure 35).

Figure 35: 2015 – 2050 Employment Growth

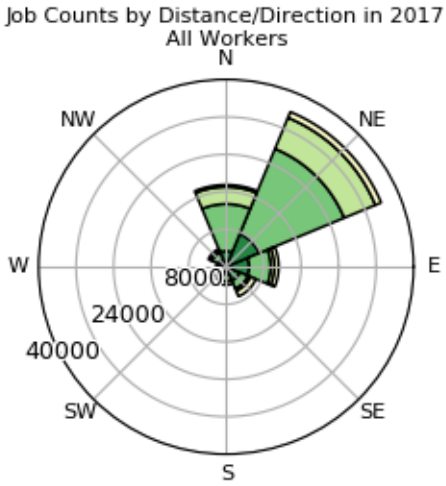


Source: ARC

Employee Travel Patterns

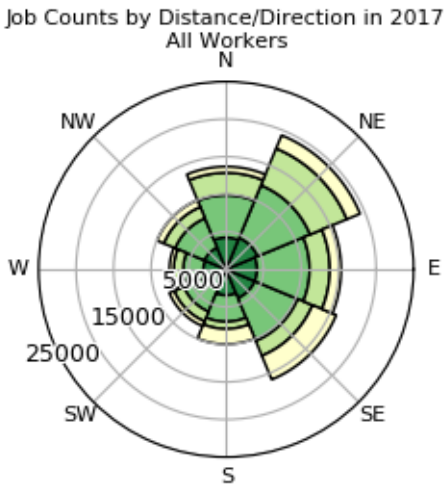
In the Southern Fulton region, about 86,600 employees commute into the area for work, while about 71,700 Southern Fulton residents work outside the area, and about 13,300 people both live and work within the area. Of the 86,600 workers residing outside Southern Fulton, most live northeast of Atlanta, as shown in Figure 36. Of the 71,700 Southern Fulton residents employed outside the region, most commute to the northeast, east, and southeast of the area, as shown in Figure 36.

Figure 36: Southern Fulton Employee Inflow Locations



Source: U.S. Census Bureau, OnTheMap Application and Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics. 2017

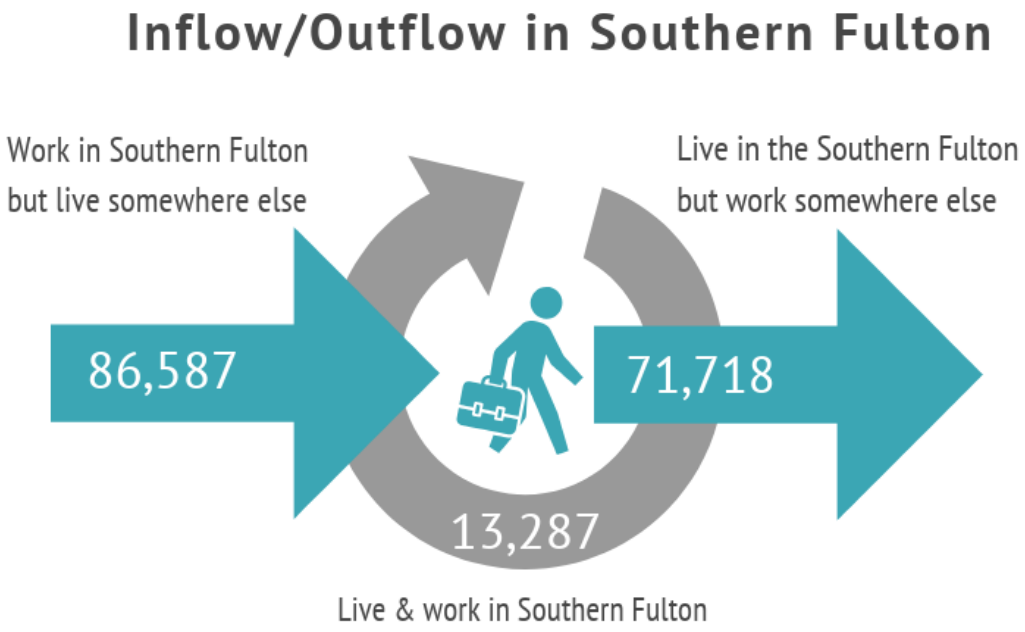
Figure 37: Southern Fulton Employee Outflow Locations



Source: U.S. Census Bureau, OnTheMap Application and Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics. 2017

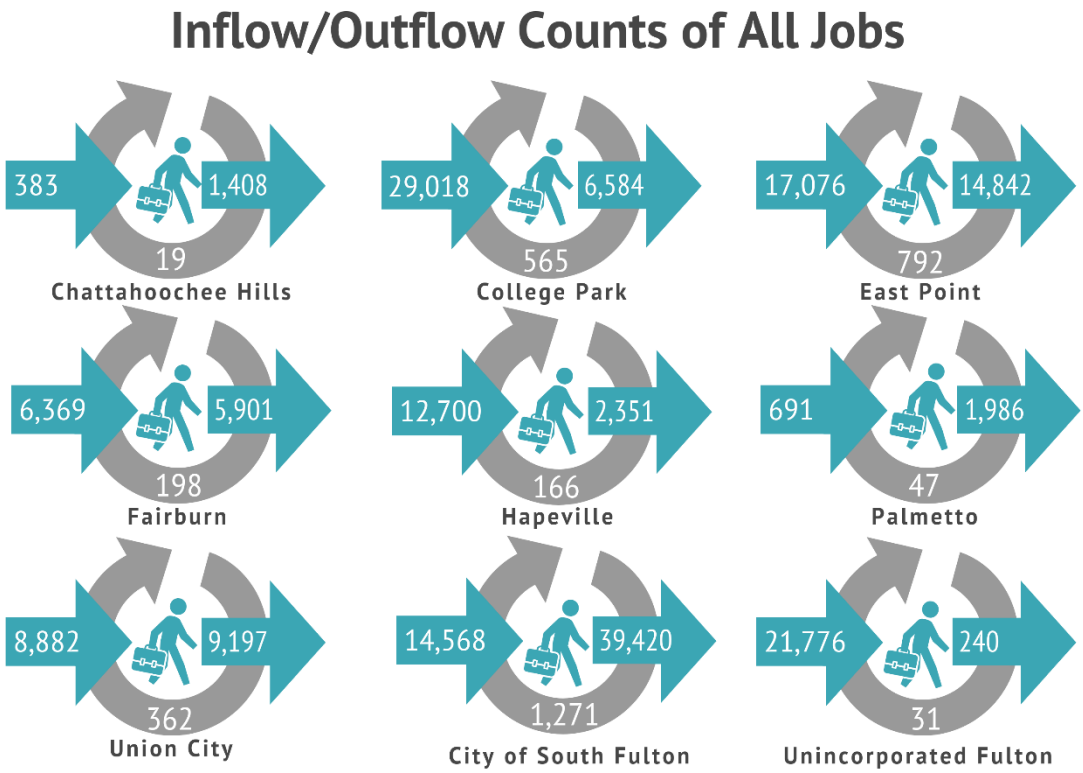
In the Cities of College Park, East Point, Fairburn, and Hapeville, more people travel into these cities for employment than live in the city and commute somewhere else for work. This pattern similar for unincorporated Fulton County and for the Southern Fulton region overall. The opposite pattern occurs in Chattahoochee Hills, Palmetto, Union City, and the City of South Fulton, where more workers commute to other areas of metro Atlanta for employment than those who travel into the cities. In all cases, there is only a small portion of workers who work in the city where they live (this is indicated by the number in the center of each city's graphic). The inflow/outflow graphics in Figures 38 and 39 depict the flow of workers in and out of Southern Fulton overall and for each city. Note that for College Park and Palmetto, the numbers indicate the entire cities, including portions outside Fulton County. Only 13.3% of those who work in Southern Fulton County also live in the Southern Fulton County, and 15.6% of employed Southern Fulton County residents also work in Southern Fulton County, indicating the need to improve mobility across jurisdictions.

Figure 38: Inflow and Outflow of Jobs in Southern Fulton County



Source: U.S. Census Bureau, OnTheMap Application and Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics. 2017

Figure 39: Inflow and Outflow of Jobs by City

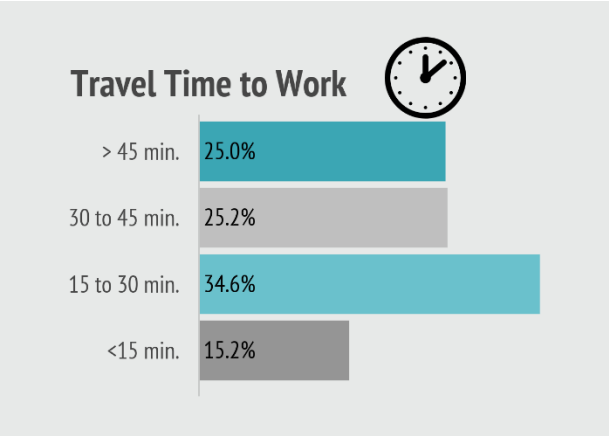


Source: U.S. Census Bureau, OnTheMap Application and Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics. 2017

Commute Times

As could be expected, the more rural areas tend to have longer commute times. Chattahoochee Hills, College Park, and Palmetto have average commute times over 30 minutes, while Hapeville has an average commute time under 25 minutes. The average commute time for the Atlanta urbanized area is 31.4 minutes. Commute times by city are shown in the city snapshots in Section 3.1.

Figure 40: Travel Time to Work for Southern Fulton County

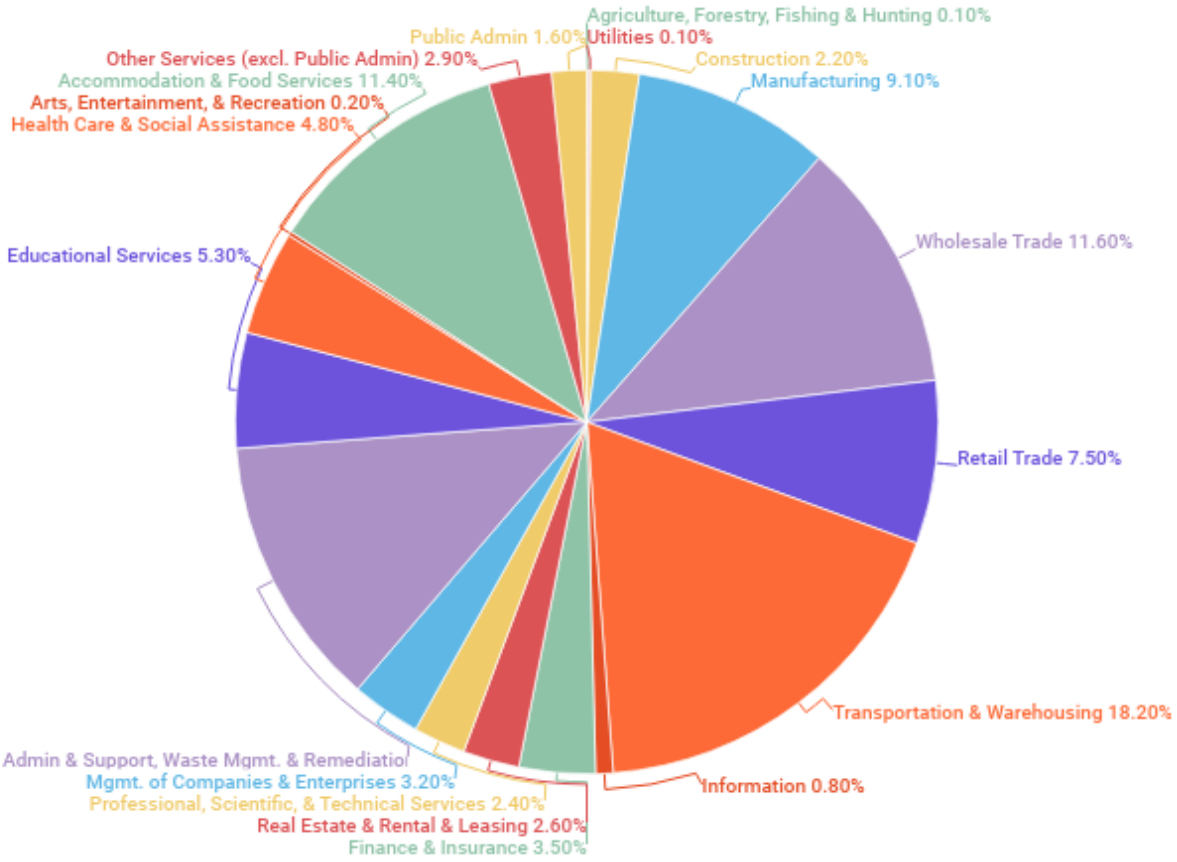


Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

Employment Sectors

Many jobs in Southern Fulton County are related to freight and logistics industries, with Transportation, Warehousing, and Manufacturing making up approximately 27.3% of jobs in 2017, an increase from 24.5% in 2010. As indicated in Figure 41, Administration & Support, Waste Management and Remediation (12.5%), Wholesale Trade (11.6%), and Accommodation and Food Services (11.4%) also make up large shares of the total employment in the area.

Figure 41: 2017 Employees by Job Sector



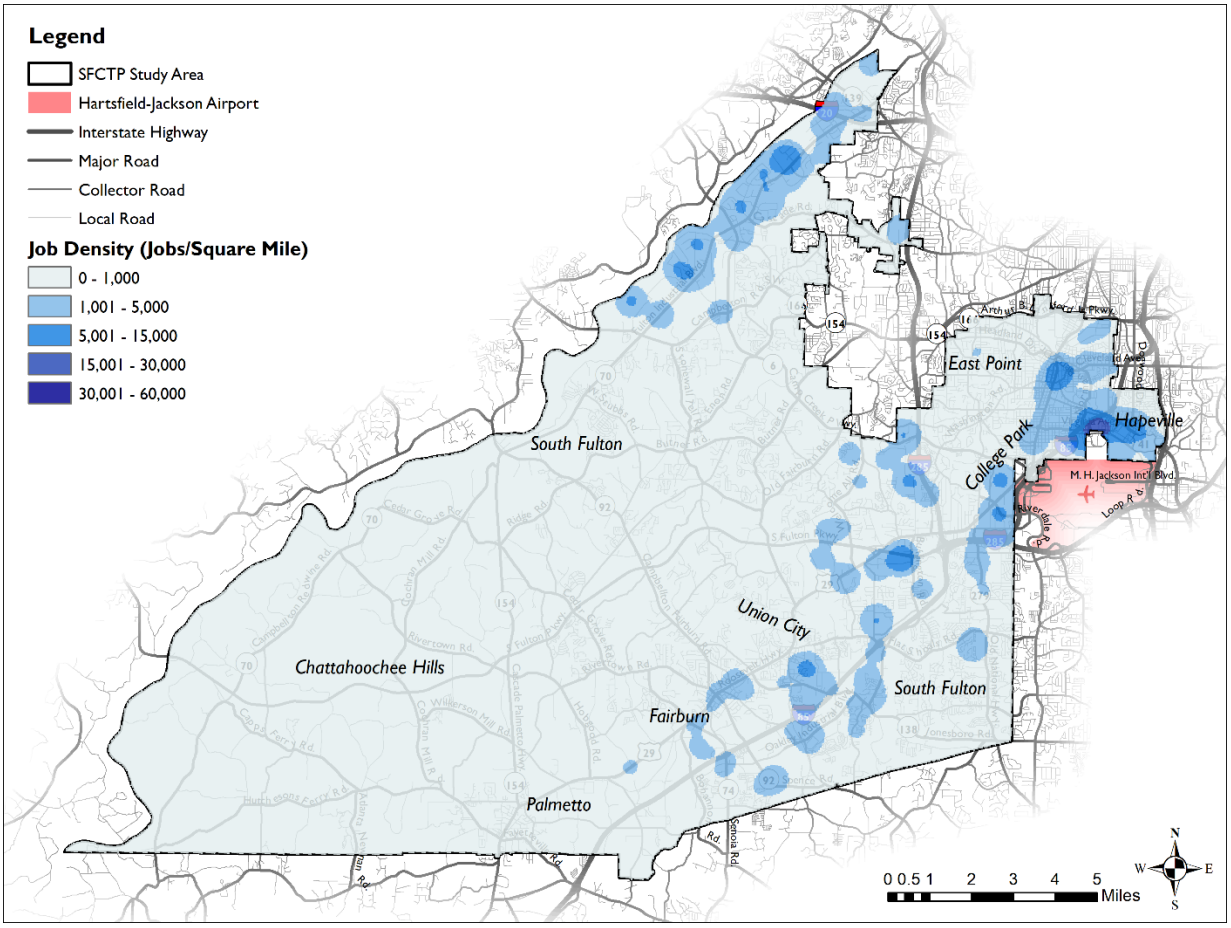
Data Source: U.S. Census Bureau, OnTheMap Application. 2010-2017



Hartsfield-Jackson Atlanta International Airport Employment

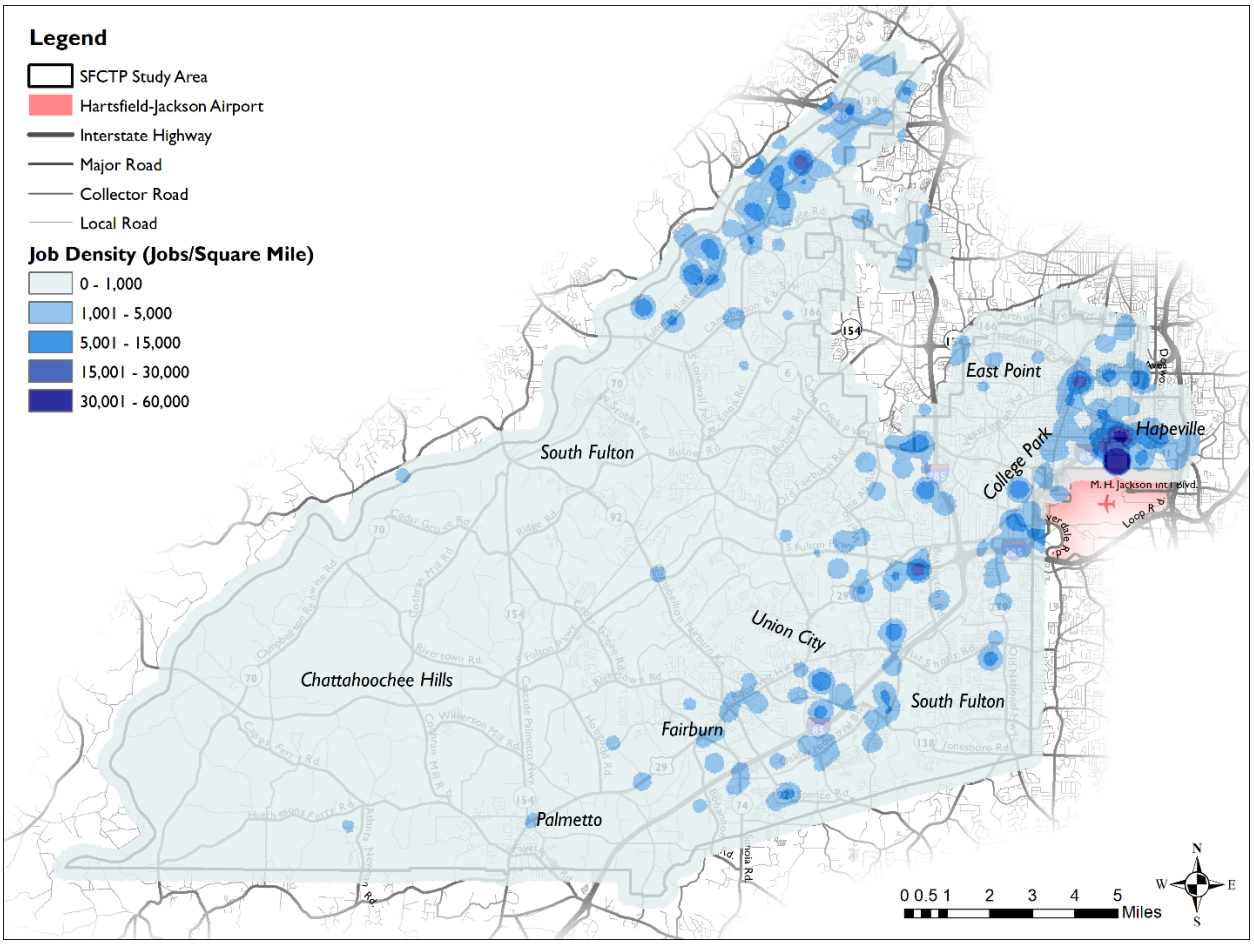
As the largest employer in Georgia, Hartsfield-Jackson Atlanta International Airport (HJAIA) is a major job center in the Southern Fulton CTP area. However, the numbers above do not fully include the airport property, which is located just outside the Southern Fulton CTP boundary. Figure 42 shows jobs per square mile strictly within the Southern Fulton boundary. For comparison, Figure 43 includes a quarter-mile buffer around the Southern Fulton CTP boundary to include HJAIA reveals the relatively high concentration of jobs at and near HJAIA. When HJAIA is added, 37.8% of the jobs in the area are in the Transportation & Warehousing sector.

Figure 42: Work Area Profile Analysis for the Southern Fulton CTP Area Only



Source: U.S. Census Bureau, OnTheMap Application and Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics. 2017

Figure 43: Work Area Profile Analysis for the Southern Fulton CTP Area Plus a Quarter-Mile Buffer to Include HJAIA



Source: U.S. Census Bureau, OnTheMap Application and Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics. 2017

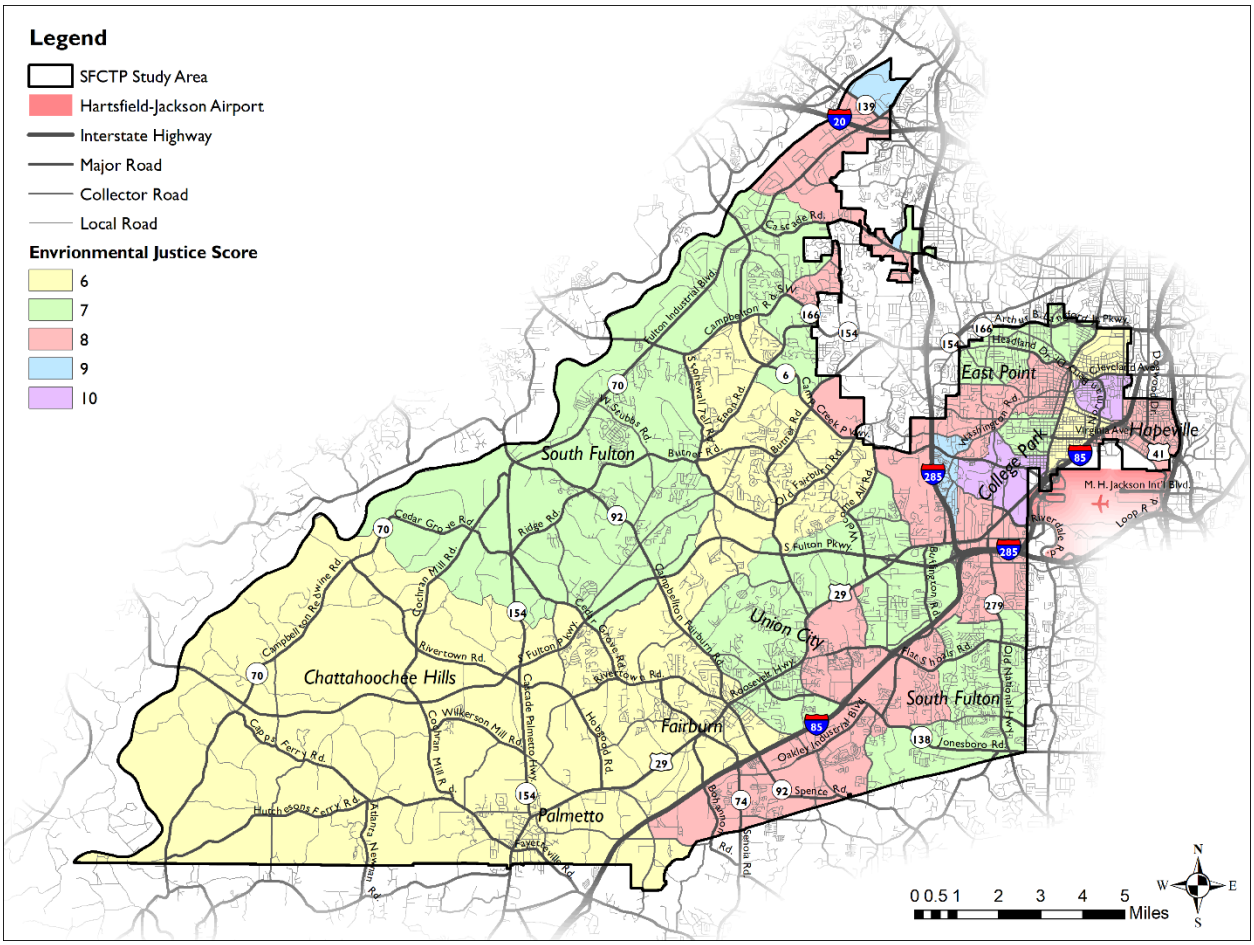
3.2.5 Environmental Justice

The U.S. Environmental Protection Agency defines environmental justice as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies." To achieve environmental justice, ARC considers ethnic minority, racial minority, and low-income populations as the indicators of the most significant inequality in the Atlanta Region. The map in Figure 44 is based on the results generated from the ARC Environmental Justice Model.

According to ARC, this model calculates the percentage of each of the population groups (model criteria) present in every census tract in this region. Then based on the standard deviations with the regional mean value, every census tract is classified into one

of five bins – well above average, above average, average, below average, and well below average. A score of 0 to 4 is given to each bin, in which, a score of 0 represents well below average. Since the ARC Environmental Justice Model considers three criteria (ethnic minority, racial minority, and low-income), the cumulative numeric score of each census tract ranges from 0 to 12.[1] As indicated in Figure 44, areas in College Park and East Point, both near HJAIA, score above average for EJ areas.

Figure 44: Environmental Justice Score



Source: ARC

[1] ARC. (2019). Equity Analyses Methodology. Retrieved from https://cdn.atlantaregional.org/wp-content/uploads/arc-equity-methodology-june2019.pdf.



3.3 Land Use and Development

3.3.1 Existing Land Use

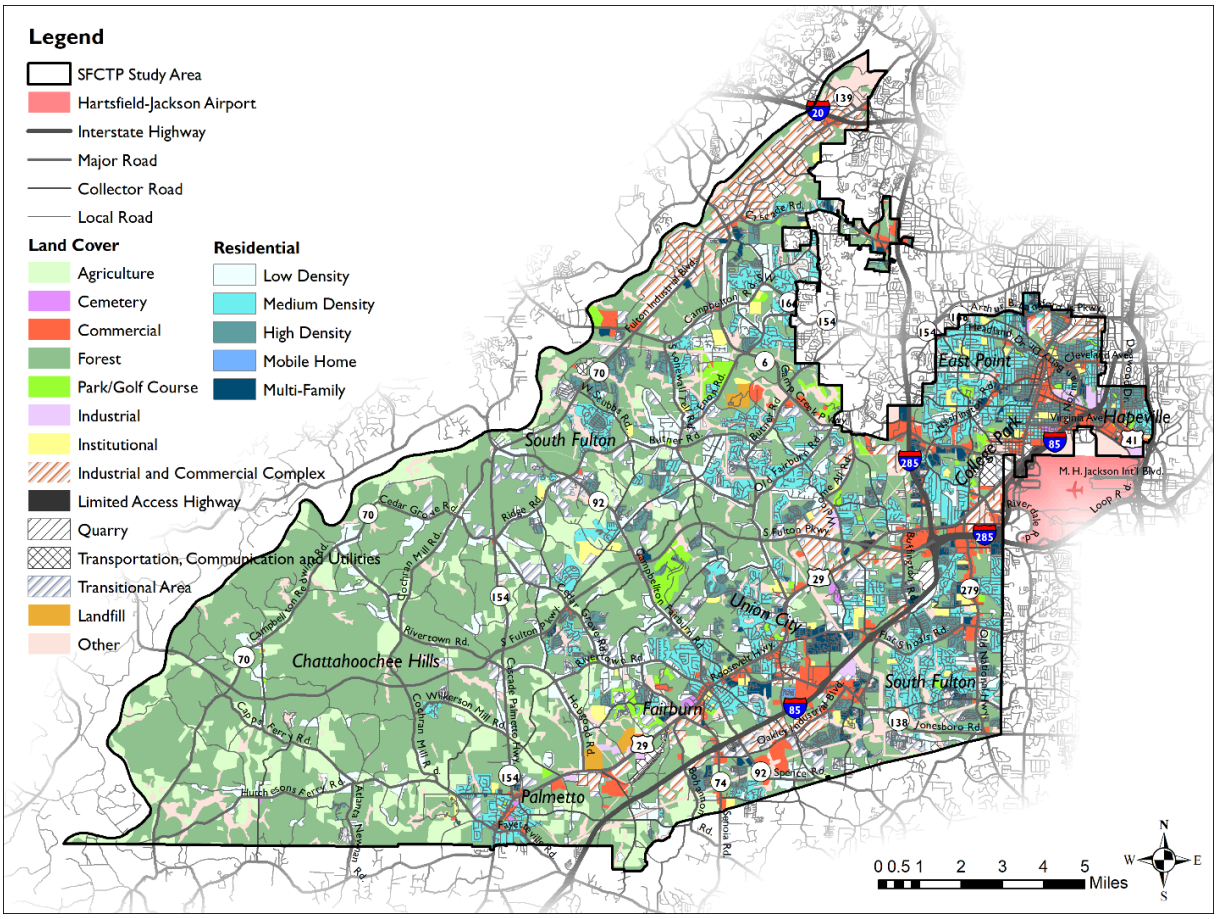
Understanding existing and future land use patterns is essential for transportation planning. To provide a general overview of land use and development patterns, this report includes ARC's land cover and Unified Growth Policy Map (UGPM). Comprehensive plans for each city and unincorporated Fulton County provide further detail on existing and future land use within each jurisdiction. These plans are summarized in the Completed Plans and Studies section in the **Appendix** for this report. However, due to the size of the SFCTP planning area, land cover and regional land use designations provide the appropriate scale for analysis in the comprehensive transportation plan.

Land Cover

Land cover refers to the categorization of natural or cultivated features covering the land, as well as the developed areas. It does not directly represent zoning or future land use. Land cover is a useful way to visualize the current development patterns at a high level. The land cover shown in Figure 45 is from a generalized land cover database (Landpro) designed for regional planning with a land use component used by ARC for forecasts and modeling.

Figure 45 shows that much of southwest Southern Fulton is forest, agriculture, and low density residential, while the northeastern part of the Southern Fulton has a variety of land cover types, including medium and high density residential, commercial, institutional, and industrial.

Figure 45: Land Cover



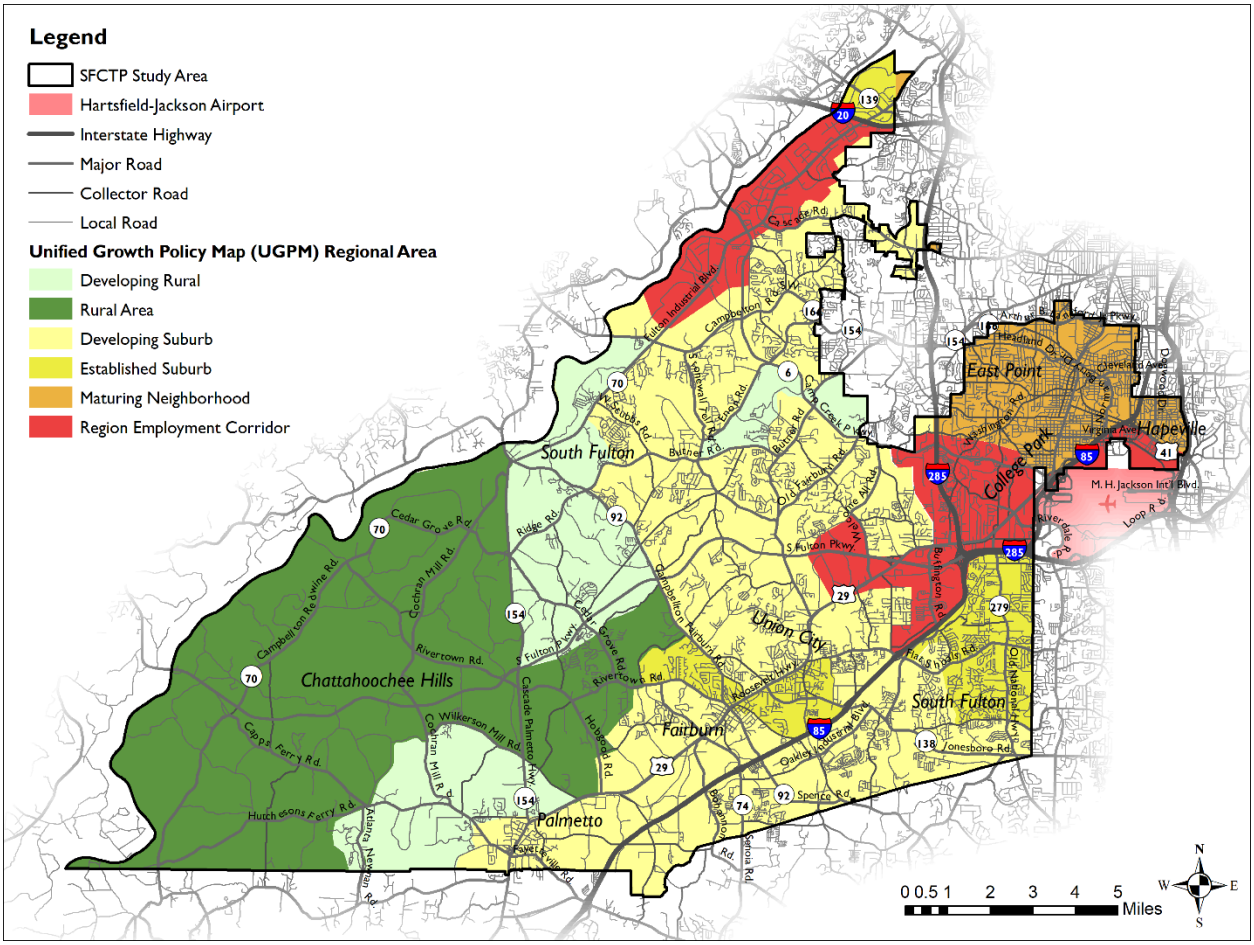
Source: ARC, LandPro, 2012

3.3.2 Land Use Development Trends and Density

Unified Growth Policy Map

The Atlanta Regional Commission's Unified Growth Policy Map (UGPM) incorporates local plans and the Region's Plan policies and forecasts. It provides vision and direction for future growth in the Atlanta region according to categories of Regional Areas, Regional Places, and Regional Policy Districts.

Figure 46: Unified Growth Policy Map (UGPM) Areas



Source: ARC, 2015

Regional Areas – Southern Fulton includes a wide range of Regional Areas, from Regional Employment Corridors and Community Activity Centers in College Park and Hapeville to Rural Areas in Chattahoochee Hills. East Point is largely Maturing Neighborhoods. Between the Rural Areas in the southwest and the more developed parts of the northeast portion of the study area, the Regional Areas are mostly Developing Rural and Developing Suburbs.

Figure 47 illustrates ARC's designated UGPM Regional Places and Regional Districts in Southern Fulton. Hartsfield-Jackson Atlanta International Airport (HJAIA) is a Regional Center, as is much of Fulton Industrial Boulevard. Regional Centers are defined as areas with high levels of employment, 10,000 jobs or more in four-square miles. These centers in

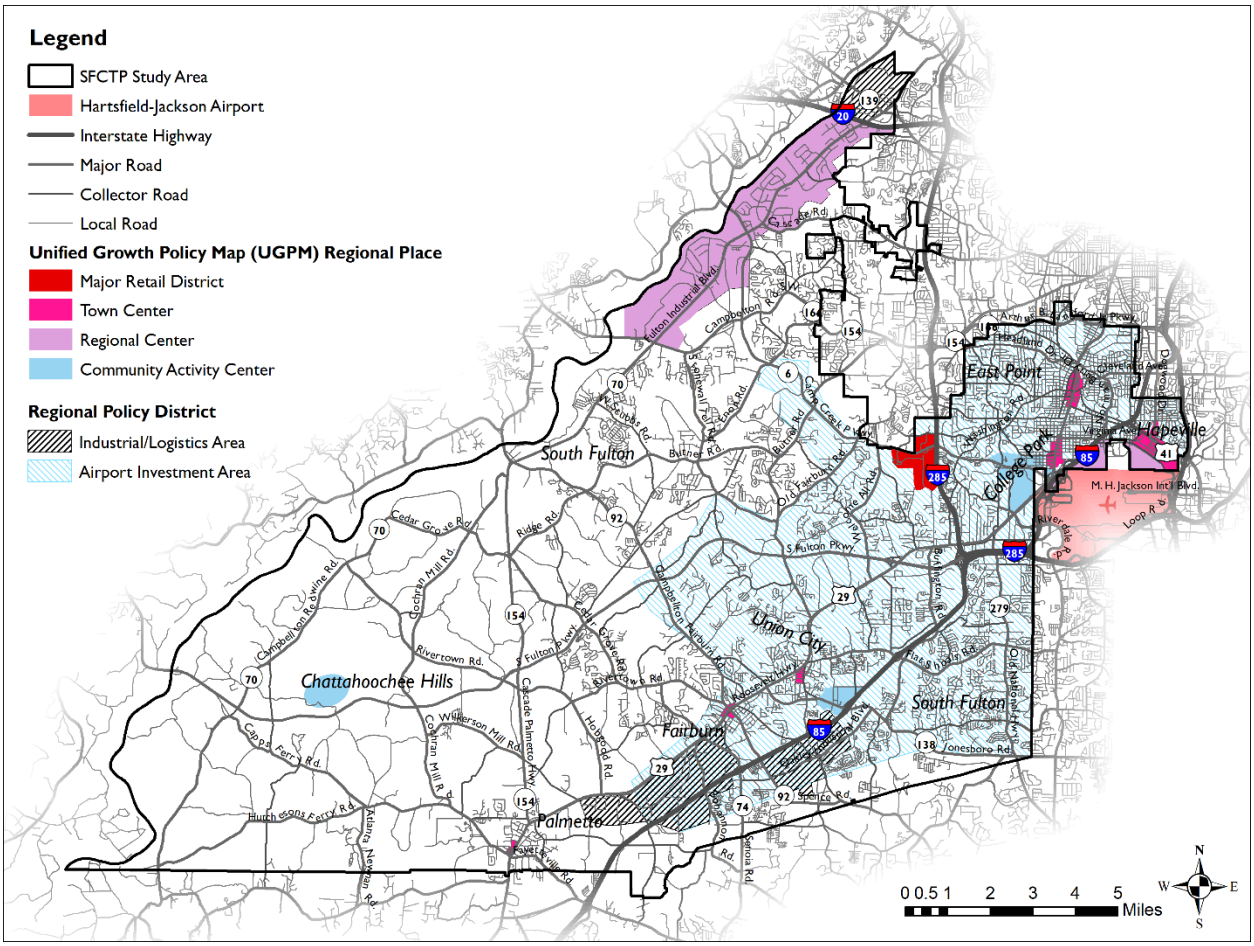


most cases, have a jobs-housing imbalance, encouraging people around the region to travel to these centers, for employment, retail, and entertainment. Increase in congestion is highly expected for Regional Centers. For regional centers with high concentration of industrial activities, similar to Fulton Industrial Boulevard, retention/improvement of existing logistics/industrial activities should be prioritized.

Town Centers in the study area include East Point, College Park, Hapeville, Union City, Palmetto, and Fairburn. Town Centers are small towns with lower levels of employment. Policies and programs are put in place to create better, more accessible mixed-use town centers.

Camp Creek Parkway near I-285 (Camp Creek Marketplace) is a Major Retail Attractor. As shown in Figure 47, a Major Retail District surrounds Camp Creek Parkway near I-285. Major Retail Districts are areas with high concentrations of retail and commercial activities outside of the Regional Centers and Community Activity Centers. These areas often have high peak and off-peak hours congestion and have very little employment-related and residential development.

Figure 47: UGPM Regional Places and Regional Policy Districts



Source: ARC, 2015

Regional Policy Districts are areas with unique land use challenges. Much of the east side of the study area is in the Airport Investment Area, which is expected to see increased job growth in the form of class A office and industrial/logistics space and where conflicts exist and should be avoided between airport activities and surrounding land uses.

There are two identified Industrial Logistics areas, in Fairburn and along Fulton Industrial Boulevard. Industrial Logistics policy districts have major intermodal freight facilities and logistics centers. Due to their importance for the region's economy, these areas should be protected and well served by the regional transportation network.

Developments of Regional Impact

Developments of Regional Impact (DRIs) are major developments anticipated to have regional effects beyond the jurisdiction in which they are located and are therefore reviewed by ARC and the Georgia Regional Transportation Authority (GRTA). Southern



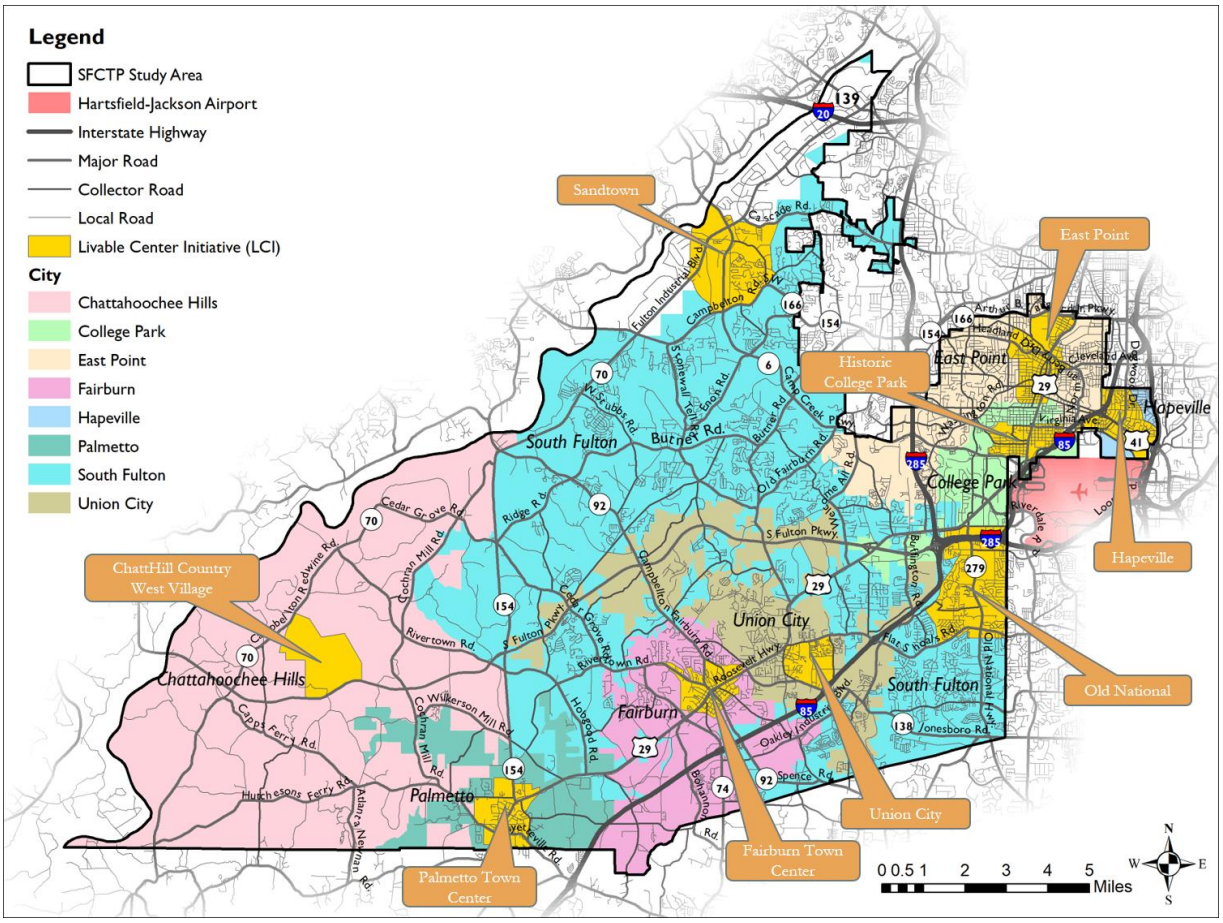
Fulton has had many DRIs and DRI applications in recent years. The College Park Hotel Mixed-Use Development (Airport City) is a major development whose DRI application has been approved with conditions. Many of the other recently submitted DRI applications are industrial and warehouse facilities, many of which are in Union City. According to ARC's Atlanta Regional Freight Mobility Plan Update (2016), nearly 40 percent of recent DRI applications have been within the region's existing freight-intensive clusters, indicating a tendency for major industrial facilities to co-locate with other industrial activities, particularly near Fulton Industrial Boulevard and Fairburn.

Livable Centers Initiative (LCI)

The ARC's Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services.

LCI plans completed in Southern Fulton include: Chattahoochee Hill County: A Model Sustainable Village, College Park LCI, City of East Point LCI, Fairburn Historic Downtown LCI, City of Hapeville Comprehensive Plan/LCI Study Update, Old National Highway Transit Oriented Development LCI, Palmetto Town Center LCI, Sandtown LCI, and Union City LCI. Additionally, the Greenbriar LCI is located adjacent to the Southern Fulton study area, between the City of South Fulton and East Point, near I-285 and SR 166/Lanford Parkway.

Figure 48: LCI Map

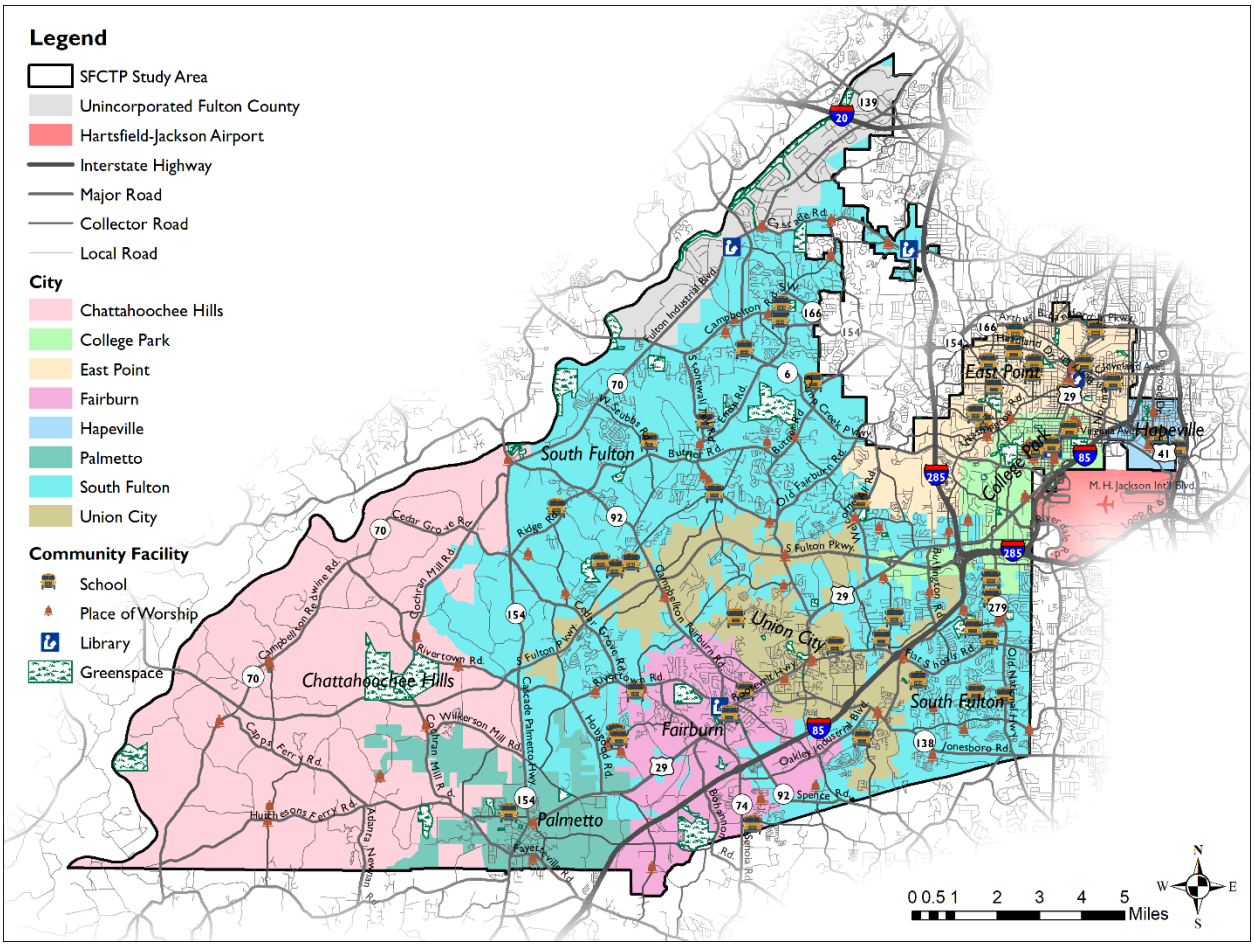


Source: ARC, 2019.

3.3.3 Community Facilities

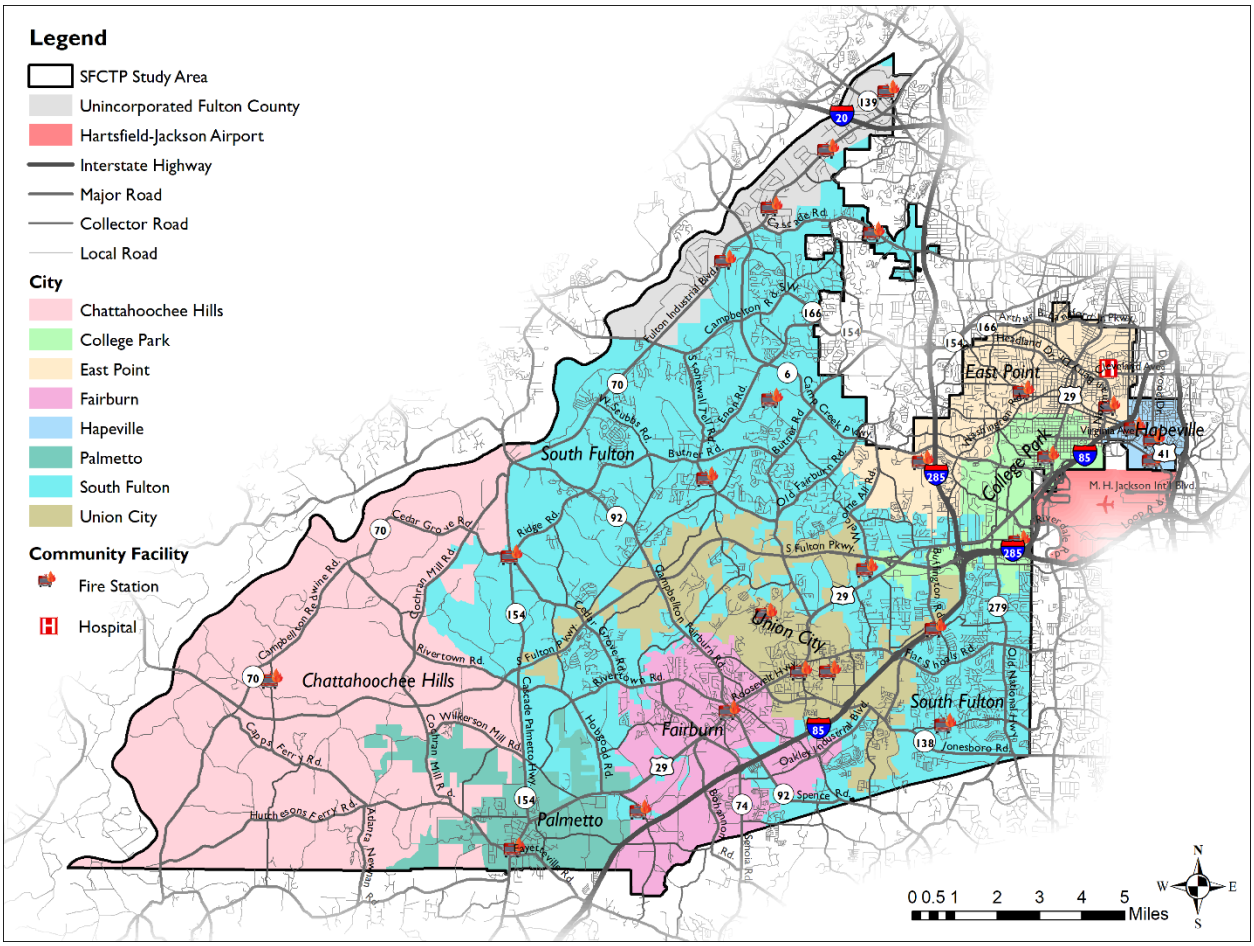
Community Facilities including schools, places of worship, libraries, greenspace, hospitals, and fire stations are shown in the maps in Figures 49 and 50.

Figure 49: Community Facilities Map 1



Source: ARC, 2018, Place of Worship (Fulton County Georgia Churches: https://georgia.hometownlocator.com/features/cultural,class,church,scfips,13121.cfm

Figure 50: Community Facilities Map 2



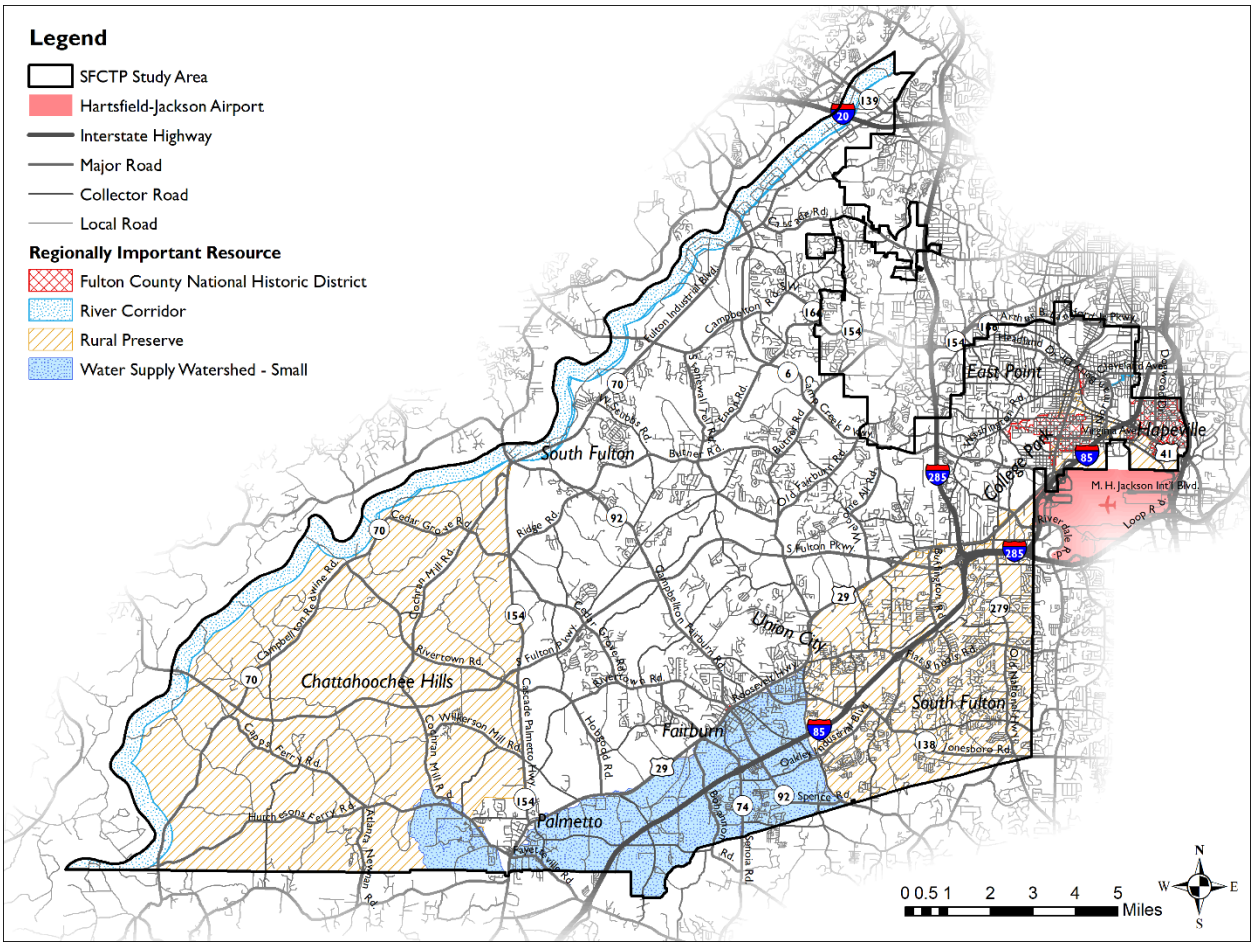
Source: ARC, 2018

3.3.4 Environment (Natural Resources, Historical Resources and Structures)

Southern Fulton is rich in natural and historical resources. ARC's Regional Resource Plan identifies Regionally Important Resources (RIRs) as natural or cultural resource areas for protection. The Chattahoochee River forms the western boundary of Fulton County and is an essential water source for the Atlanta region. As a State Vital Area and protected river corridor, development is limited along the river. Chattahoochee Hills is particularly abundant in RIRs including Rural Preserves, Archaeological Linkages, and Historic Districts.

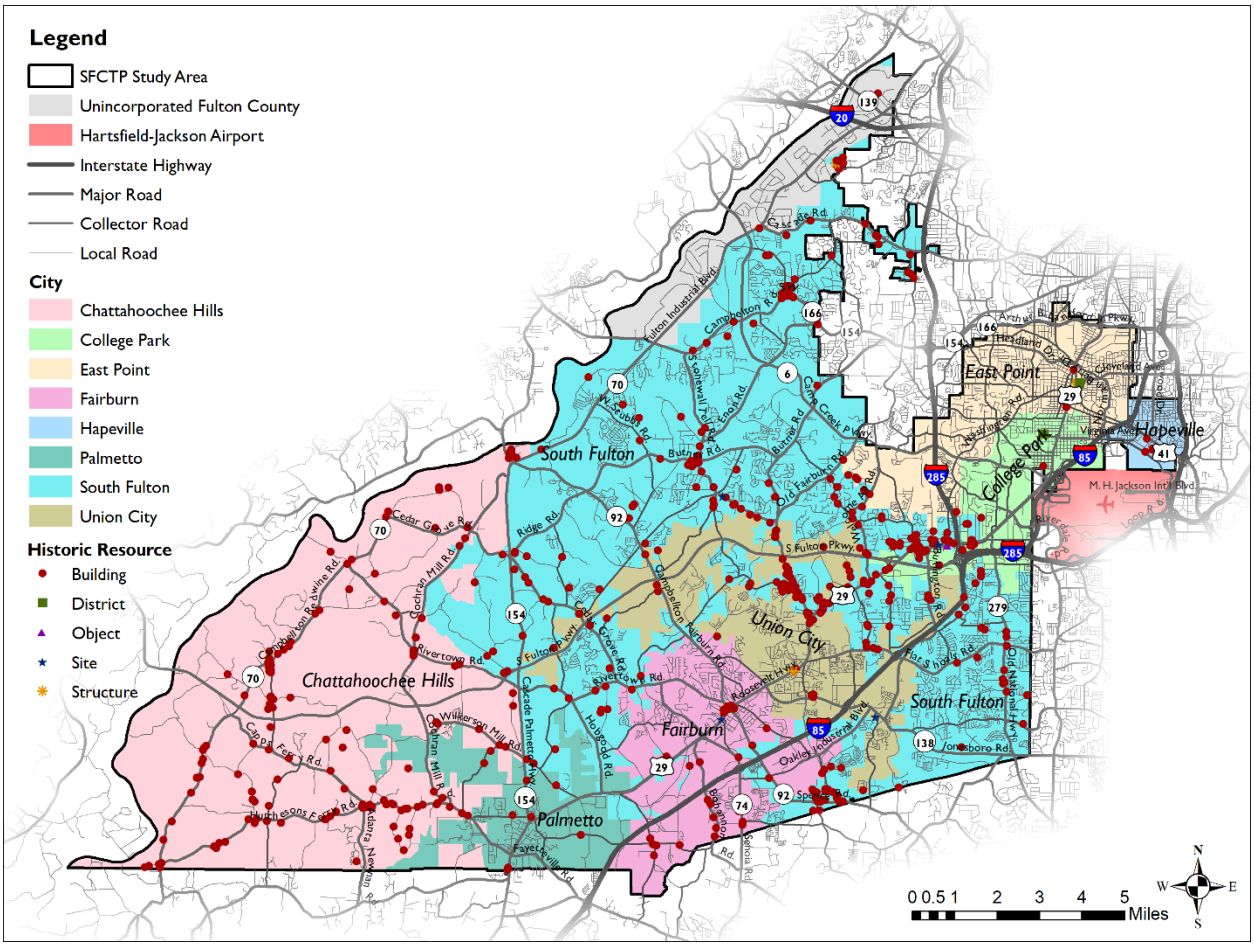
Among the area's many historic resources are the College Park Historic District, Hapeville Historic District, East Point Industrial District, and Fairburn Commercial Historic District.

Figure 51: Regionally Important Resources (RIRs) Map



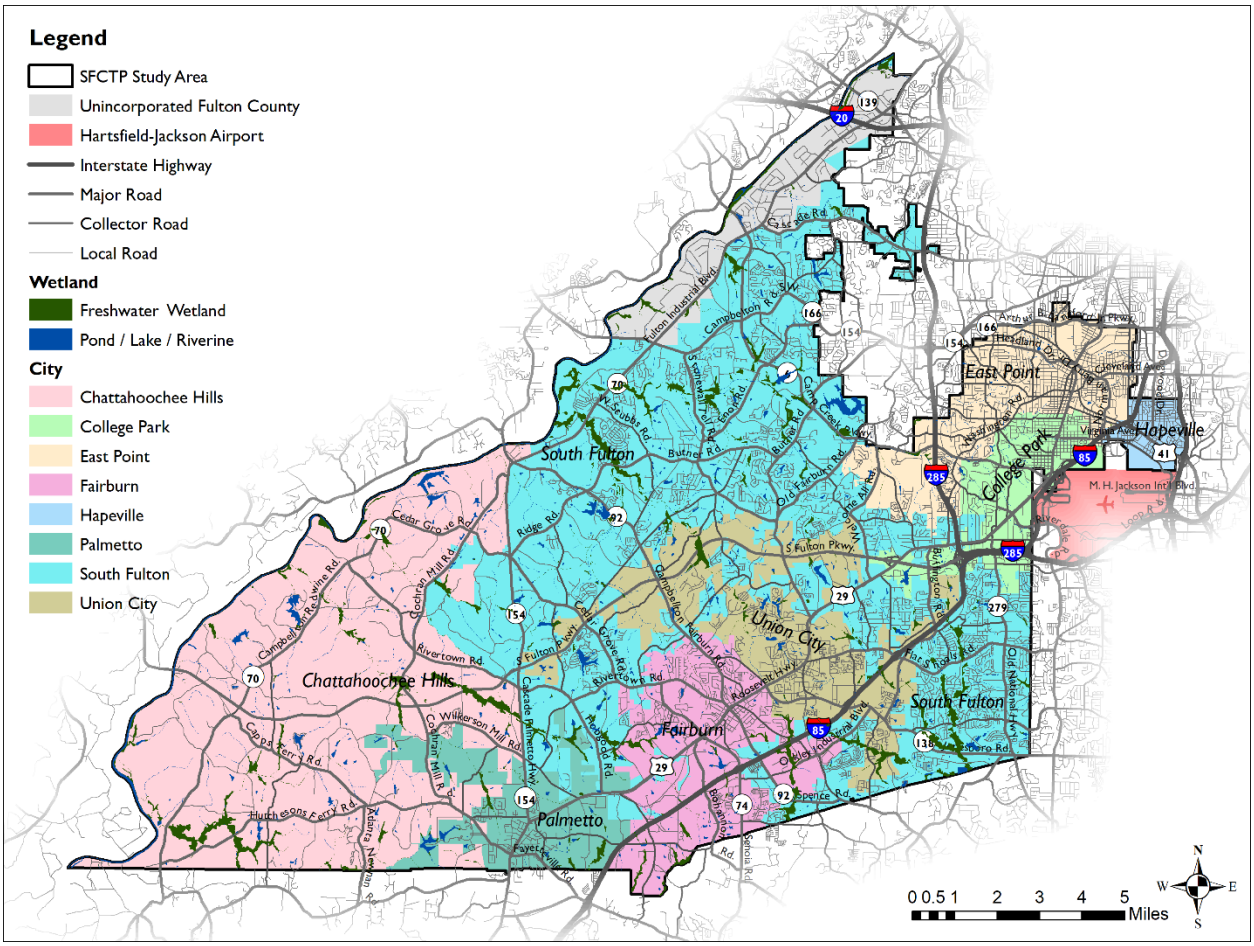
Source: ARC, 2012

Figure 52: Historic Resources Map



Source: ARC, 2018

Figure 53: Wetland Map



Source: National Wetlands Inventory, 2018 (https://www.fws.gov/wetlands/Data/State-Downloads.html)

3.3.5 Economy and Tourism

An efficient and reliable transportation system is essential for supporting the economy and tourism in Southern Fulton and the entire Atlanta region. Some highlights of key attractions and industries follow.

Airports

Southern Fulton is home to two airports: Hartsfield-Jackson Atlanta International Airport (HJAIA) and Fulton County Airport-Brown Field. HJAIA is the world's busiest passenger airport and a major cargo hub. The new Maynard H. Jackson, Jr. International Terminal recently opened and further expands Southern Fulton's air cargo capacity.

Fulton County Airport-Brown Field is in unincorporated Fulton County, about six miles west



of downtown Atlanta near the interchange of I-20 and I-285. Brown Field supports the region with approximately 1,184 jobs and $158M in economic output.

Major Employers and Businesses

South Fulton is home to several major employers and businesses, including the corporate headquarters of Delta Air Lines, Inc., Chick-fil-A, Inc, and Porsche Cars of North America. The Porsche Experience Center includes a 1.6-mile driver development track and Driving Simulator Lab. There are also new projects on the horizon, like Airport City, a mixed-use development near HJAIA and the proposed redevelopment of the nearby 488-acre Fort McPherson site in the City of Atlanta.

The Georgia International Convention Center in College Park is Georgia's second largest convention center with 150,000 square feet of exhibit space and 400,000 total square feet. It features three new convention hotels, over 8,000 hotel rooms nearby, and is the world's only convention center directly connected to a major airport. They recently opened the new Gateway Center Arena, which is home to the College Park Skyhawks, the National Basketball Association (NBA) G-League as well as the Women NBA team, Atlanta Dream.

Warehousing/Distribution

Southern Fulton is experiencing growth in warehousing and distribution industries with several new facilities built or underway. In line with state and national trends, Southern Fulton has seen a boom in warehouse development coinciding with growth in e-commerce. New distribution centers and warehousing operations are spread across Southern Fulton cities, with clusters in Union City and Palmetto.

Film Industry

Georgia has a thriving film industry focused largely in the Metro Atlanta area. Located in the vicinity of Southern Fulton are Tyler Perry Studios in southwest Atlanta adjacent to Fort McPherson and EUE/Screen Gems Studios in southwest Atlanta, just north of Hapeville. Additionally, Atlanta Metro Studios recently located in Union City with two of the largest purpose-built soundstages in North America, seven production suites, and flex space. In addition to studios, Southern Fulton brings on-location filming sites with multiple historic and natural settings for films.

Recreation and Entertainment

Many of the area's recreational amenities are related to its natural environment and rural character. According to the National Park Service (NPS), the Chattahoochee River National Recreation Area had over 2.7 million visitors for a cumulative benefit to the local economy of $166,687,300. Chattahoochee Hills is an especially popular destination for outdoor recreation such as biking and hiking.



The South Fulton Scenic Byway is a 29-mile loop within Chattahoochee Hills, along Cochran Mill Road, Hutcheson Ferry Road, and Campbellton-Redwine Road. It connects historic communities and peaceful rural landscapes as well as recreational areas at Cochran Mill Park, Cochran Mill Nature Center, and the nearby Chattahoochee River.

Cochran Mill Park is 800 acres with extensive multi-use trail network used by hikers, horseback riders, mountain bikers, and trail runners. The New Urbanist development, Serenbe, features recreational amenities such as a theater and horseback riding trail.

The Wolf Creek Amphitheater in the City of South Fulton hosts a variety of concerts, plays, performances, and festivals. Camp Creek Marketplace is a popular shopping destination in East Point near the Camp Creek Parkway / SR 6 at I-285 interchange.

There are also two prominent golf courses in the area including Wolf Creek, Historic College Park. There are two additional golf courses in south Atlanta, Alfred Tup Holmes and Brown's Mill.

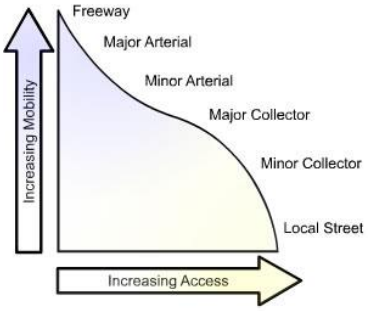
3.4 Roadway Conditions

3.4.1 Roadway Supply and Characteristics

Roadway types in Southern Fulton range from high-volume, urban interstates to rural, local roads. The Georgia DOT establishes design standards for the various functional classifications and area types with higher functional classes providing greater mobility and lower functional classes providing greater access to adjacent land uses, as illustrated in Figure 54. Roadway functional classifications are shown in Figure 55, and number of lanes are shown in Figure 56.

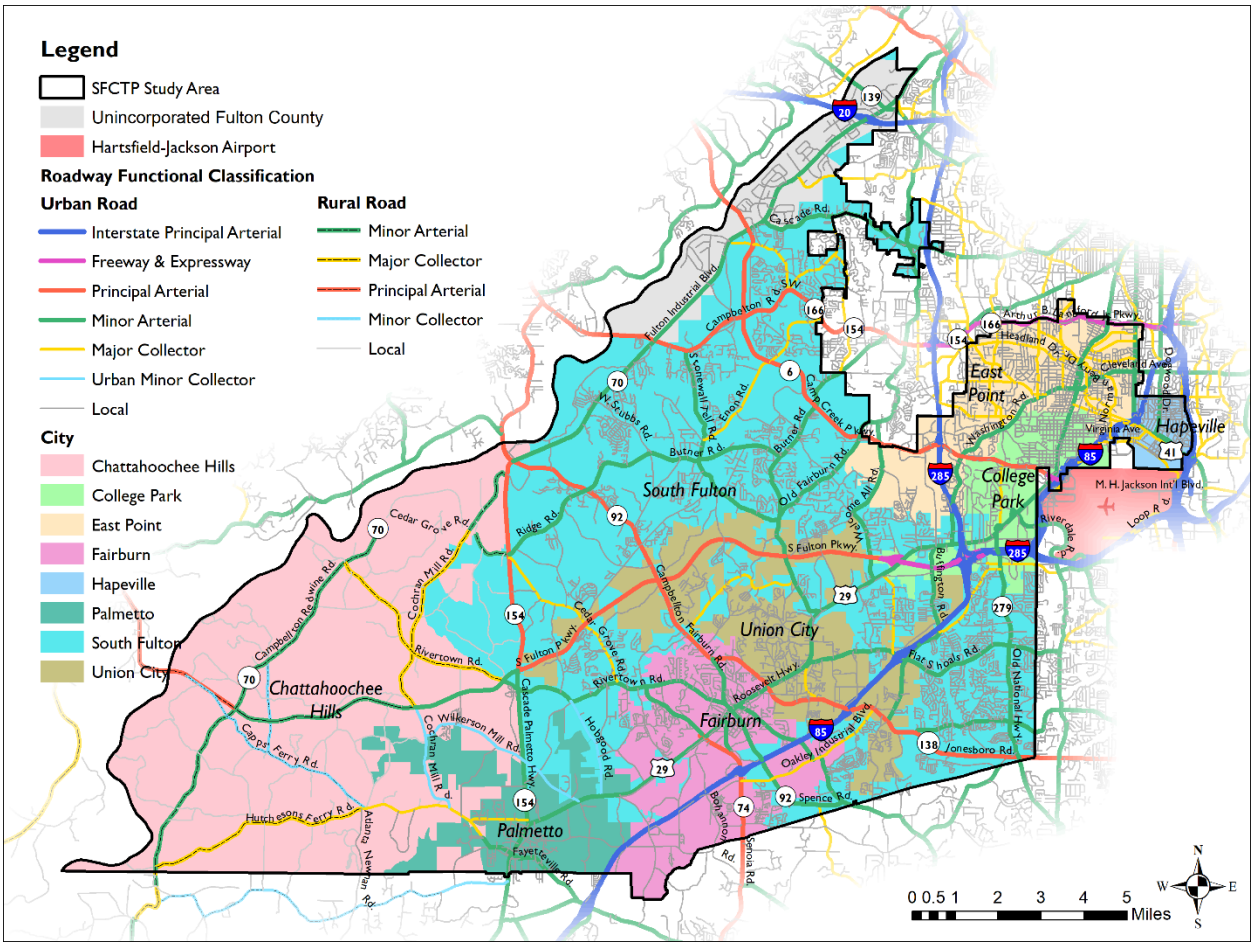
Functional Classification

Figure 54: Functional Classification Mobility Vs. Access



Source: FHWA

Figure 55: Roadway Functional Classification

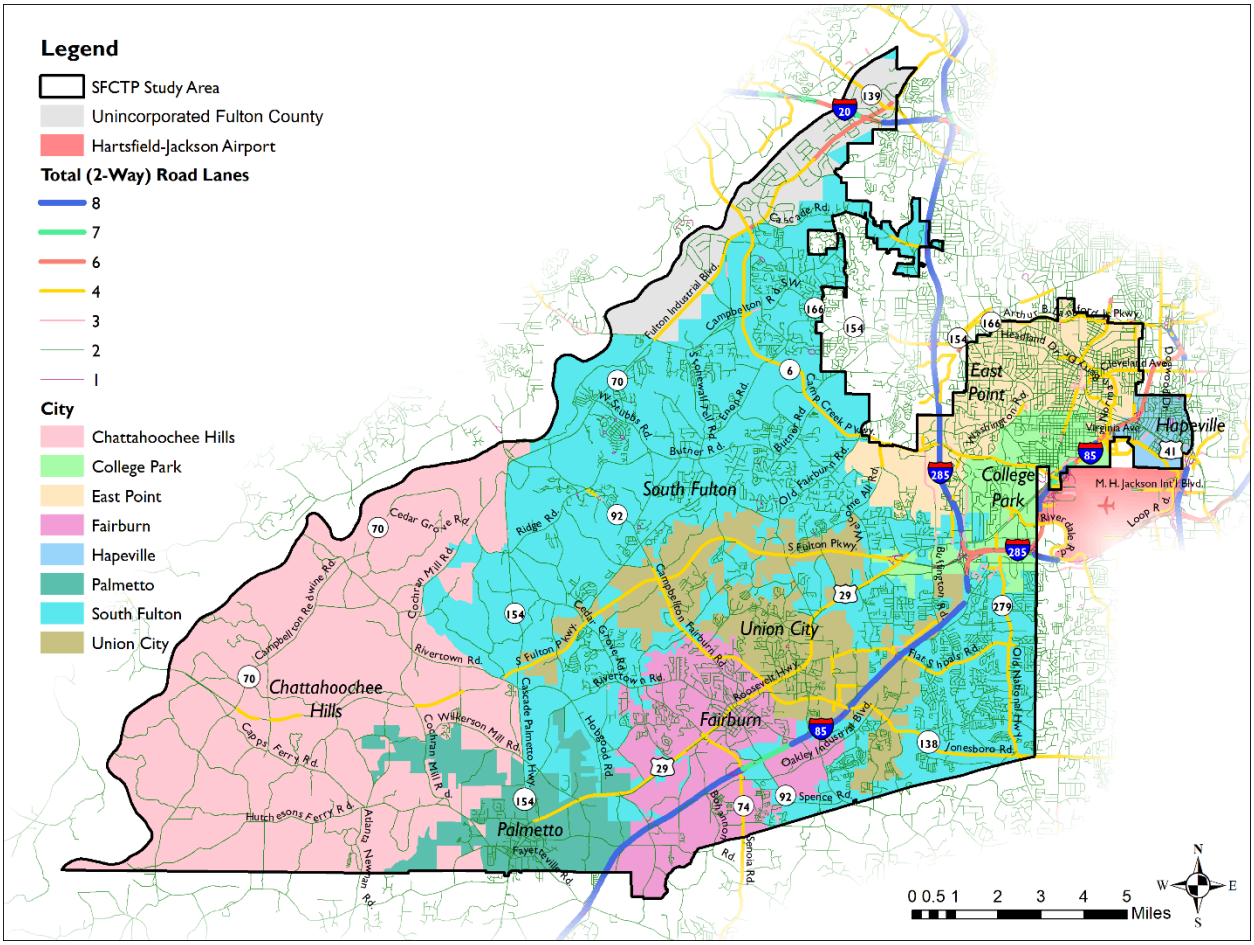


Source: Highway Performance Monitoring System (HPMS)



Road Lanes and Shoulders

Figure 56: Road Lanes



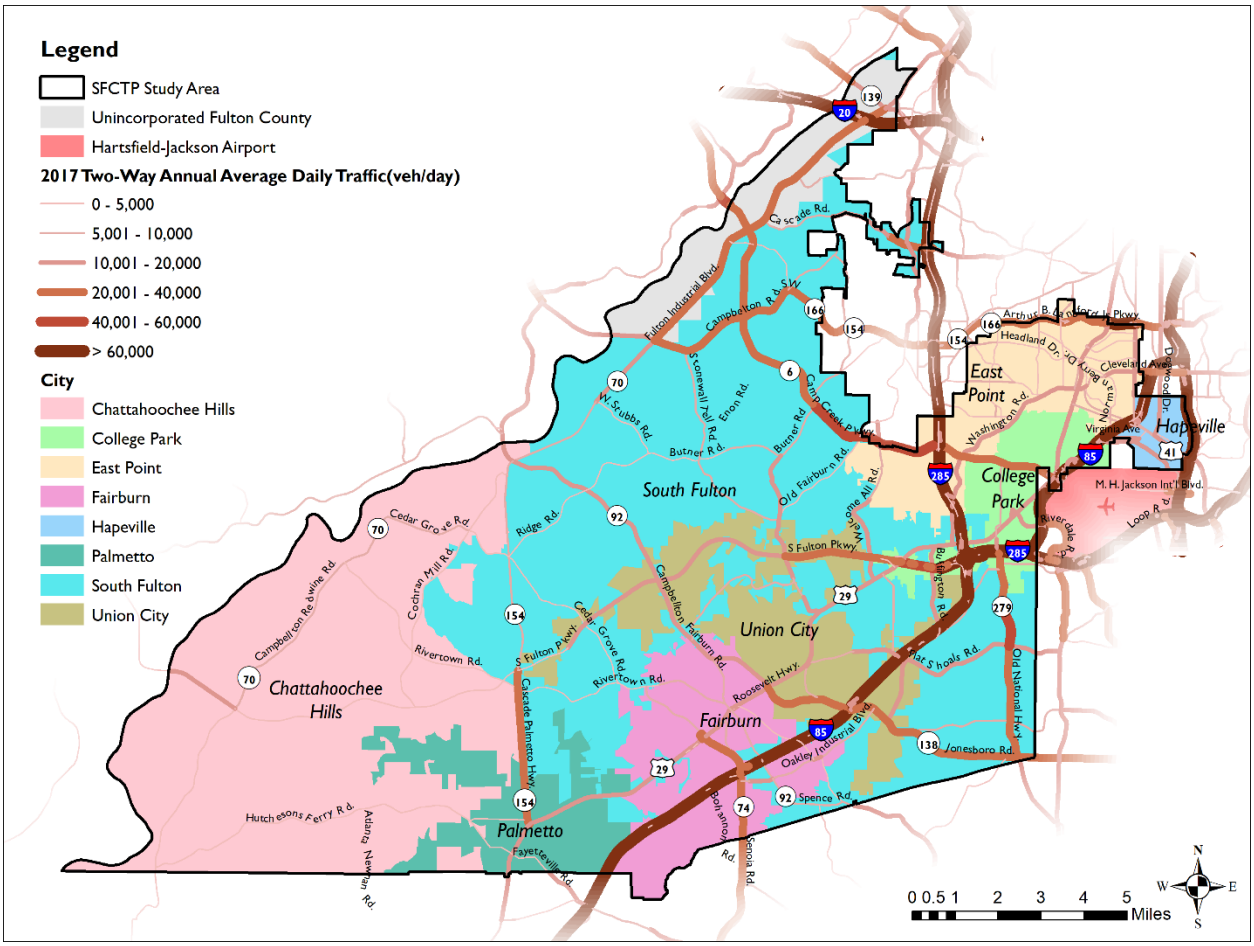
Source: HPMS

3.4.2 Roadway Volumes and Congestion

3.4.2.1 Traffic Volumes (Total Traffic and Truck Traffic)

The highest volume roadways are on and near the interstates, with Camp Creek Parkway/SR 6 having the highest volume for a non-interstate in the study area as illustrated in Figure 57.

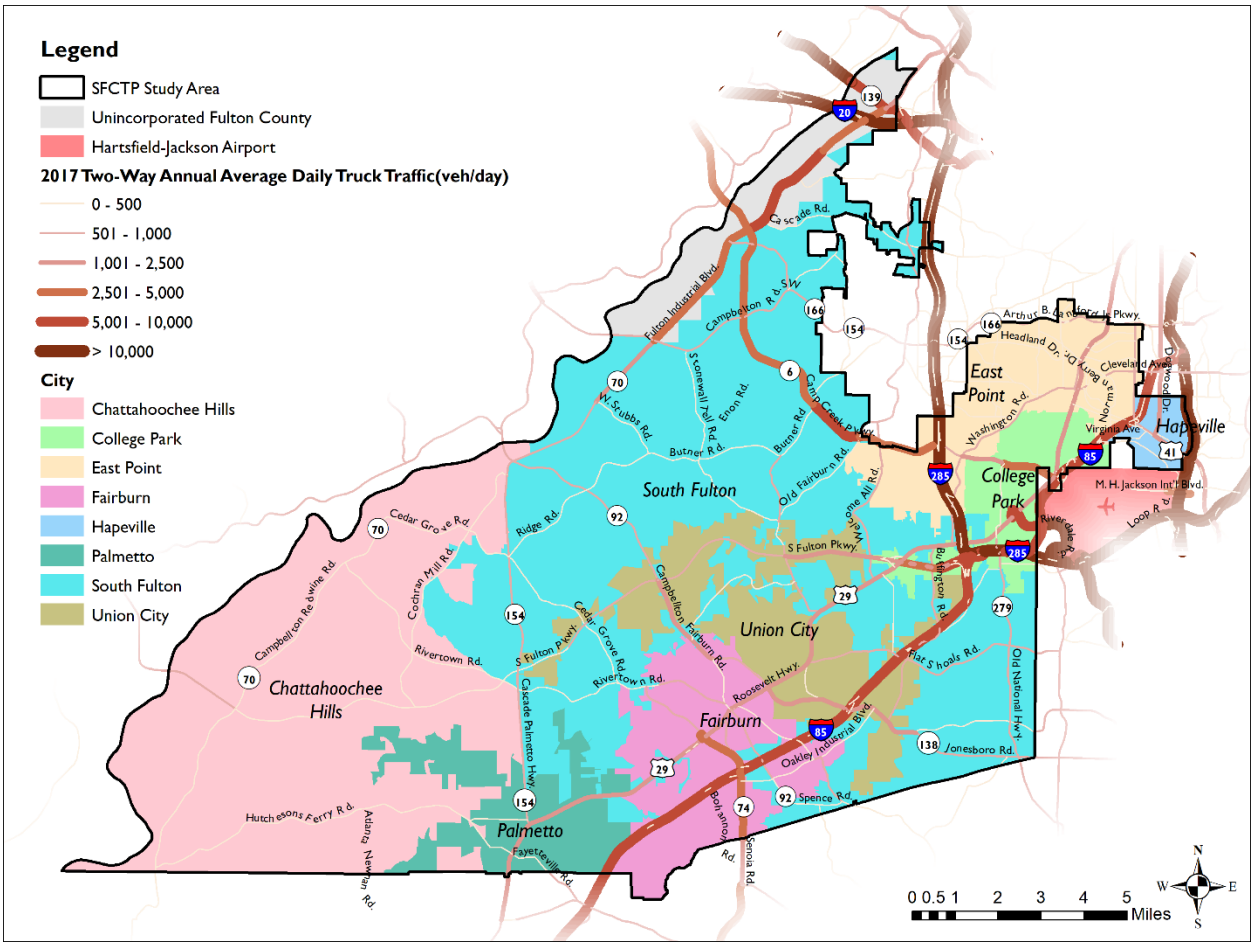
Figure 57: 2017 Annual Average Daily Traffic



Source: HPMS

Figure 58 shows truck volumes are also highest on the interstates, with Fulton Industrial Boulevard/SR 70, Camp Creek Parkway/SR 6, and Fairburn Industrial Boulevard/SR 74 having the highest volumes for non-interstates.

Figure 58: 2017 Annual Average Daily Truck Traffic Map



Source: HPMS

3.4.2.2 Congestion

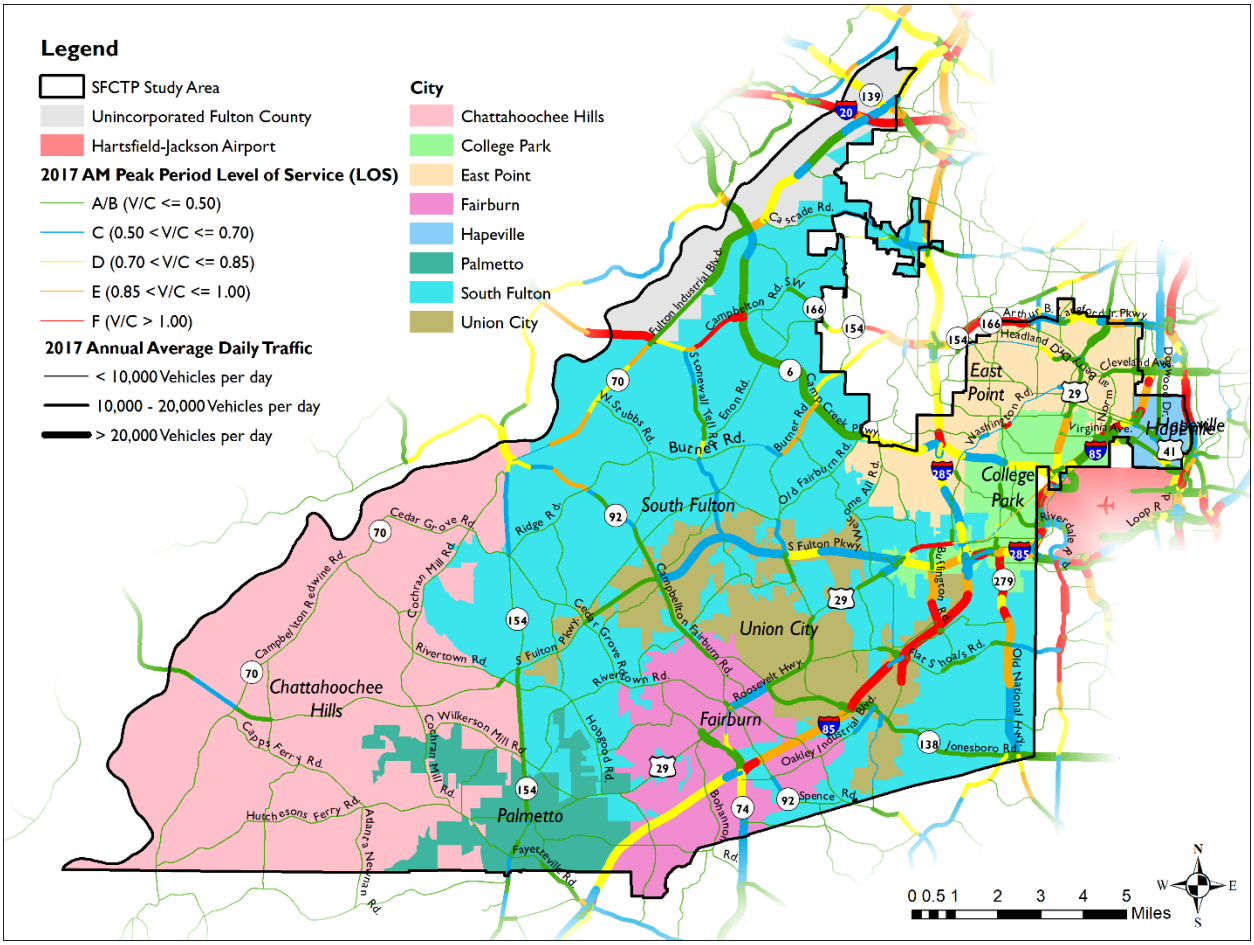
Roadway congestion can be measured by Level of Service (LOS), which is a measure comparing volume versus capacity. In urban areas, LOS A-D are considered acceptable, E and F are considered poor.

The most congested roadways with LOS F in 2017 are the interstates, plus some segments of SR 154, SR 166, US 29, and Buffington Road. By 2040, segments of Fulton Industrial Boulevard/SR 70 and Butner Road are also projected to experience LOS F during peak periods.

Unincorporated Fulton County, College Park, Union City, and Hapeville have the most congestion in 2017. In Unincorporated Fulton County, 18.7% of major road miles currently operate below Level of Service C during the PM peak period (2017).

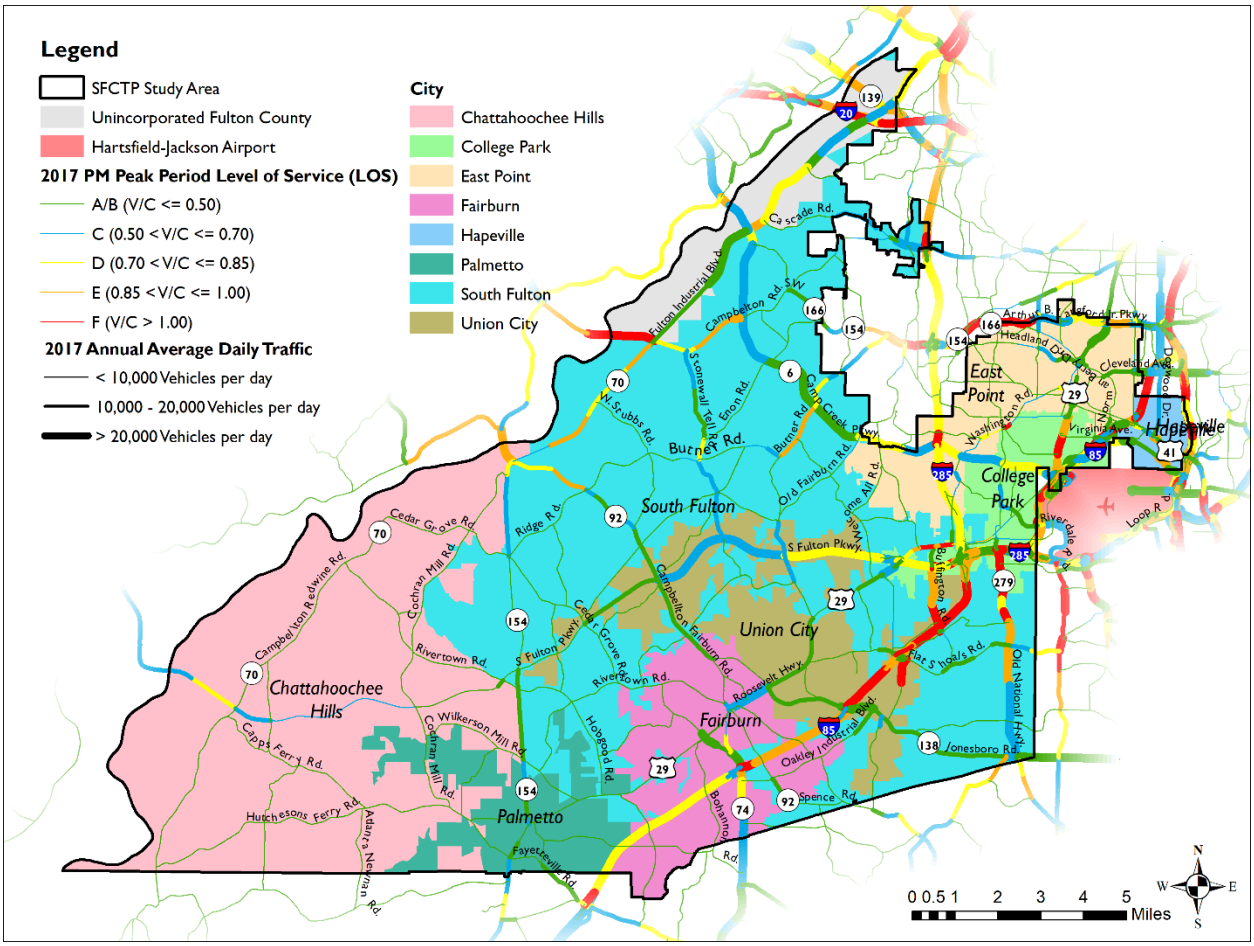
By contrast, the more rural parts of the study area, further from the interstates and activity centers, experience very little congestion. In Chattahoochee Hills, for example, about 98 percent of major road miles operate at LOS C or better during peak periods.

Figure 59: 2017 AM Period Level of Service (LOS)



Source: ARC, 2017

Figure 60: 2017 PM Period Level of Service (LOS)



Source: ARC, 2017



Figure 61: Percent of Roadway Miles Operating at Level of Service D or Worse, 2017

2017 Level of Service

City	% of Roadway Miles Operating at LOS D or Worse (AM Peak)	% of Roadway Miles Operating at LOS D or Worse (PM Peak)
Chattahoochee Hills	1.1%	2.2%
College Park	11.0%	11.8%
East Point	5.6%	5.1%
Fairburn	1.6%	2.7%
Hapeville	12.2%	14.8%
Palmetto	0.0%	0.0%
South Fulton	7.0%	6.9%
Union City	5.1%	7.2%
Unincorporated Fulton County	18.8%	18.7%
Southern Fulton Region	5.8%	6.3%

Source: ARC Travel Demand Model

Source: ARC Travel Demand Model. Percentages are of major road miles, excluding interstates.

3.4.2.3 Origins and Destinations

In addition to understanding where roadways are congested, it is also important to know where people are traveling to and from (origins and destinations). The following is a summary of origin and destination information from the ARC travel demand model. especially for work trips which make up a significant portion of peak period trips. Origin and destination information related to commuting is presented in section 3.1.4. Employment Trends and Forecasts.

According to ARC's travel demand model, for 2017, the jurisdictions with highest percentages of all daily trips starting or ending within their boundaries are Hapeville with 80 percent (41,200 trips) and Unincorporated South Fulton with 79 percent (74,600 trips). The jurisdictions with the highest percentages for through trips (External/External), not beginning or ending in the jurisdiction, are Union City, where 21 percent (16,400 trips) and Fairburn with 21 percent of vehicles (11,400 trips) are passing through. For trucks, the highest percentage of local (Internal/External and External/Internal) trips are also in Unincorporated South Fulton (13,200 trips, 78 percent) and Hapeville (2,500 trips, 79 percent). The largest percentages for truck through trips are in Palmetto (200 trips, 24 percent) and Chattahoochee Hills (100 trips, 24 percent).



Figure 62: Daily Vehicle and Truck Trips 2017

2017 Daily Vehicle Trips

	Total Trips						Truck Trips						
	Trips Starting and Ending in the City (I/I)		Trips Starting or Ending in the City (IE/EI)		Vehicles Traveling Through (E/E)		Trucks Starting and Ending in the City (I/I)		Trucks Starting or Ending in the City (IE/EI)		Trucks Traveling Through (E/E)		Overall Truck Percentage
Chattahoochee Hills	600	6%	7,700	77%	1,700	17%	-	0%	300	76%	100	23%	4%
College Park	5,800	9%	50,400	74%	12,300	18%	100	2%	4,400	77%	1,200	21%	8%
East Point	28,400	15%	135,900	69%	31,700	16%	100	1%	6,700	77%	1,900	22%	4%
Fairburn	10,400	19%	33,600	61%	11,400	21%	100	1%	3,300	77%	900	22%	8%
Hapeville	2,800	5%	41,200	80%	7,800	15%	-	0%	2,500	79%	700	21%	6%
Palmetto	2,400	16%	10,100	66%	2,800	18%	-	0%	800	76%	200	24%	7%
South Fulton	46,400	17%	181,500	66%	48,000	17%	500	2%	14,100	76%	3,900	21%	7%
Union City	13,800	18%	47,800	61%	16,400	21%	100	1%	5,300	77%	1,500	21%	9%
Unincorporated Fulton County	5,600	6%	74,600	79%	14,600	15%	300	2%	13,200	78%	3,500	20%	18%
Southern Fulton Region	116,300	14%	582,800	69%	146,700	17%	1,200	2%	50,500	77%	13,900	21%	8%

Source: ARC Travel Demand Model

3.4.3 System Maintenance and Preservation

3.4.3.1 Pavement Conditions

The benefits of achieving quality roadway pavement conditions include an increase in infrastructure performance and safety as well as a decrease in maintenance costs. An inventory of existing pavement conditions is necessary because roads that are repaired when they are in good condition cost less to maintain during their lifetime than roads that deteriorate to a poor condition. Generally, smaller expenditures earlier in the maintenance cycle can save substantial amounts in the future. This is because transportation infrastructure typically deteriorates rapidly after its condition falls below a specific threshold.

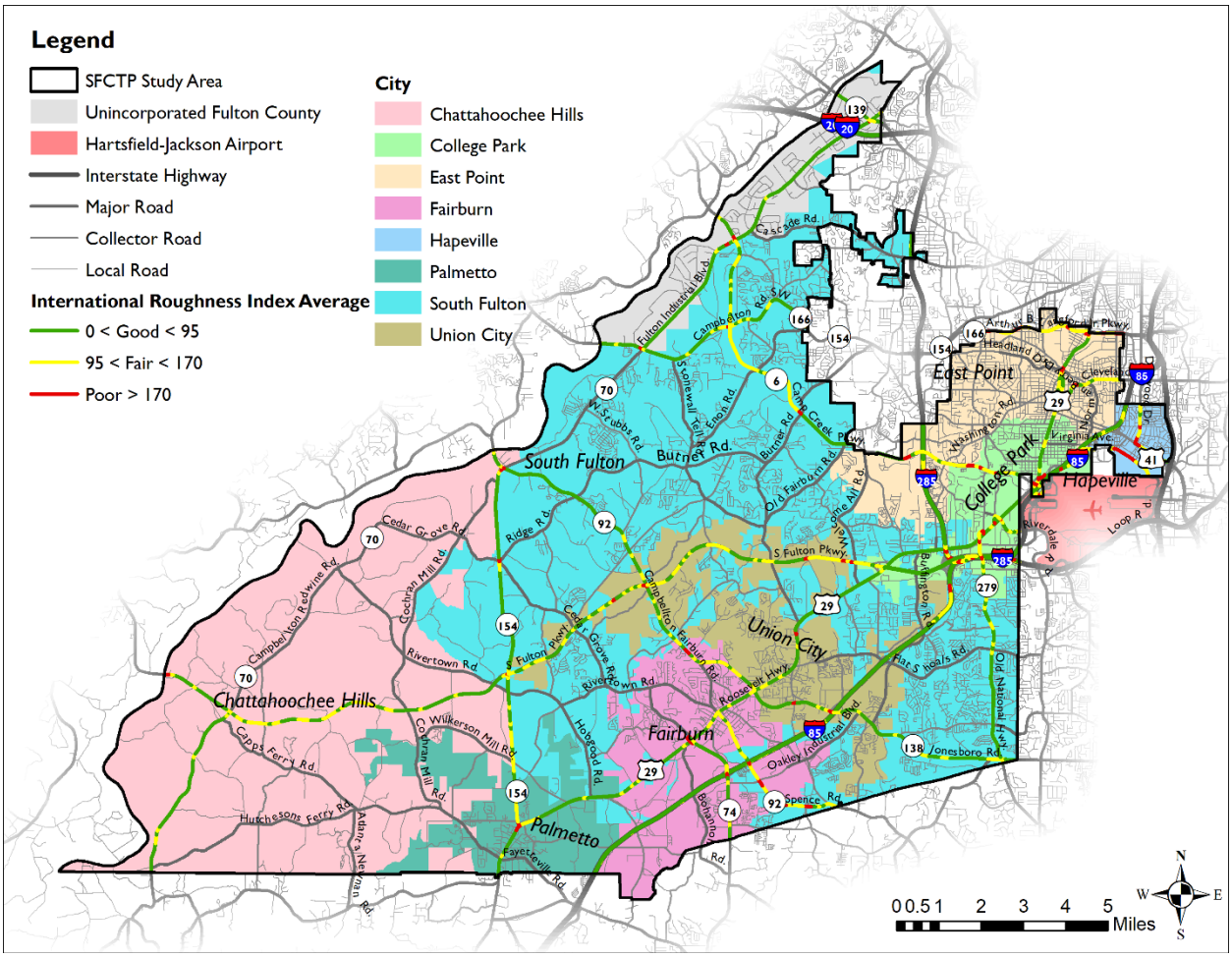
The Highway Performance Monitoring System (HPMS) is the federal source of information that includes data on the extent, condition, performance, use, and operating characteristics of the nation's highways. The International Roughness Index (IRI) is a standardized pavement measurement that was developed by the World Bank in the 1980s and used to define the roughness of a roadway. Pavement roughness can indicate ride comfort because it measures the response to vibrations due to irregularities in the pavement surface; it is expressed in inches per mile (the lower the number the smoother the pavement). The IRI is reported as a measurement, and the FHWA standard is anything



<95 is Good, <170 is Fair and >170 is Poor. The good, fair, and poor numbers are determined by the pavement cracking percentage, rutting, and faulting. IRI includes a measurement for the right wheel path and left wheel path and an average IRI between both wheel paths. Route pavement is typically scanned in the far-right travel lane. For this study, the IRI average was reviewed.

Approximately 141 miles of roadway in South Fulton are included in the 2016-2018 HPMS dataset, all of which have been measured for IRI pavement roughness quality. This data only includes state routes in Southern Fulton. Of the IRI rated roadways in South Fulton, pavement quality is generally in good shape, with approximately 66.3% in "Good" condition, 27.7% in "Fair" condition, and 6.0% in "Poor" condition. The "Good" and "Fair" pavement exists in all the cities in the study area; however, the "Poor" pavement is primarily concentrated in the urban northeast section of the study area including Hapeville, College Park, and East Point which is likely attributed to high truck traffic, where road conditions deteriorate more quickly. Figure 63 shows the pavement conditions expressed by IRI.

Figure 63: IRI Pavement Conditions on State Routes



Source: HPMS

3.4.3.2 Bridge Locations and Conditions

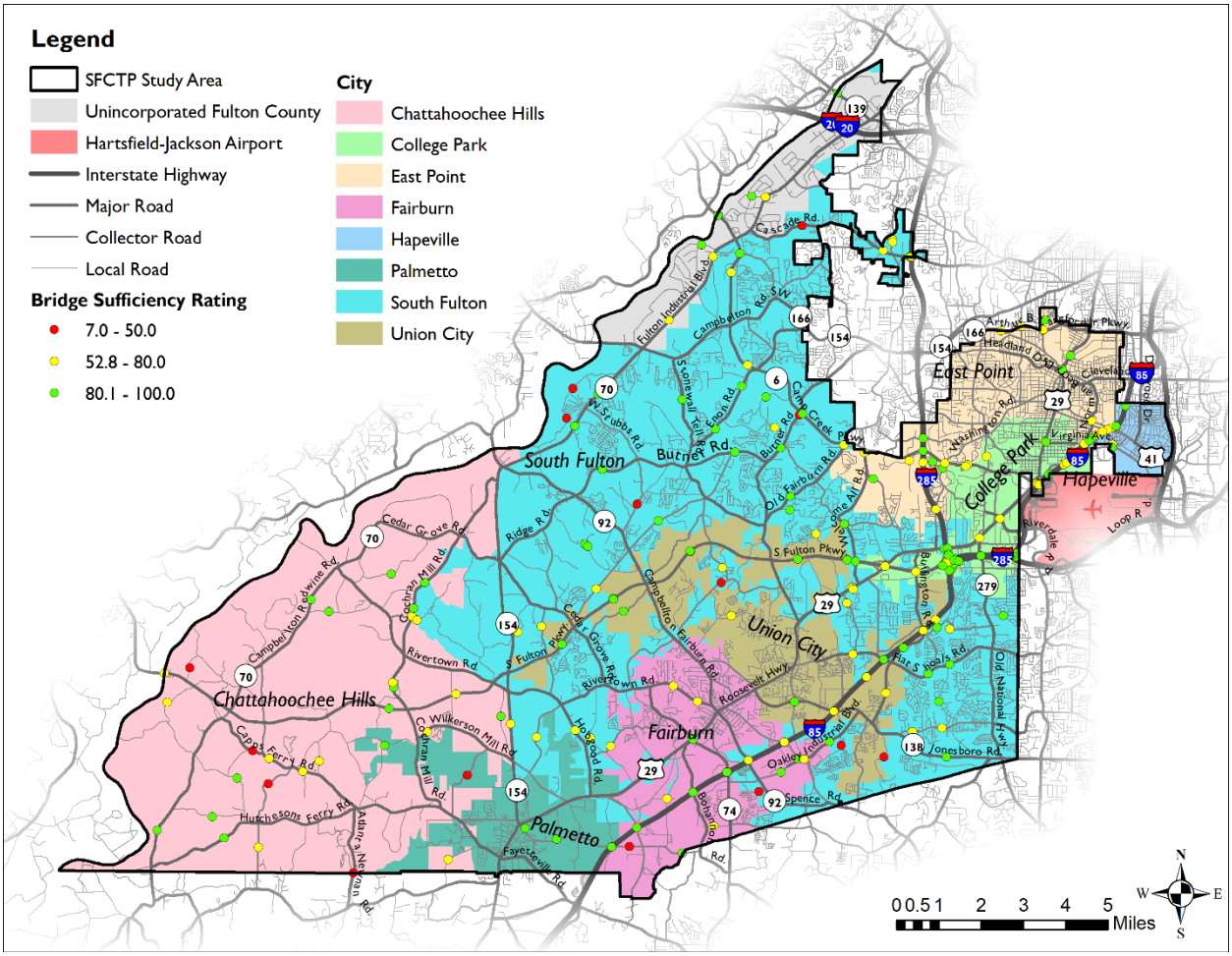
Bridges are critical components of a safe and efficient transportation system. An understanding of existing bridge conditions is important because deficient bridges can introduce safety and congestion concerns along otherwise properly operating corridors. The Federal Highway Administration (FHWA) requires routine inspection of the state and locally owned bridges through the National Bridge Inventory (NBI). Bridges are inspected by the Georgia DOT every two years as required by the FHWA and the results are reported to the NBI.

Each bridge is rated by the FHWA bridge sufficiency rating system of 0-100, where 100 represents perfect condition and 0 represents total failure. To be eligible for federal matching funds, the bridge must be at least 20 feet in length, be located on a public roadway and cannot have been rehabilitated/reconstructed or new/replaced within

the past 10 years. To be eligible for repair funding, a bridge must have a sufficiency rating below 80. To be eligible for reconstruction funding, a bridge must have a sufficiency rating below 50.

To analyze bridge conditions, a 2018 inventory of existing bridges in South Fulton was obtained from the Georgia DOT. Overall, bridges in South Fulton are generally in good condition. Figure 64 shows the bridges in South Fulton by rating.

Figure 64: Bridge Sufficiency Rating



Source: GDOT, 2018

A limited number of bridges in South Fulton are eligible for federal matching funds for reconstruction. Only 15 bridges meet the threshold for reconstruction funding. Whereas 87 bridges meet the threshold for accessing federal matching funds for repair.



ARC's Transportation Improvement Program (TIP) outlines upcoming projects over the next five years. Upon reviewing the current TIP for FY 2019-2023, five bridge projects were identified. Below are a list of projects and their estimated construction start dates:

Table 1: Southern Fulton Bridge Projects FY 2018-2023

Project Name	Location	Sponsor	PI #	Construction Year
SR/14 US 29 Bridge Upgrade	At CSX rail line 2.6 miles northeast of Union City	GDOT	0013809	2022
South Fulton Bridge Replacement Program	At Demoney Road at Deep Creek	City of South Fulton	0015083	2021
South Fulton Bridge Replacement Program	At Cochran Road at Deep Creek	City of South Fulton	0015529	2021
South Fulton Bridge Replacement Program	At Cochran Road at Camp Creek	City of South Fulton	0015530	2021
Oakley Road Bridge Replacement	At Broadanax Creek	GDOT	0015642	2023

Source: ARC Transportation Improvement Program FY 2018-2023 Project List, 2019

3.5 Safety

3.5.1 Crash Analysis

From 2016 to 2018, over 34,000 crashes occurred in Southern Fulton. Table 2 breaks crashes down by road facility type and type of crash.

Table 2: Southern Fulton Crash by Roadway Type and Crash Type

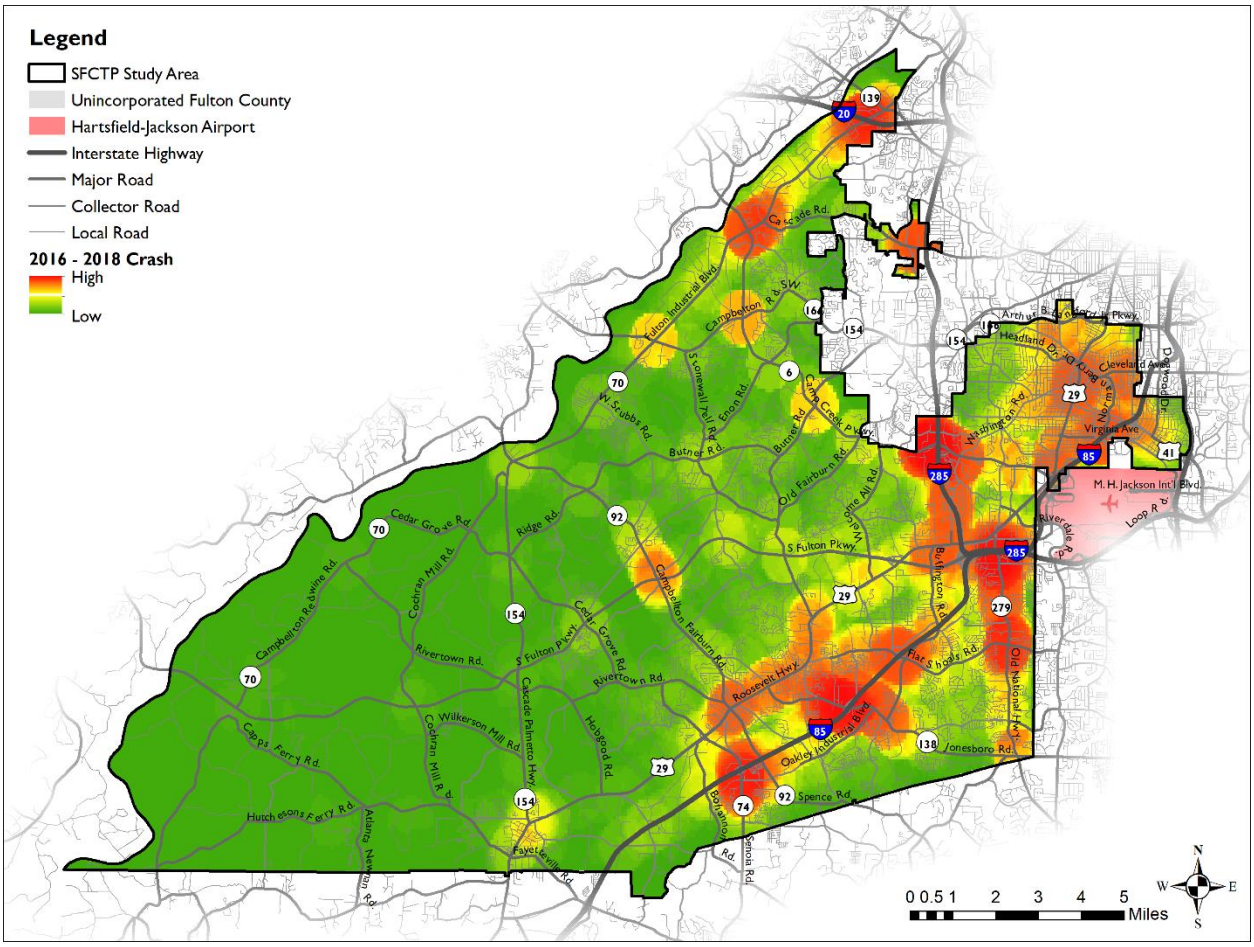
Roadway Facility Type	Number of Crashes	Number Involving Commercial Vehicle	Number Involving Pedestrian	Number of Fatalities
Interstate	4,095	587	8	12
Principal Arterial	10,111	489	120	24
Minor Arterial	7,252	297	74	42
Collector	6,061	209	66	19
Local	7,201	484	116	11
Total	**34,720**	**2,066**	**384**	**108**

Source: Georgia Electronic Accident Reporting System, 2016 – 2018

Among the eight cities and the unincorporated area, the City of South Fulton had the highest crash volume with over 10,000 crashes during 2016-2018. However, East Point had the highest crash density, which was 514 crashes/square mile, due to its comparatively smaller area (14.73 square miles) and higher crash volume (over 7,500 crashes). Locations

of all types of crashes are shown in Figure 66 as a heat map. The map shows that crashes were more concentrated on or near Interstate highways: I-285, I-85, and I-20.

Figure 65: 2016 – 2018 Crashes Heat Map



Source: Georgia Electronic Accident Reporting System, 2016 – 2018

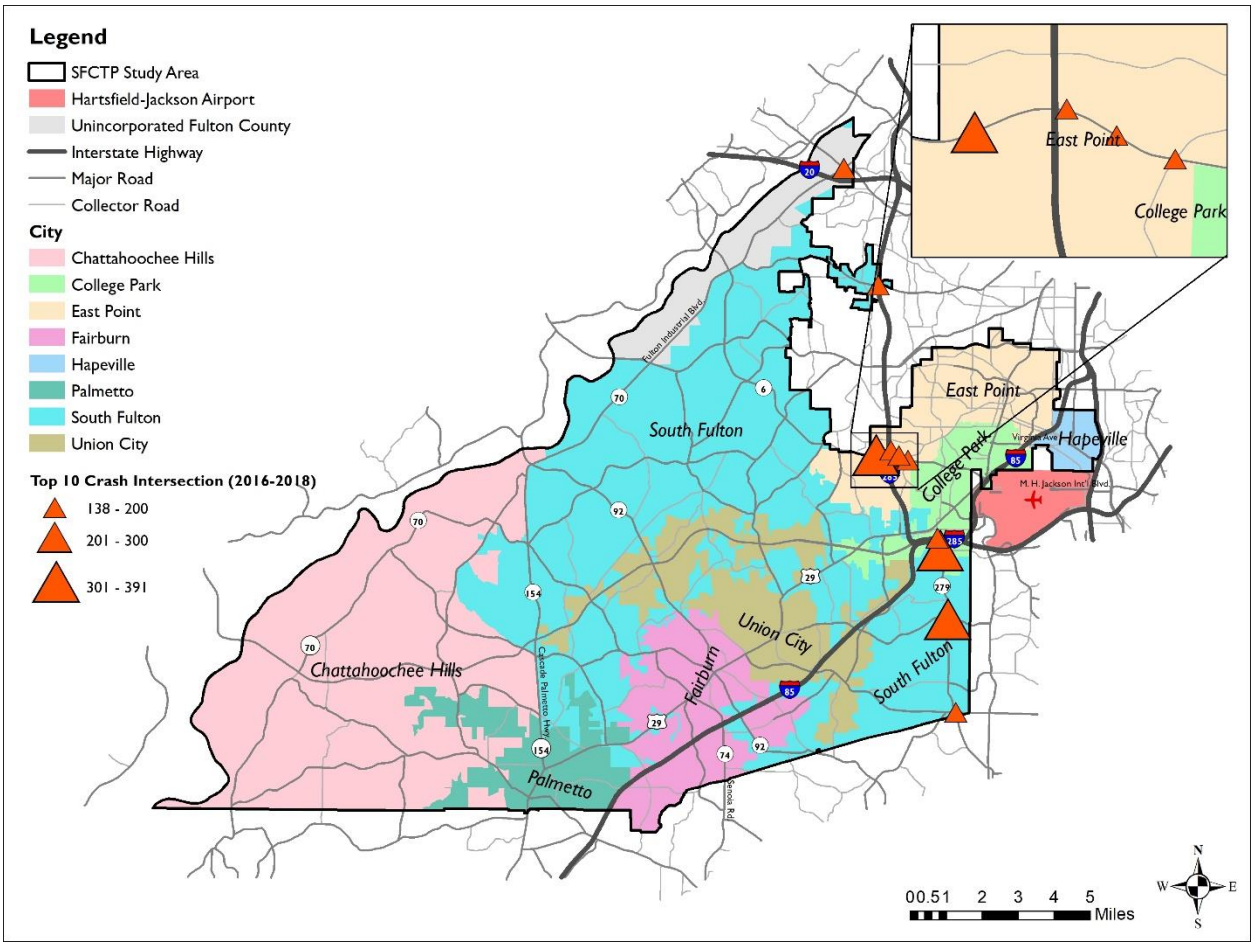
Table 3 lists the 10 intersections with highest crash volumes within southern Fulton including interstate facilities. These locations are shown in the map in Figure 66.



Table 3. Top 10 Intersection Crash Locations

Location	Total Crashes	Truck Involved Crashes	Pedestrian Involved Crashes	Fatalities
Old National Hwy & Godby Rd	391	3	9	0
Camp Creek Pkwy & Commerce Dr	389	17	1	0
Old National Hwy & Flat Shoals Rd	387	0	7	0
Camp Creek Pkwy & I-285	159	34	0	0
Cascade Rd & I-285	157	0	0	0
Jonesboro Rd & Old National Hwy	157	0	1	0
Old National Hwy & I-285	156	5	0	0
Camp Creek Pkwy & Washington Rd	142	7	1	0
M.L.K Jr Dr & Fulton Industrial Blvd	142	0	3	0
Camp Creek Pkwy & Desert Dr	138	4	2	0

Figure 66: Top 10 Intersections with Highest Number of Crashes, 2016-2018

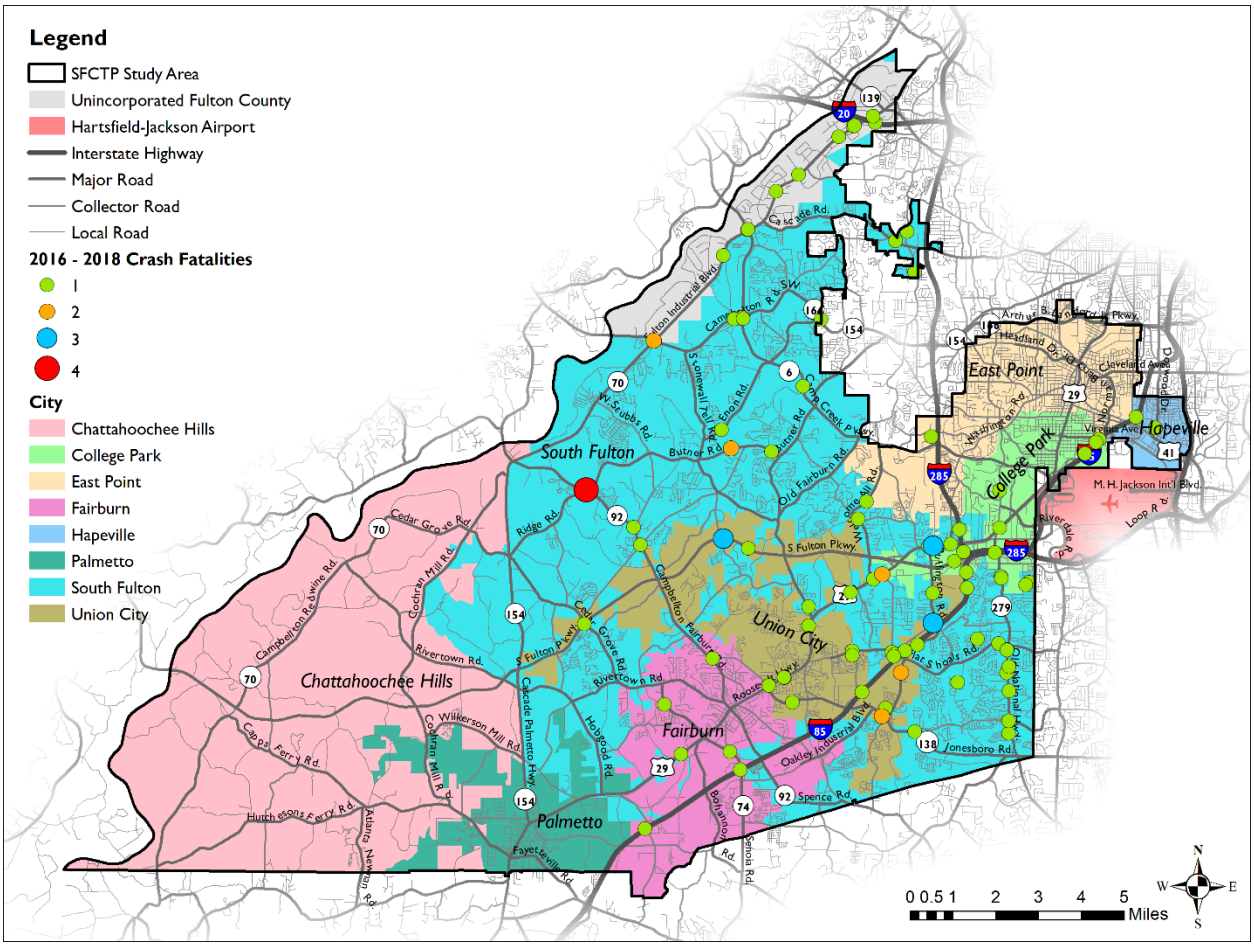


Source: Georgia Electronic Accident Reporting System, 2016 – 2018

Figure 67 illustrates all crash fatalities between 2016-2018. The map indicates there are a few intersections that may need additional attention given they see a higher number of fatalities:

- SR 92 at Ridge Rd
- SR 14/South Fulton Parkway at Stonewall Tell Rd
- US 29 at Buffington Rd
- SR 14/South Fulton Parkway Ramp at Buffington Rd

Figure 67: 2016 -2018 Crash Fatalities



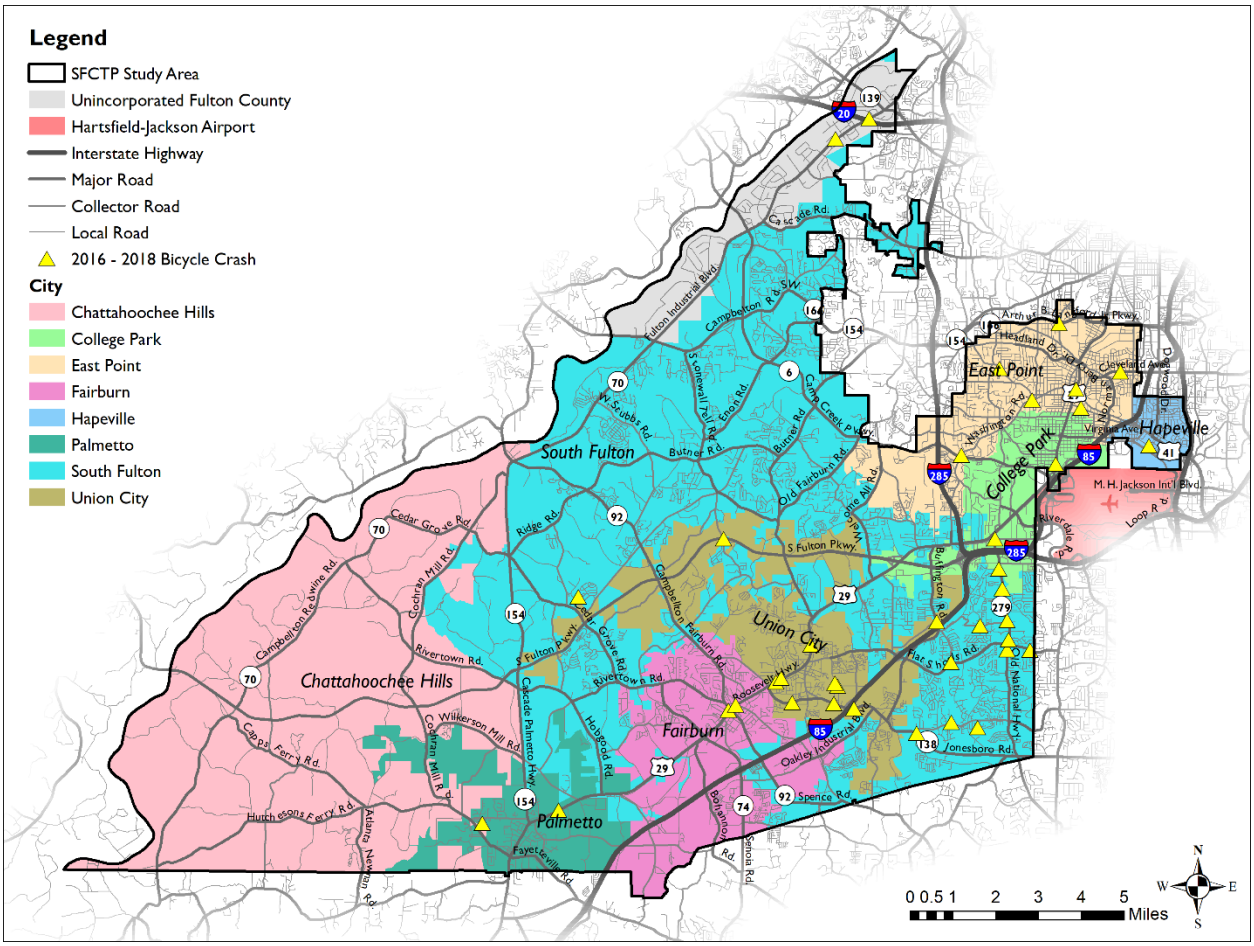
Source: Georgia Electronic Accident Reporting System, 2016 – 2018

3.5.1.1 Bicycle and Pedestrian Crashes

Figure 68 illustrates bicycle crash locations. It is noted that there were 39 incidents between 2016 and 2018. Facilities that saw multiple crashes and show be investigated include:

- US 279/Old National Hwy
- US 138/Jonesboro Rd
- US 29/Roosevelt Hwy

Figure 68: 2016 - 2018 Bicycle Crashes



Source: Georgia Electronic Accident Reporting System, 2016 – 2018

According to GDOT's Georgia Electronic Accident Reporting System (GEARS), 384 pedestrians have been struck by vehicles between 2016 to 2018 in Southern Fulton. 266 of these crashes resulted in injuries, and 24 resulted in one or more fatalities. The three corridors with the highest concentration of crashes are Jonesboro Road/Beverly Engram Parkway, Fulton Industrial Boulevard, and Old National Highway. Washington Road and the Camp Creek Marker Place area also have large numbers of crashes involving pedestrians.

On Jonesboro Road, 26 crashes involving pedestrians were recorded, including 23 injury crashes and two fatalities. Many crashes on this corridor were located west of I-85, near Shannon Parkway. The fatalities recorded in GEARS along the Jonesboro Road corridor occurred at the intersections with Lester Road and US 29/Roosevelt Highway.

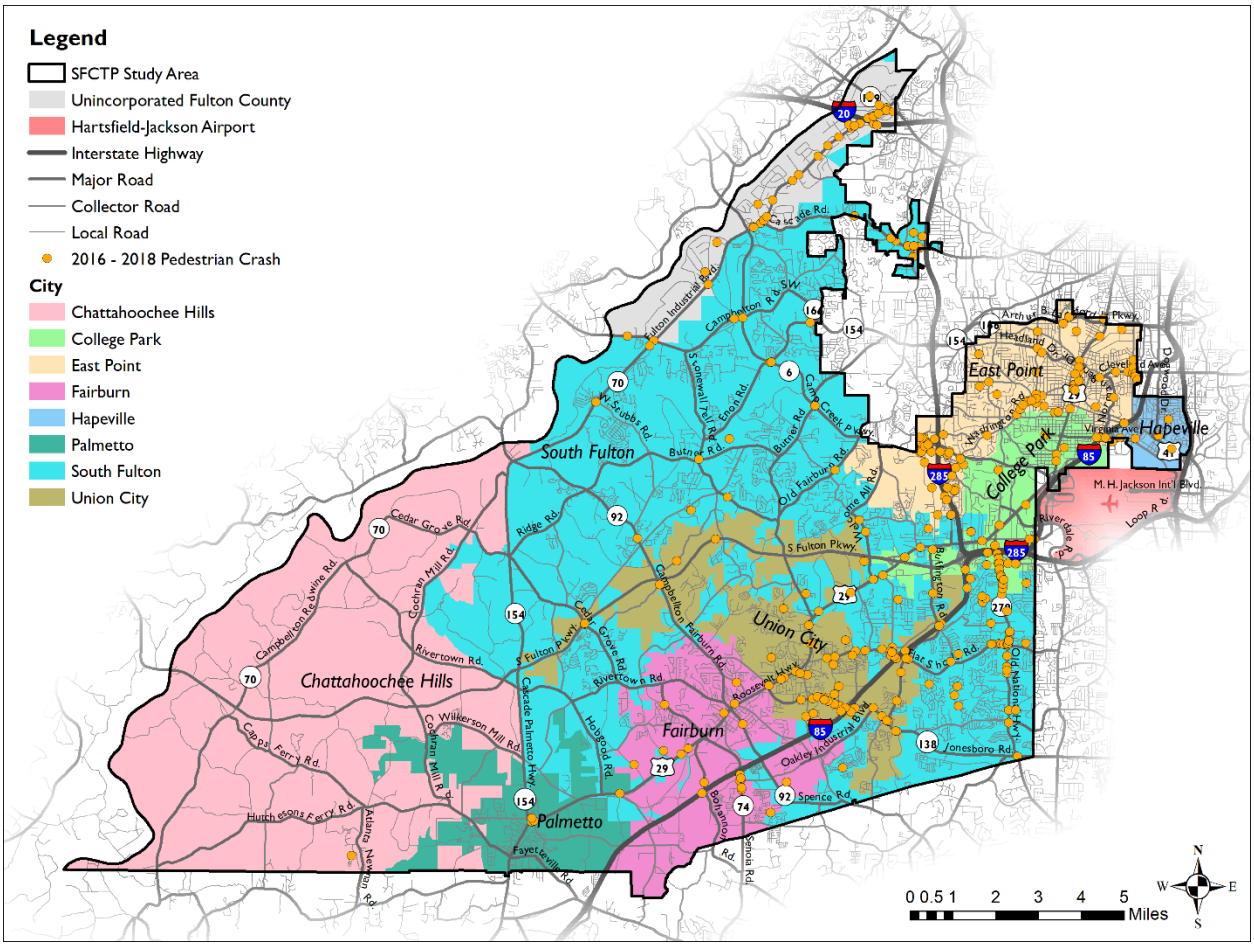


For Old National Highway, 57 pedestrian-related crashes were recorded, including 37 resulting in injuries to the pedestrians and 2 fatal crashes. Eighteen crashes were reported along the 0.3-mile stretch of Old National Highway between Godby Road and Jolly Road, including one pedestrian fatality. The intersection at Flat Shoals Road, near the Walmart and Kroger shopping centers, also saw an elevated number of pedestrian crashes with seven occurrences.

On Fulton Industrial Blvd, 36 crashes have occurred, including four fatalities. Frequent crash locations include the intersection with Wendell Road, where seven crashes and one fatality occurred.

For Washington Road and Cleveland Avenue, 17 pedestrian-related crashes have occurred. The intersection of Main Street and Washington Road had 4 crashes during 2016-2018.

Figure 69: 2016 - 2018 Pedestrian Crashes

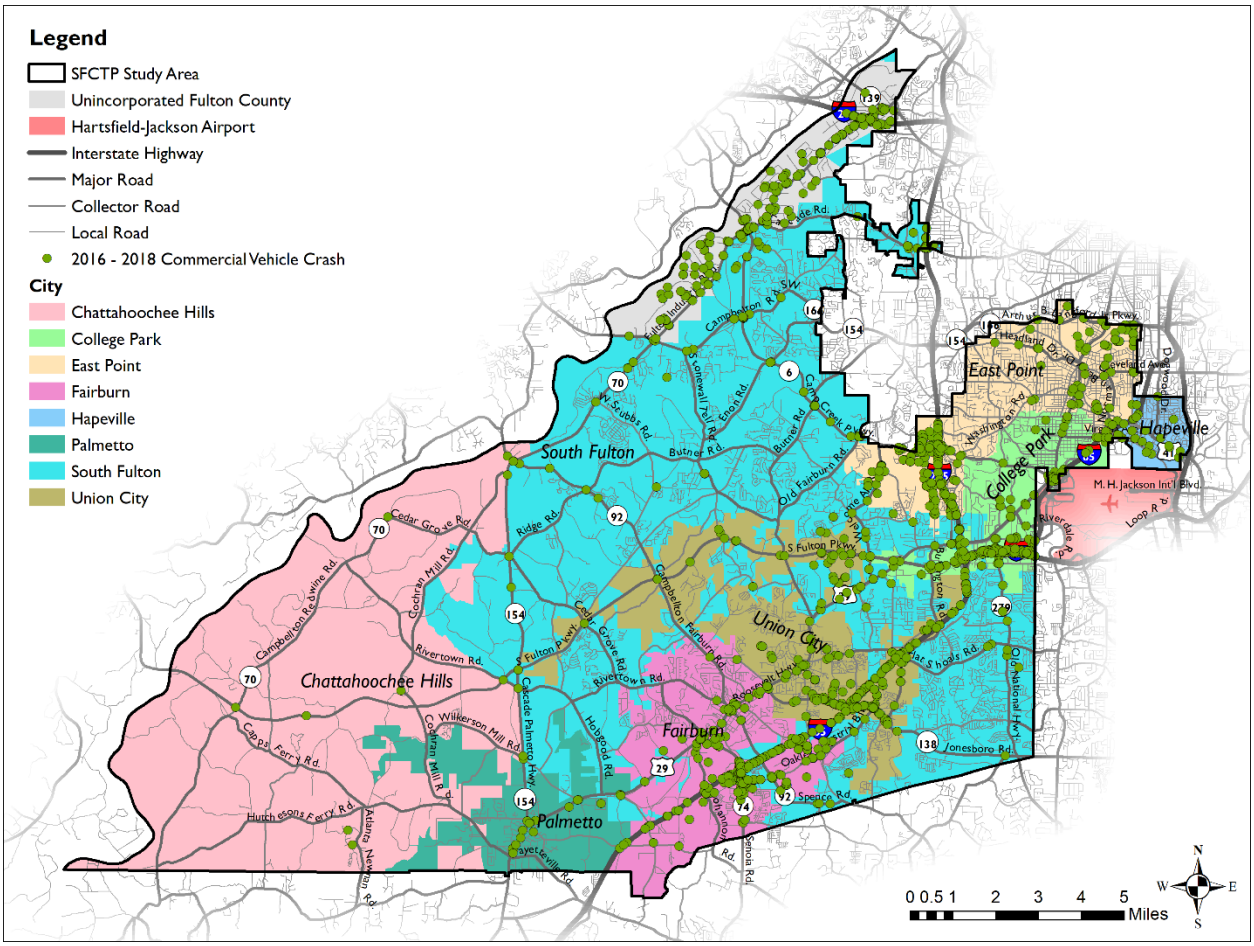


Source: Georgia Electronic Accident Reporting System, 2016 – 2018

3.5.1.2 Commercial Vehicle Crashes

Commercial vehicle crashes are frequent throughout Southern Fulton and primarily occur on interstates and state routes. There are higher concentrations along SR 70, US 29 and SR 6. However, there are certain areas of local roads that see concentrations. This should be the focus of the needs assessment to minimize commercial vehicle crashes in highly residential areas.

Figure 70: 2016 - 2018 Commercial Vehicle Crashes



Source: Georgia Electronic Accident Reporting System, 2016 – 2018

3.5.2 Emergency Preparedness

Emergency preparedness is important in Southern Fulton due to the area's major highways and proximity to Hartsfield-Jackson Atlanta International Airport (HJAIA). Among the top emergency preparedness issues in Southern Fulton is US 29 functions as a reliver to I-85 traffic during incidents or severe congestion. Therefore, future decisions about US 29 should consider its use during emergencies. Similarly, SR 6 acts as a reliever to I-20 and I-285 and should receive similar consideration during emergencies.

The Georgia Department of Transportation provides emergency evacuation route information and updates via 511 (by dialing 511 or visiting http://www.511ga.org), Ready Georgia (http://ready.ga.gov), and GDOT's social media platforms. Georgia's hurricane evacuation routes extend inward from the coast to Columbus via SR 1/US 27, Butler via SR 3, Macon via I-75, Dublin via SR 26, and Sylvania via SR 21.



There are no military bases in the Southern Fulton study area. The closest are Dobbins Air Reserve Base located 25 miles north, Ft Benning located 100 miles southwest, Robins Air Force Base 100 miles southeast of Southern Fulton.

3.6 Aviation (Passengers)

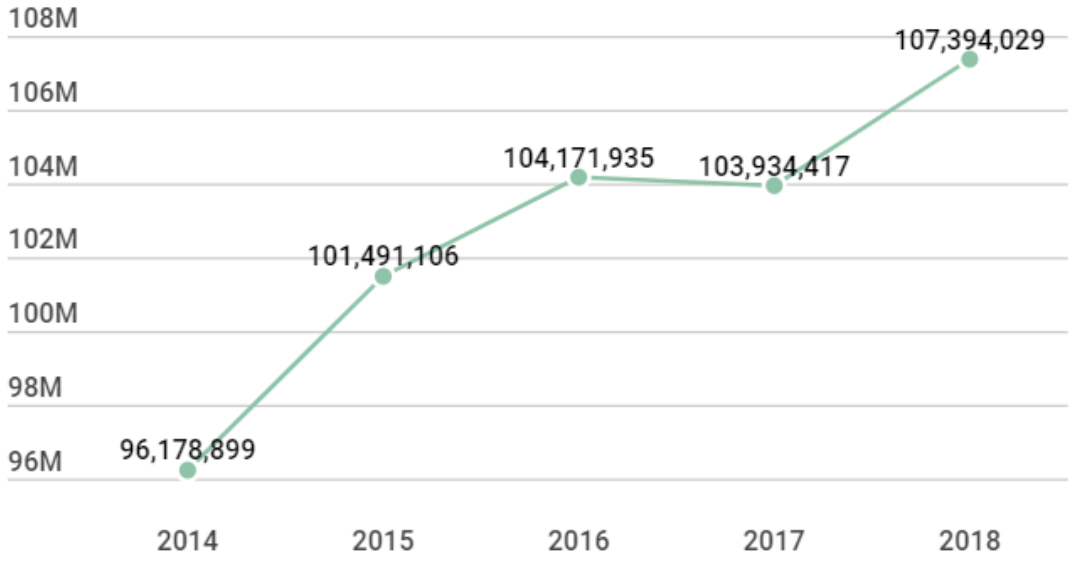
Southern Fulton has two airports: Hartsfield–Jackson Atlanta International Airport (HJAIA), located mostly in adjacent Clayton County, and Fulton County Airport-Brown Field located in unincorporated Fulton County.

HJAIA has been the world's busiest airport by passenger traffic since 1998 with an average of 275,000 passengers daily, 2,700 arrivals and departures daily and a total of over 107 million passengers served in 2018. Not only home to Delta Air Lines, HJAIA plays an important role as a connecting hub for the United States, providing nonstop service to more than 150 domestic and 75 international destinations.

HJAIA is an economic engine of the entire Southeast and is Georgia's largest employer, generating a $34.8 billion economic impact for Metro Atlanta and over 63,000 airline, ground transportation, concessionaire, security, federal government, City of Atlanta, and Airport tenant employees.

A $6 billion capital expansion plan, ATL Next is also underway to increase the airport's capacity, renew existing facilities, and modernize passenger areas for increased customer experience. Consisting of terminal, parking deck, accommodations, airside, cargo, and support facilities improvement projects with implementation times varying in the span of the next 20 years, this plan will push HJAIA be both the busiest and most efficient airport in the world.

Figure 71: Annual Total Passengers at Hartsfield-Jackson Atlanta International Airport from 2015 to 2018



Source: Department of Aviation, Hartsfield-Jackson Atlanta International Airport

Fulton County Airport-Brown Field is located in unincorporated Fulton County, about six miles west of downtown Atlanta near the interchange of I-20 and I-285. It is a general aviation reliever to HJAIA, which means it does not serve scheduled airline traffic but may accept overflow general aviation traffic diverted from Hartsfield during times of inclement weather or emergencies. Brown Field has approximately 56,000 Operations (take-off or landing) annually.

3.7 Freight

3.7.1 Trucks

The truck volumes are expected to increase throughout Southern Fulton County in the coming years. Trucks are more likely to use State Routes and U.S. Highways to transport cargo; however, recent observations and input from communities indicate that navigation software is directing drivers to local roads, creating concerns in residential areas. The State Routes with a high expectancy of trucks include State Route 139, State Route 331, State Route 6, State Route 74, State Route 138, State Route 279, State Route 54, and State Route 85.



3.7.2 Freight Rail

There is one primary rail facility in Southern Fulton County. The facility is owned and operated by CSX. The rail facility runs adjacent to the following cities: Union City, Palmetto, Fairburn, and College Park. Additionally, one of the state's largest intermodal terminals is in Fairburn. The terminal has approximately 240,000+ lifts, 25,500 feet of loading tracks and 2,500 feet of storage and lead tracks. The commodities handled along the CSX rail facility include chemicals, asphalt, foods, plastics, and petroleum.

3.7.3 Air Cargo

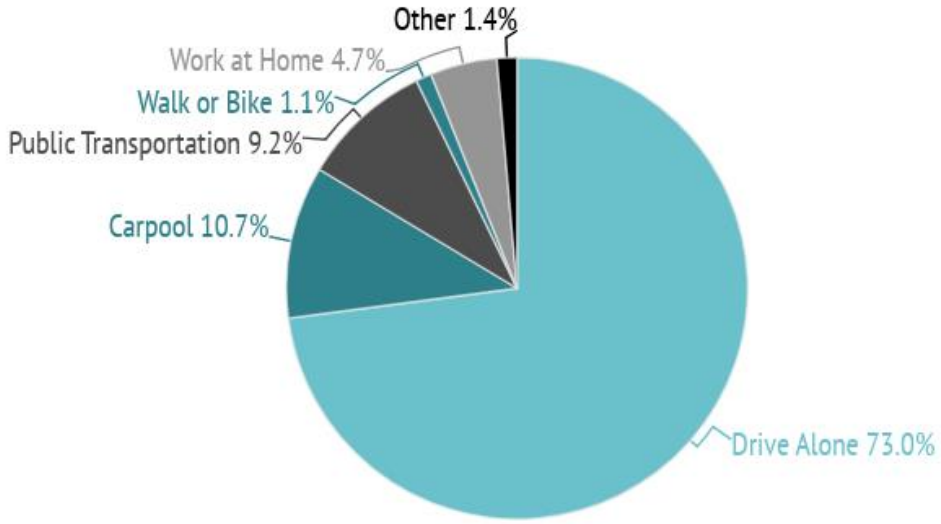
Southern Fulton has two airports: Hartsfield-Jackson Atlanta International Airport (HJAIA) and Fulton County Airport-Brown Field. In 2015, the HJAIA's Master Plan was published. The plan performed estimates and forecasts on cargo tonnage between 2011 and 2031. In 2011, HJAIA had approximately 663,136 tons of cargo. The tonnage is expected to increase to 1,414,000 by 2031. This would result in a 2.7% annual increase and 53% increase over a twenty-year period. The cargo is expected to be carried on both all-cargo (60%) and belly-cargo aircrafts (40%). There are currently two projects to accommodate the growth among carriers: South Cargo Expansion (Cargo Building E) and North Cargo Relocation and Expansion. The construction and development of the South Cargo Expansion is expected to be completed in 2020. The North Cargo building is almost forty years old. The expansion and relocation are expected to occur within a long-range development time frame (11 – 20 years).

3.8 Transit

Southern Fulton falls within the Metropolitan Atlanta Rapid Transit Authority (MARTA) service area. The Georgia Regional Transportation Authority (GRTA) provides express bus service to the study area. Together, these agencies provide two heavy rail line services, 26 fixed bus routes, and paratransit service.

Figure 73 illustrates the mode share in Southern Fulton. While 73% of people drive alone, almost 10% of people take public transit. This is much higher than the Atlanta regional mode share of 3% indicating the important of transit service and accessibility to residents and employees.

Figure 72: Means of Transportation for the Journey to Work – Southern Fulton



Source: 2013-2017 American Community Survey 5-Year Estimates

3.8.1 Heavy Rail Transit

MARTA provides heavy rail transit (HRT) service in the northeast portion of the study area via the red and gold rail lines. This service connects the study area with Downtown Atlanta, Midtown, Buckhead, Perimeter Center, and various other points in Fulton and DeKalb counties.

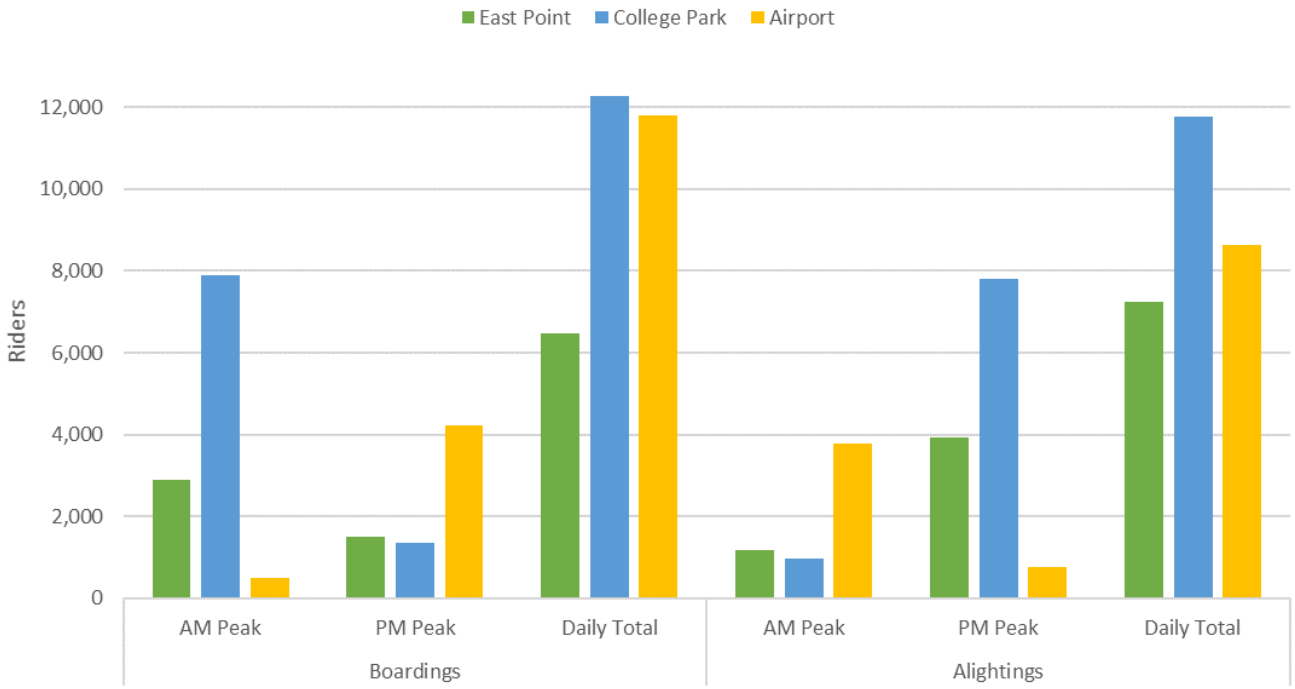
Figure 73: MARTA Train, College Park Station





Three rail stations are in Southern Fulton: Airport, College Park, and East Point. The Lakewood-Fort McPherson station falls less than 500 feet from the northern boundary of the study area. Average daily boardings and alightings from Fiscal Year 2016 are provided in Figure 74.

Figure 74: MARTA Station Boardings and Alightings, FY 2016



The Southern Fulton region has some of the highest rail ridership in metro Atlanta. The College Park station has the highest number of boardings and alightings among all three MARTA stations within the study area. The station averages almost 7,900 boardings during weekday morning peak times, and over 7,800 alightings during afternoon peak times. This is the second busiest station in MARTA's entire rail network, after Five Points station. Airport station (just outside of Southern Fulton) is the third busiest MARTA rail station overall.

Generally, boardings reach their peak in the morning and alightings peak in the afternoon for the East Point and College Park stations. This trend is reversed in the Airport station, with most passengers alighting from trains in the morning, and boarding trains in the afternoon. This is likely because the airport is a major employment center, while East Point and College Park stations are used by commuters traveling to other employment centers.



3.8.1.1 Service Frequency

On weekdays, the MARTA red and gold line trains have a frequency of 10 minutes during peak times and up to 20 minutes during off-peak times. All three stations within are on both the red and gold lines, which means a train arrives every five minutes during peak times and 10 minutes during off-peak times.

On weekends, each line runs every 20 minutes, providing an effective frequency of 10 minutes between trails for the three stations.

3.8.2 Bus

MARTA bus routes serve the central and northern portions of Southern Fulton. Many of the MARTA bus routes in the study area fall within the cities of East Point and College Park, but some routes are within Unincorporated Fulton, South Fulton, Union City, Fairburn, and Palmetto. Outside of these cities, access to transit is limited or not available, and there are large gaps in transit access in the southwestern portion of Southern Fulton.

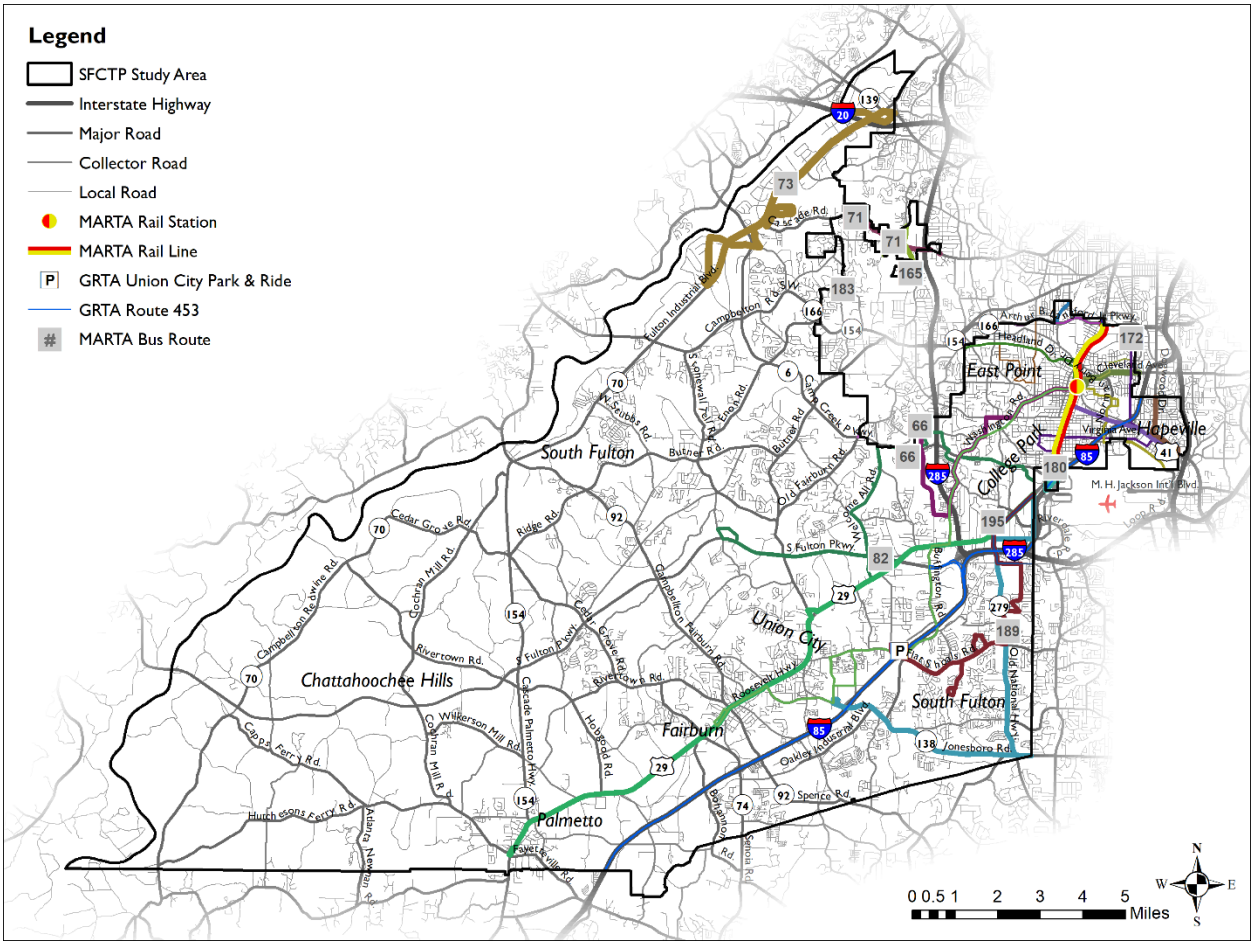
Figure 75: MARTA Bus #93



GRTA operates the Route 453 Xpress bus on weekdays in the study area, between Union City Park-and-Ride (I-85, Exit 66) and Midtown Atlanta, with several stops in Downtown Atlanta.

See Figure 76 for MARTA and GRTA transit routes within the service area. In this figure, thicker line weights represent bus routes with higher average weekday ridership.

Figure 76: MARTA and GRTA Transit Routes

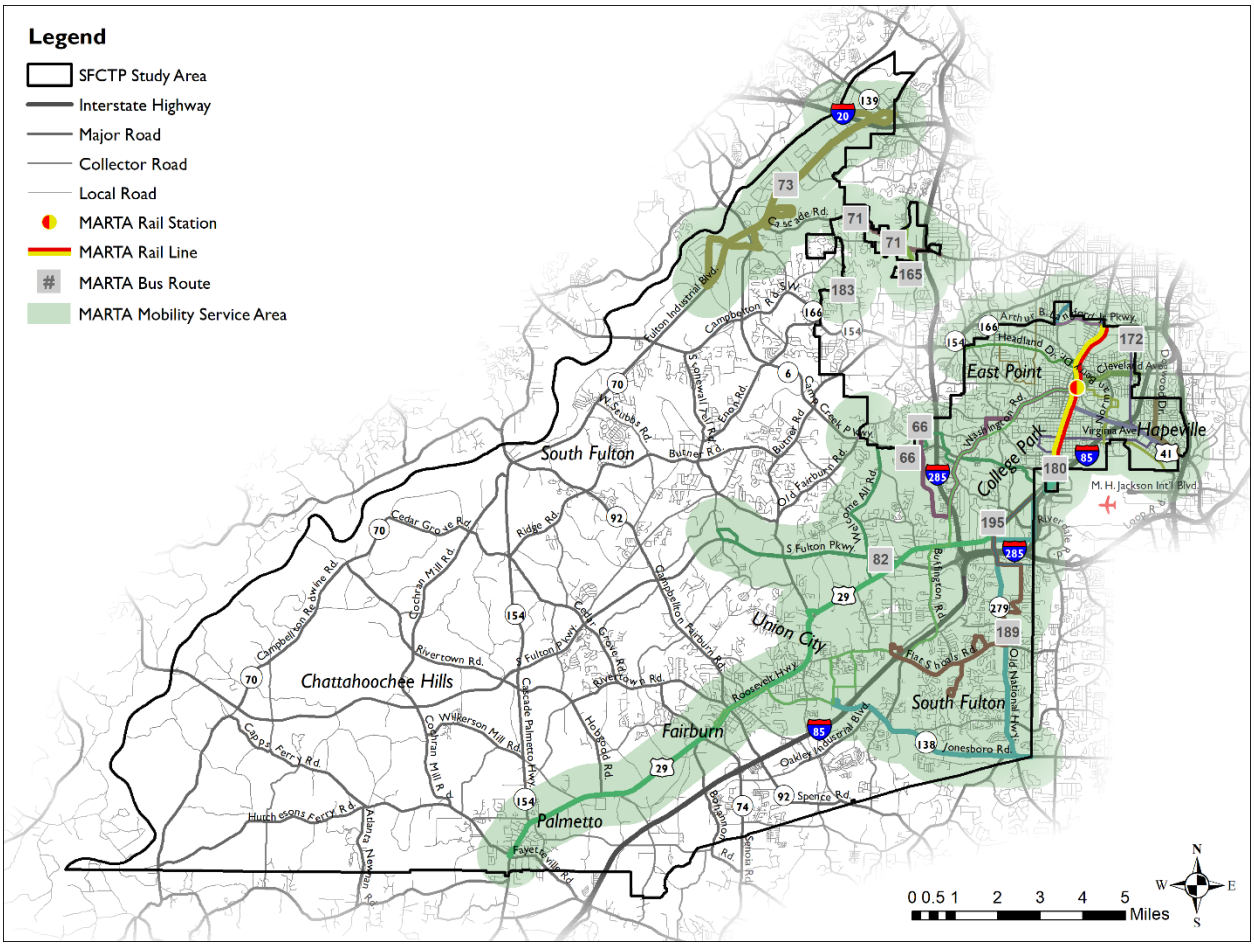


In addition to fixed route bus service, MARTA provides paratransit service within the study area called MARTA Mobility. Riders must have a MARTA Mobility Photo ID breeze card to be able to use the service, and it is provided within ¾ mile of all fixed bus routes and rail stations. MARTA Mobility requires an advance reservation – same day requests cannot be accommodated.

Because MARTA Mobility is restricted to a relatively short distance from bus and rail stations, many study area residents are ineligible to use the service, particularly residents of South Fulton and Chattahoochee Hills.

A map of the MARTA Mobility service area is provided in Figure 77.

Figure 77: MARTA Mobility Service Area



Source: MARTA Mobility, 2019

In the map above, the MARTA Mobility service area shown in green. The service area is concentrated in the eastern and northern portions of the study area. Chattahoochee Hills and most of South Fulton are not served by MARTA Mobility paratransit. The portion of unincorporated Fulton County within the study area is almost entirely served by MARTA Mobility due to the existence of bus route 73.

Figure 78: MARTA Mobility Vehicle



Source: MARTA

3.8.2.1 Service Frequency

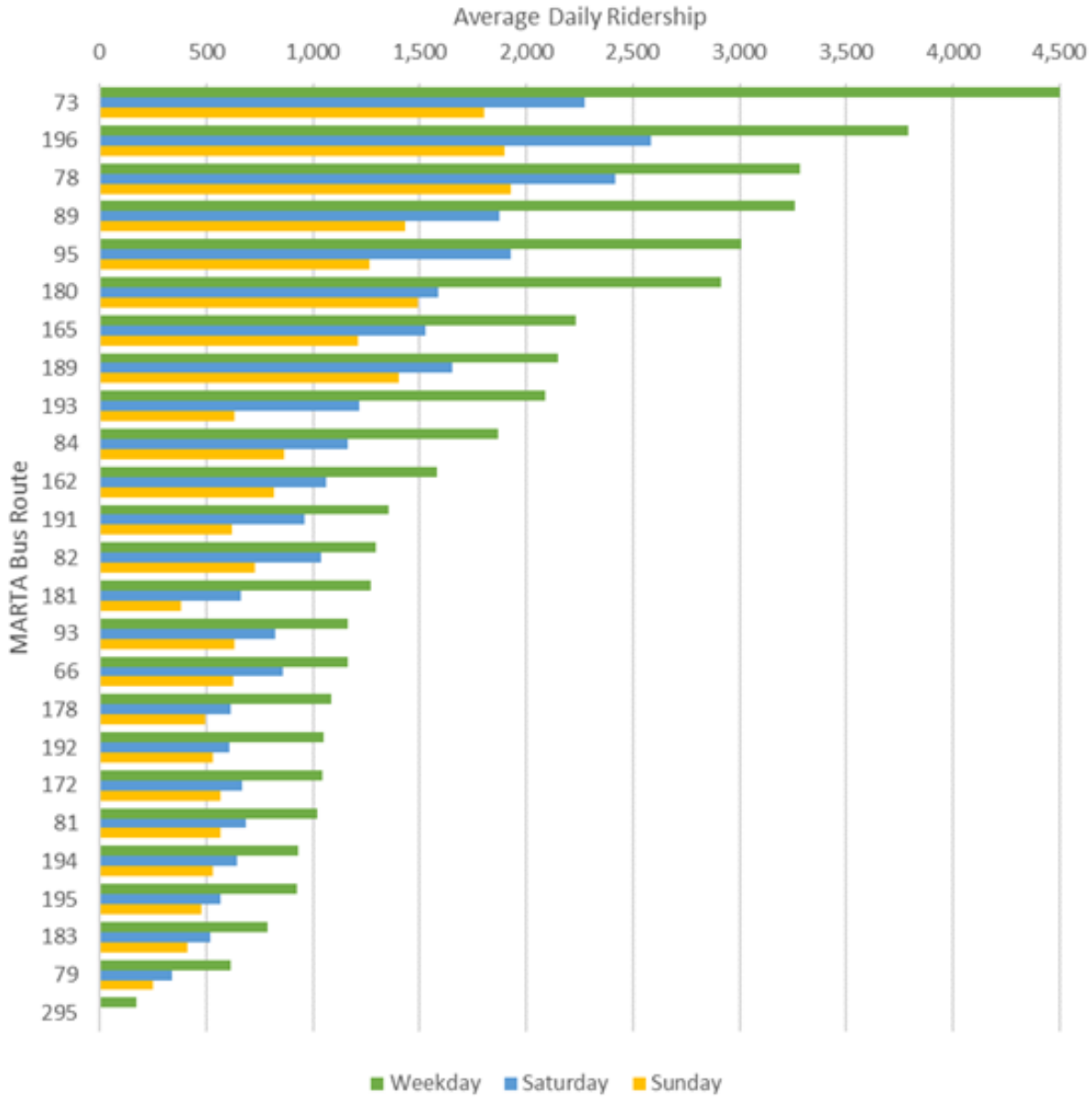
MARTA bus service frequency varies by route, but buses generally travel every 10 to 30 minutes during weekday peak periods, every 20 to 45 minutes during weekday off-peak periods, and every 30 to 60 minutes on Saturdays and Sundays.

The GRTA Xpress 453 bus travels weekdays only at frequencies between 15 minutes and 45 minutes, depending on the time of day.

3.8.2.2 Ridership

Figure 79 provides the average daily ridership of all MARTA bus routes within the study area, with routes arranged from highest to lowest weekday ridership. Ridership for each bus route is shown in three series: weekday, Saturday, and Sunday. The ridership figures were averaged for each month from July 2017-June 2018 (FY 2018).

Figure 79: MARTA Bus Ridership FY 2018



Source: *MARTA*

Several MARTA bus routes stand out with relatively high ridership. The routes with the highest weekday ridership are 73 (Fulton Industrial), 196 (Upper Riverdale/South Lake), and 78 (Cleveland Avenue). The lowest weekday ridership routes are 183 (Barge Road

Park & Ride/Lakewood), 79 (Sylvan Hills), and 295 (Metropolitan Campus Express). Route 295 does not provide weekend service.

3.8.3 Micro-Transit

Micro-transit services use modern technology to provide flexible, demand-response service, often using dynamically generated routes in lower-density areas. Micro-transit service does not currently exist within the study area; however, the Fulton County Transit Master Plan recommends the addition of micro-transit service in five broadly-defined areas: Palmetto, Fairburn, College Park, Camp Creek Marketplace, and the Flat Shoals Road/Buffington Road area. These flex systems would provide local trips while also supporting connections to MARTA heavy rail and the proposed BRT and ART lines. The Aerotropolis Transit Feasibility Study expanded on this recommendation focusing on employees at the airport. The Aerotropolis Atlanta Community Improvement Districts (AACIDs) has contracted with TransLoc, a mictrotransit planning firm to determine an appropriate service area, number of vehicles, service hours and estimate capital and operating costs.

Figure 80 provides an example of an operational micro-transit vehicle in Metro Atlanta. This vehicle was part of a Gwinnett County Transit pilot deployment in Snellville, GA. The pilot service was in operation until April 2019. The pilot was highly successful, and Gwinnett County is looking to implement micro-transit as a permanent service.

Figure 80: Gwinnett County Micro-transit Vehicle



Source: Gwinnett County Transit

3.8.4 Human Services Transportation (HST)

Southern Fulton is serviced by several human service transportation (HST) providers. These services aim to increase mobility of disadvantaged populations that may lack other transportation options. Older community members, children, persons with disabilities, and lower income community members may qualify for one or more of these services. HST differs from paratransit in that its service area is not tied to existing fixed route service and is typically on-demand and door to door.

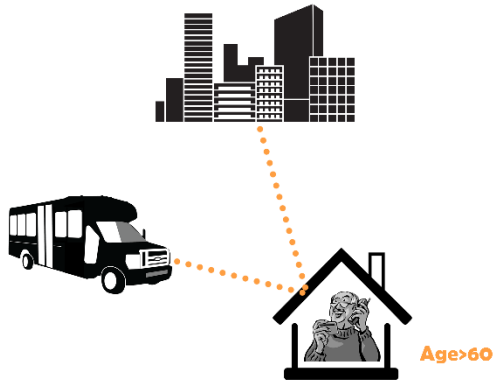
Figure 81. Human Services Transportation



The Georgia Department of Health Services operates the Non-Emergency Medical Transportation program. Brokered through Southeastrans, this Medicaid-funded service provides transportation to and from medical appointments, pharmacy pickups, and other non-emergency healthcare trips.

The Fulton County Dial-A-Ride Transportation System (DARTS) is open to all Fulton County residents over the age of 60. DARTS offers free door-to-door service for weekday trips most likely needed by older people, including trips to senior centers, medical appointments, and shopping or banking locations.

Figure 82. Dial-A-Ride Service



The Fulton County Department of Senior Services (FCDSS) now offers complementary Uber and Lyft rides to all four county senior facilities, including the Bowden Senior Multipurpose Facility in East Point. FCDSS offers this service through Common Courtesy, a non-profit dedicated to helping seniors access the services offered by transportation network companies such as Uber and Lyft.

3.8.5 Shared Mobility

Shared Mobility refers to any mode that provides short-term, as-needed access to transportation modes. Traditional examples include taxis, but a range of newer options are emerging, including ridesharing or ride hailing services (Uber, Lyft, etc.), carsharing (e.g., Zipcar), and shared personal transportation (bike sharing and scooter sharing, such as Bird, Lime, Jump, Muving, etc.). These modes have become increasingly prevalent in the Atlanta region the past few years with new companies continuing to enter the market. These services generally require users to download a smartphone app to request a ride or unlock a vehicle and require a credit card for payment.

Uber is one of the largest ride-hailing services, and the Hartsfield-Jackson Atlanta International Airport (HJAIA) ranks 7th among its top destinations worldwide. Zipcar has a presence in East Point and Atlanta. Although Southern Fulton is not currently in the service area for bike share providers. The electric scooter companies are increasing in abundance and coverage all the time. Challenges exist in ensuring safe conditions for all users as these new modes enter the transportation system, but in general, since bicycles and scooters both use bicycle lanes, bicycle facility improvement can benefit both modes.



Figure 83. HJAIA ranks 7th among top Uber destinations worldwide.



3.9 Active Transportation

3.9.1 Bicycle

Bicycles are an important form of transportation for many residents of Metro Atlanta. Local communities are placing a priority on providing active transportation options for their residents, improving public health and air quality. The PATH Foundation has developed over 260 miles of trail in Georgia since 1991, with the goal of transforming Metro Atlanta into the most trail-connected city in the U.S.

3.9.1.1 Existing Bicycle Facilities

Currently bicycle lanes, cycle tracks, and multi-use trails are extremely limited within Southern Fulton.

While there are some designated bicycle facilities in Southern Fulton, the only multi-use trail in the study area is the Phoenix Trail in College Park. This trail spans 1.42 miles in a former CSX right-of-way just west of HJAIA. The northern portion of the trail, a 0.64-mile segment between West Point Ave and Best Rd, falls within Southern Fulton. The trail then enters Clayton County, where it travels 0.78 miles before ending at Massachusetts Blvd. Figure 85 and Figure 86 provide a map and photo of the Phoenix Trail.

Figure 84: Existing Dedicated Bicycle Facilities

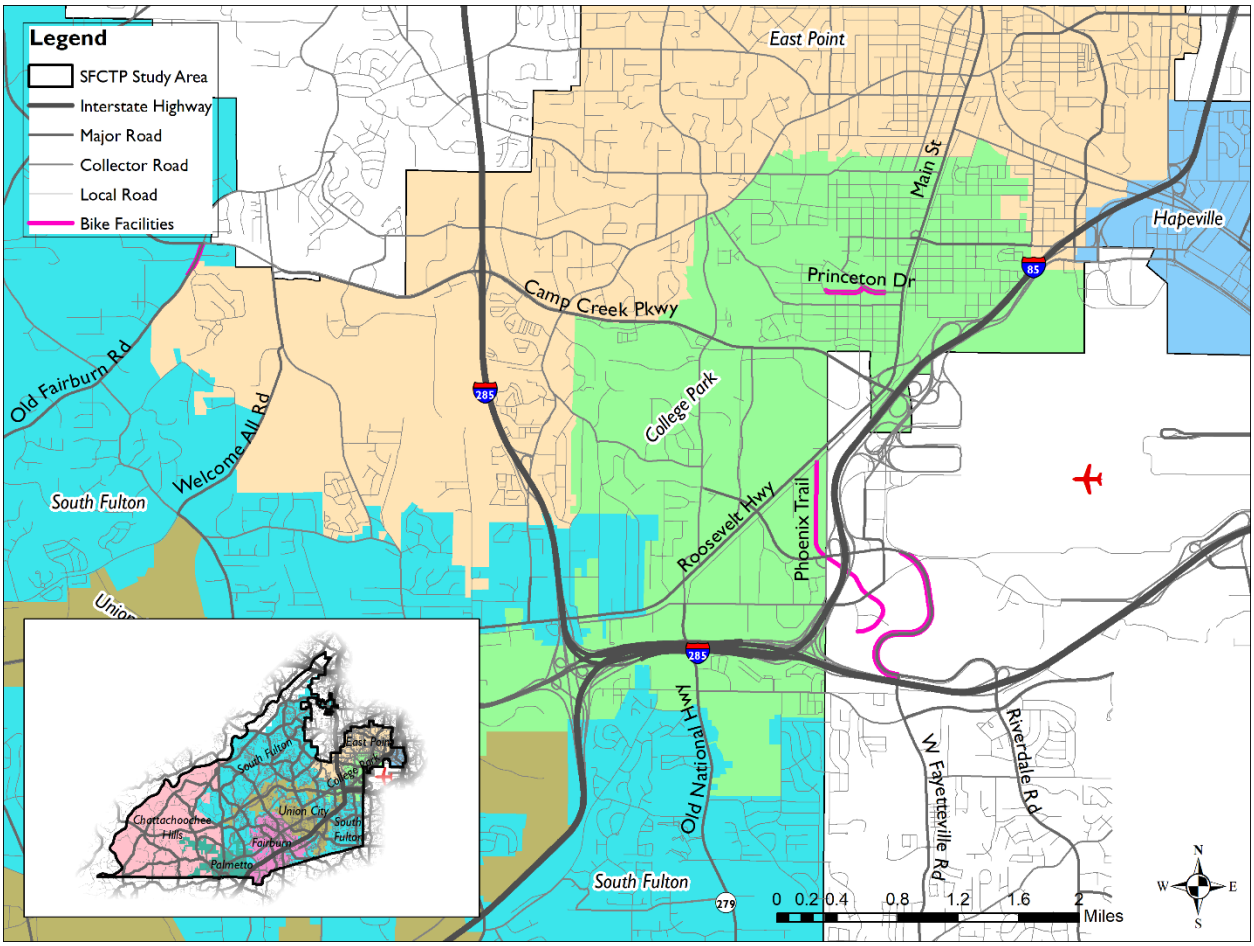


Figure 85: Phoenix Trail Map, College Park

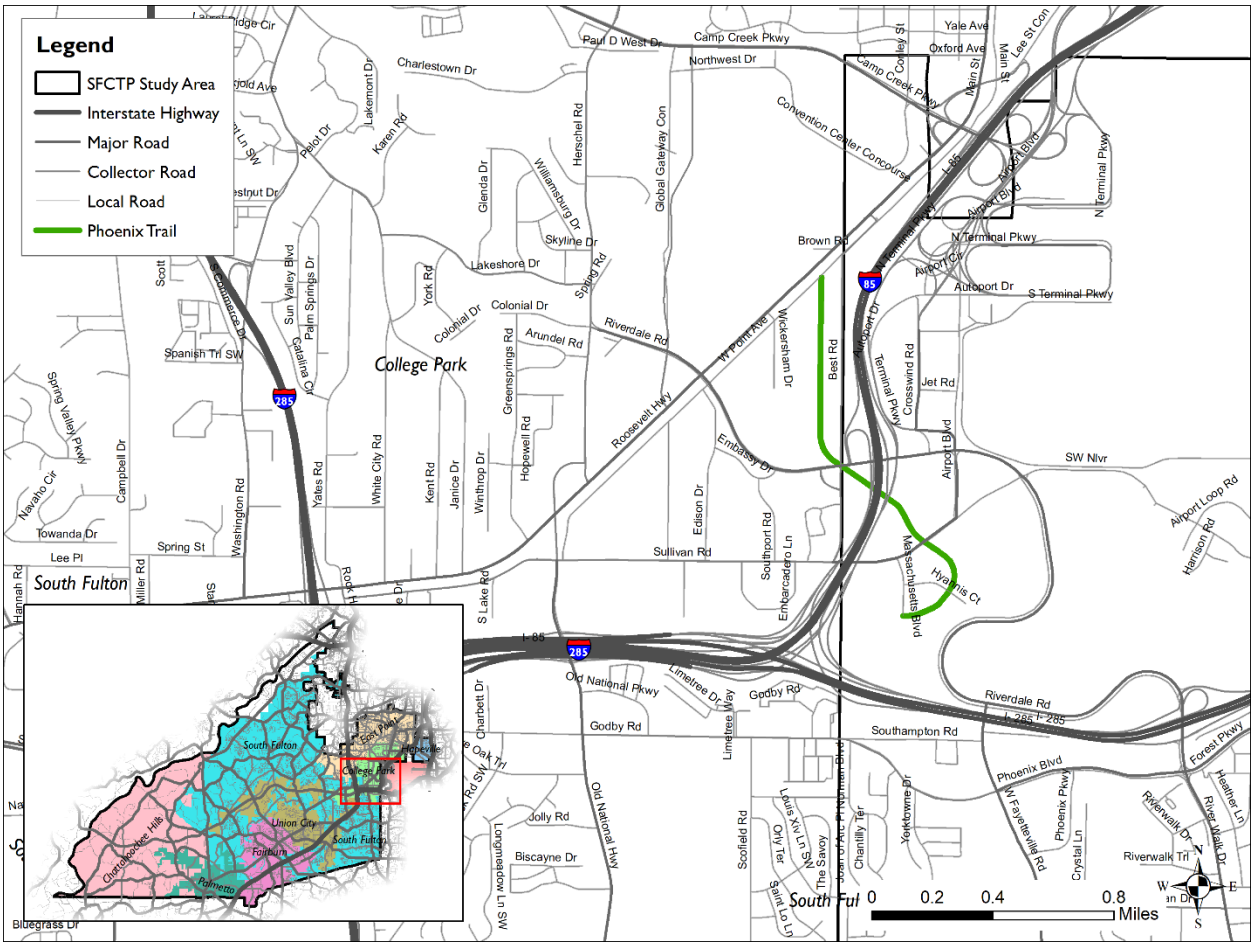


Figure 86: Phoenix Trail near W. Point Ave, College Park



Several bicycle facilities are planned for the Southern Fulton area. The Aerotropolis Atlanta Community Improvement Districts (CIDs) developed a greenway plan that includes multi-use trails, cycle tracks, and bike lanes in East Point, College Park, Hapeville, and South Fulton.

3.9.2 Pedestrians

3.9.2.1 Inventory of Pedestrian Facilities in Town and Activity Centers

Pedestrian facilities, primarily sidewalks, in Southern Fulton exist in the downtown areas. Sidewalks and crosswalks are sparse in the residential neighborhoods and along thoroughfares and is a known transportation issue for most of Southern Fulton. It is especially noticeable that many of the MARTA fixed bus routes do not include sidewalks.

An inventory of existing and planned pedestrian facilities was conducted by reviewing relevant plans, including the ARC Regional Transportation Plan and Livable Centers Initiative (LCI) studies in the area, as LCI Town Centers and Activity Centers generally feature land uses that support walking. The following is a general summary of pedestrian facilities in Southern Fulton by city:



Chattahoochee Hills is the most rural city in the study area. As such, roadways generally do not have sidewalks. Additionally, the land use patterns in Chattahoochee Hills are generally low density, resulting in long distances between land uses, making walking an impractical transportation option.

College Park has existing sidewalks on both sides of the street in parts of its downtown area, but many streets throughout the city have sidewalks on one side only or none at all. College Park recently upgraded their downtown sidewalks incorporate a complete streetscape approach.

East Point has existing sidewalks along many of its downtown streets but not in as many in its surrounding neighborhoods. Main Street recently received streetscaping upgrades, with bulb-outs, ADA curb ramps, and new crosswalks installed recently. Sidewalks along major streets in the downtown area are generally five feet wide or more. However, sidewalk condition varies on other streets throughout the city, with some being in disrepair.

Fairburn has sidewalks along most roadways on at least one side of the street. Sidewalks are rare on local streets outside of the downtown area.

Hapeville has sidewalks along most streets in its downtown area. Sidewalks are continuous and in good condition along North Central Avenue and South Central Avenue west of Atlanta Avenue. Dogwood Drive recently received streetscaping treatments with new brick sidewalks, pedestrian lighting, ADA curb ramps, and new painted crosswalks.

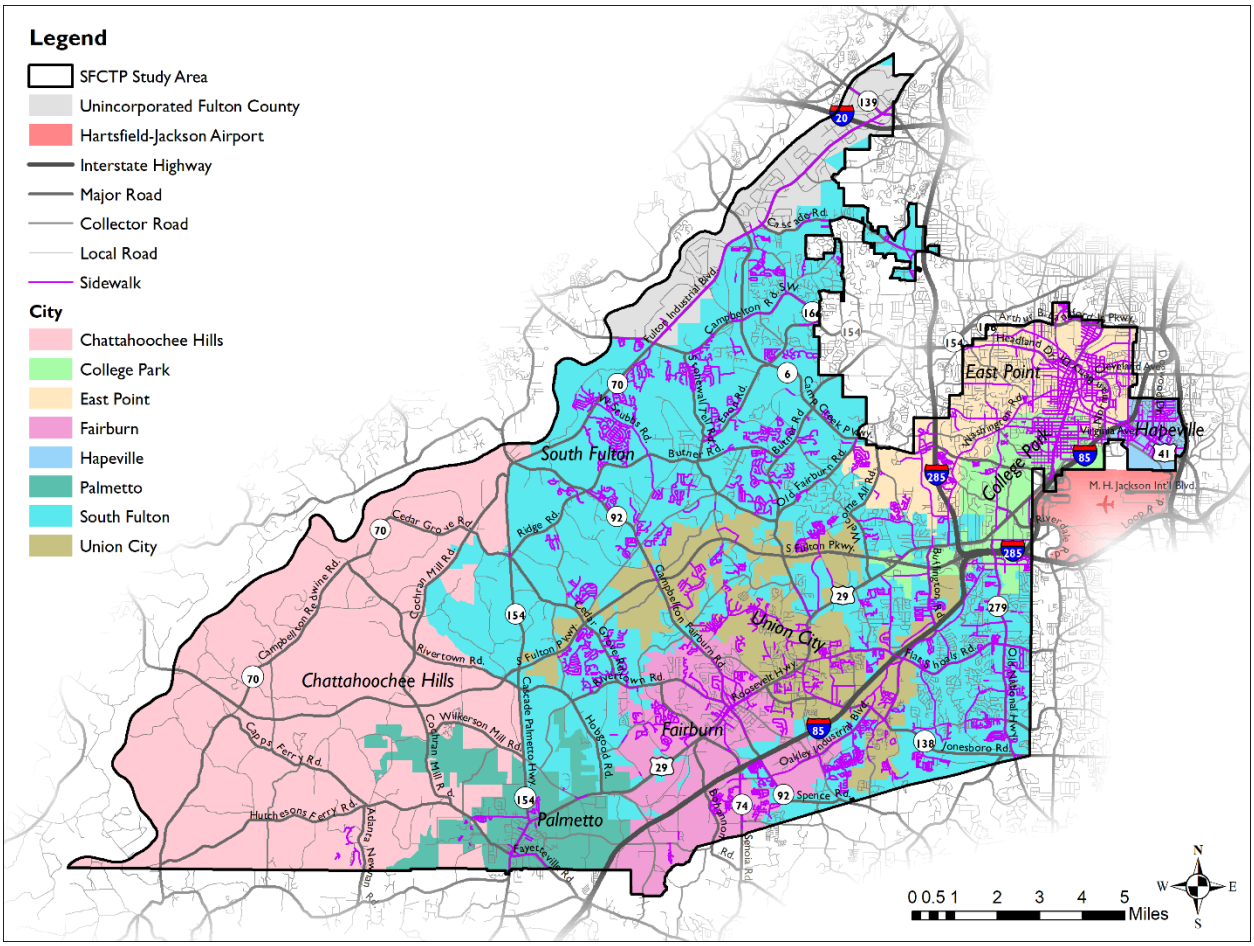
Palmetto has sidewalks along many streets in its downtown area, but not always on both sides. Additionally, where sidewalks do exist, they are not continuous.

South Fulton has sidewalks located sporadically throughout the city.

Union City has sidewalks on at least one side of the street within the downtown area. Outside of the downtown area, sidewalks are sporadic in various locations.

Existing sidewalk facilities are shown in Figure 87.

Figure 87: Existing Sidewalk Facilities



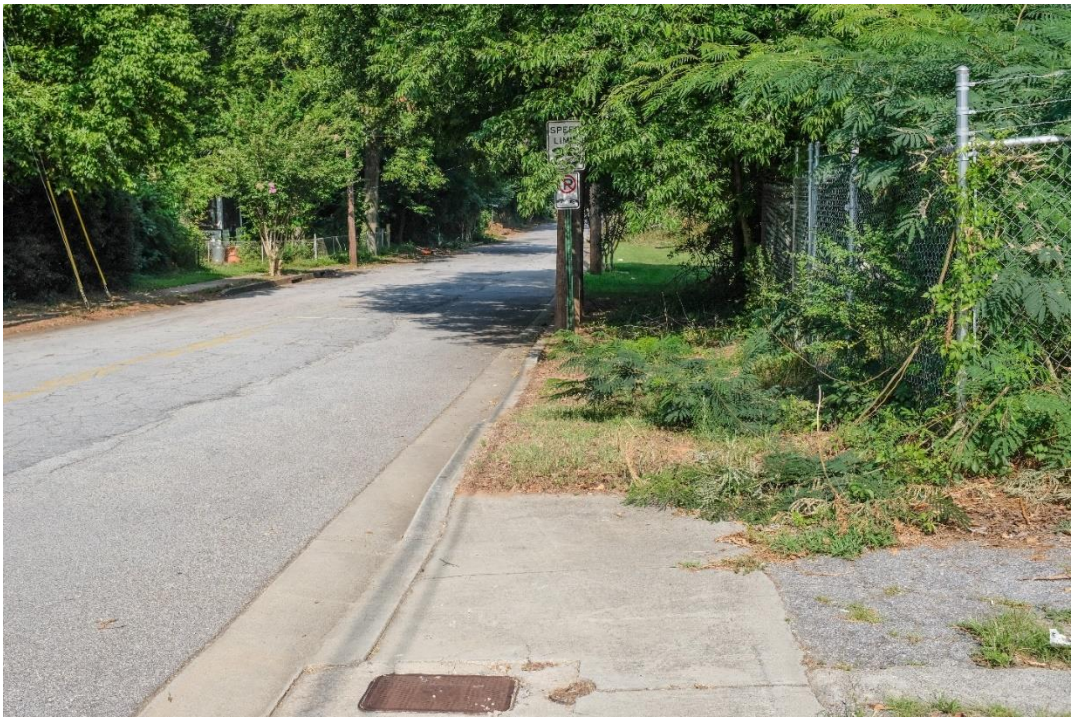
Sources: Google Earth, City of College Park, and City of East Point.

Sidewalks in the study area tend to be concentrated in the northeast portion, particularly near the downtowns of East Point, College Park, and Hapeville. Within these cities, many residential areas outside the downtowns do not have sidewalks and other pedestrian facilities like crosswalks and curb ramps.

Figure 88: Sidewalk and Streetscaping, Main Street, College Park



Figure 89: Sidewalk Facility Ending, Columbia Ave, College Park





In the rest of Southern Fulton, sidewalks are sporadic and generally exist only within downtowns and new residential developments. Where sporadic pedestrian facilities exist, potential safety concerns surface as pedestrians are required to walk along the roadway. However, automobile crashes involving pedestrians are not strictly limited to areas that lack sidewalks.

3.10 Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is a set of strategies aimed at maximizing traveler choices. Some examples of this include providing ridesharing for commuters, subsidizing public transit costs, workplace travel planning assistance, and incentivizing active transportation modes like walking and bicycling.

Georgia Commute Options (GCO) is a TDM organization that is managed by the Atlanta Regional Commission and funded through the Georgia Department of Transportation. GCO has a collective goal of reducing the number of vehicles on Metro Atlanta's roads – particularly during peak times – by motivating more commuters that drive alone to choose commute alternatives such as carpools, vanpools, transit, flexwork, biking, and walking to work. GCO also encourages employers to implement commuter programs to assist in achieving this goal. GCO's Central Territory includes much of Fulton County, including most Southern Fulton except for Chattahoochee Hills.

GCO works directly with several groups called Transportation Management Associations (TMAs). These groups represent a voluntary association of public and private organizations joined to cooperatively provide transportation-enhancing programs such as commuter incentives, public education, and other benefits specific to those who live or work in their respective activity centers. Employees outside of these areas are served by the GCO Central Territory.

The goals of TMAs are like those of GCO: they encourage commuters to travel via modes of higher capacity than the single-occupancy vehicle, as well as encouraging active transportation modes like bicycling and walking.

There are seven TMAs in Metro Atlanta and one TMA near Southern Fulton: AERO (Airport Employee Ride Options). AERO serves employers within the airport, including the Department of Aviation, major airlines, and over 250 concession outlets.

AERO's mission, as stated on their website, is "to help each airport employee find the best way to get to and from work so that they arrive on time, relaxed, and ready to serve at the world's busiest airport. To help employees save money, get to work stress-free and to improve air quality, we promote and encourage the use of commute alternatives such as carpooling, vanpooling, taking transit, and biking."

GCO provides TMA services for all of Southern Fulton and their website advertises cash



incentive programs[2] to commuters, such as:

- **Gimme Five** – Program participants can earn $5 a day – up to $150 – for trying a commute option other than driving alone.
- **$25 Enter to Win** - Existing clean commuters are entered to win monthly $25 prizes for logging their commutes.
- **Monthly Gas Card** - Carpoolers with three or more riders can earn monthly gas cards.
- **Vanpool $50 Referral** - Individuals can receive $50 for referring a new vanpool rider after that new rider has completed three consecutive months on a vanpool.
- **Guaranteed Ride Home** - Program participants can take advantage of a guaranteed ride home when unexpected events occur. Participants can receive up to five free rides, by taxi or rental car, to their home or car in case of emergency.

For employers, GCO offers:

- Telework/flexwork consulting services
- 12 free services for a better workplace

3.11 Intelligent Transportation System (ITS)

Intelligent Transportation System (ITS) improves safety and mobility through the integration of communication technologies into both vehicles and stationary infrastructure. ITS encompasses a broad range of information and electronics technologies.

GDOT has deployed several Intelligent Transportation System (ITS) devices throughout the study area, mainly along I-85, I-285, and Langford Parkway (SR 166). These devices include:

- Communication hubs
- Video cameras
- Radar detection systems
- Ramp meter systems
- Remote weather information stations
- Video detection systems

Table 4 provides a description of each system.

[2] GCO, http://www.gacommuteoptions.com/commuters/ways-to-earn=-cash/how-programs-work/



Table 4: ITS Devices

ITS Device	Function
Communication Hubs	Hubs aggregate field device (e.g., signals) communication and serve as backbone nodes in the NaviGAtor network
Video Cameras	Closed Circuit TV cameras are used for general traffic surveillance.
Radar Detection Systems	Provides vehicle detection, counts, roadway occupancy, and speed information to the NaviGAtor system
Ramp Meter Systems	Controls flow of vehicles entering the freeway traffic stream, reducing crashes and increasing average travel speeds
Remote Weather Information Stations	Measures atmospheric, pavement, and/or water level conditions. Central hardware and software are used to process observations to develop nowcasts or forecasts.
Video Detection Systems	Uses video camera and system processor to provide vehicle presence detection, counts, roadway occupancy, classification, and speed information

Source: GDOT ITS Design Manual, October 2013

3.11.1 Traffic Signal Technology

In general, traffic signal technology is changing and improving, making it increasingly important to ensure that signals are equipped with the best available technology for the existing context and future needs. Upgrading or retrofitting existing, older signals can have benefits for safety and operations.

Examples of signal technology improvements include:

- **Traffic Signal Priority** – a detector detects the approaching transit vehicle and adjusts the signal traffic signal to reduce red time or extend green time for the vehicle, thereby reducing delay for transit vehicles at the intersection.
- **Signal Preemption** – deters normal operation of a traffic signal and allows a temporary special mode of signal operation upon detecting the vehicle. Typical traffic signal pre-emption applications modify traffic signals for emergency vehicles or trains by stopping conflicting traffic and transferring right-of-way. Signal pre-emption has been widely used for in the Atlanta region and throughout the United States for decades.
- **Adaptive Traffic Control Technologies (ASCT)** - adaptive (or dynamic) traffic signal control technologies include:



- Detector-based ASCT – employs upstream detector data to estimate incoming traffic flow and seeks an optimal timing strategy. Examples of adaptive signal control systems include SCOOT, SCATS, OPAC, RHODES, InSync, and others.
- Connected Vehicle (CV)- based ASCT – allows vehicles to communicate with each other (vehicle-to-vehicle, V2V) and with the infrastructure (V2I) through dedicated short-range communication (DSRC), cellular (4G/5G), and/or Wi-Fi technologies.

Southern Fulton is in the process of implementing signal upgrades and exploring various applications to increase safety and mobility. To date, the cities within Southern Fulton have upgraded their traffic signal software and communication in partnership with GDOT to current state standards. This is a first, and big step towards emerging signal technologies.

Further, GDOT is in the process of installing new radios at signal locations to ready them for connected vehicle technology, thought to become prevalent within the next decade.

3.11.2 GDOT Connected Data Platform (CDP)

GDOT is in the process of developing a Connected Data Platform (CDP) which aggregates data from multiple sources into a web-based application, allowing select data to be shared with external stakeholders and preparing a migration from legacy data sources to connected vehicle-generated data.

Phase 1 of the CDP effort is focused on safety and ITS device applications, including:

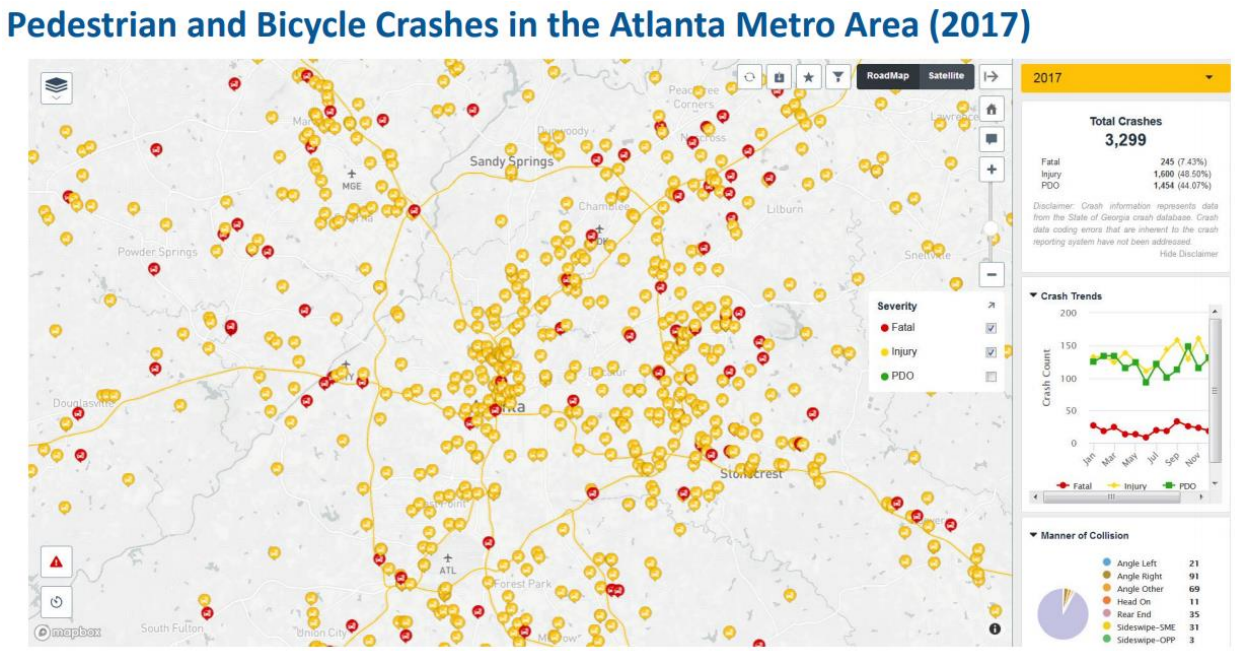
- Vehicle and crash data reporting
- Incident program reporting
- ITS device uptime status
- ITS device reliability tracking

Phase 1 of the CDP effort is still under development and not available to external stakeholders. However, when this data becomes available, it could be useful for residents, commuters, planners, and policy makers in the study area.

A sample screenshot of pedestrian and bicycle crashes from the CDP is provided in Figure 90.



Figure 90: Connected Data Platform Screenshot of Pedestrian and Bicycle Crash Data



3.12 System Resiliency & Reliability

3.12.1 CDC Social Vulnerability Index (SVI)

The Centers for Disease Control and Prevention's Social Vulnerability Index (SVI) uses 15 U.S. Census variables at the Census tract level to describe the resilience of communities when confronted by external stresses on human health, stresses such as natural or human-caused disasters, or disease outbreaks. It is intended to help local officials identify communities that may need support in preparing for hazards or recovering from disaster. Higher SVI scores indicate greater vulnerability. As illustrated in Figure 91, portions of College Park and East Point, as well as the City of South Fulton southeast of I-85, have greater vulnerability.

The SVI variables are:

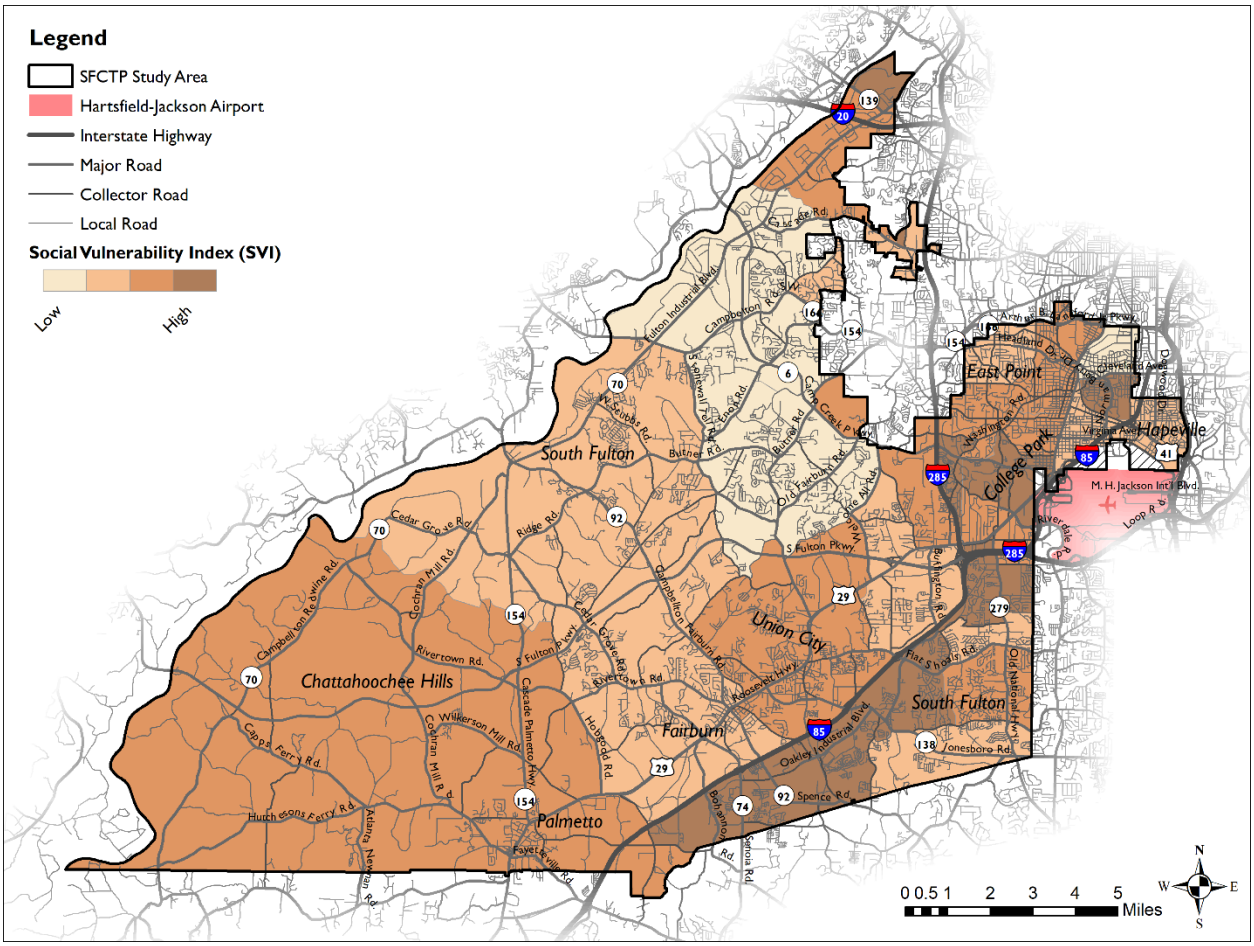
- Below poverty
- Unemployed
- Income
- No high school diploma
- Aged 65 or older
- Aged 17 or younger



- Civilian with disability
- Single-parent household
- Minority
- Speak English "less than well"
- Multi-unit structures
- Mobile homes
- Crowding
- No vehicle
- Group Quarters

Figure 91 indicates that much of Southern Fulton has a higher index indicating they do not have the capabilities to bounce back from natural and human incidents and disasters. The demographic information earlier in this report supports this index with many communities having a higher rate of poverty, a lower education and higher unemployment as compared to the Atlanta region.

Figure 91: Social Vulnerability Index (SVI)



Source: U.S. Department of Health & Human Services, Agency for Toxic Substances and Disease Registry, 2016

SOUTHERN FULTON CTP
CONNECTING OUR REGION

4.0 CONCLUSIONS



4 CONCLUSIONS

The following summarizes the findings of the existing conditions analysis. These findings will be addressed as part of the assessment and recommendations.

Population and Employment Trends

- The Southern Fulton population is projected to increase by about 52% by 2050 and to maintain a similar share of Atlanta region's population (about 5%). Population density will continue to be greatest in College Park, East Point, Hapeville, and the City of South Fulton.
- ESRI Tapestry info for Southern Fulton includes these demographic summary groups:
    - **Family Landscapes** – rural and suburban Chattahoochee Hills, Palmetto, Fairburn, City of South Fulton with above median incomes
    - **Ethnic Enclaves** – Hapeville, Union City, City of South Fulton diverse community with incomes in the $20,000 to $70,000 range and 1-2 vehicles per household
    - **Cozy Country Living** – empty nesters in low density, low diversity, rural/semi-rural parts of College Park, East Point, unincorporated Fulton County, and downtown Union City with incomes from $45,000 and $75,000
    - **Hometown** – lower income ($25,000 to $45,000), single person households in City of South Fulton (west of I-85), East Point, and unincorporated Fulton County with 1-2 vehicles per household and may carpool and use public transportation
    - **Middle Ground** – Urban areas and small cities, including College Park, East Point, and the City of South Fulton composed largely of thirtysomethings with incomes from $30,000 and $70,000 and tend to own only one car, take public transportation, and view cars as transportation only
- Environmental justice communities (those with higher percentages of racial and ethnic minorities and lower incomes) exist throughout the study area, especially near I-85, I-285, and Fulton Industrial Boulevard. **New transportation projects and services should not adversely affect environmental justice communities.**
- Employment density is greatest along the major corridors (I-85, I-285, and Fulton Industrial Boulevard) and is projected to continue to be most dense in these areas. The study area is projected to maintain a similar share of the region's employment (about 4%) by 2050. Many jobs in the area involve freight, with Transportation and Warehousing making up the largest share of job types in the study area (15%), followed by Administration & Support, Waste Management and Remediation (13%), and Wholesale Trade (12%). **Safety and efficiency of freight corridors and employment areas is key.**



- Vehicle availability is generally low in Southern Fulton. Most cities have a higher percentage of households with no vehicles available than the Atlanta Urbanized Area (6%). College Park has the highest percent of households with no vehicles available (28%), and Chattahoochee Hills has the lowest (1%). **Availability of multiple modes of transportation are especially important where personal vehicle availability is low.**

Land Use and Development Trends

- The Hartsfield-Jackson Atlanta International Airport has a substantial effect on Southern Fulton in terms of travel patterns and airport-related land uses (hotels, parking, convention center, etc.). **Ensuring safe and efficient access to the airport is essential for airport travelers and employees.**
- The study area is rich in natural and cultural resources. The southwest portion is predominantly rural in character and less susceptible to change than the more urban areas. **These natural and cultural resources should be preserved and transportation expansion should avoid these areas.**
- The study area cities have unique downtowns, many having historic district designation. Revitalization, economic development, and improved walkability are goals for many of the downtown areas. **Context sensitive solutions are needed, particularly in the downtown areas.**
- Freight-related land uses exist and are anticipated to continue to grow in the area. **Accommodating and balancing the needs of freight traffic with automobiles and other modes will continue to be a challenge and a priority.**

Roadway Conditions

- The most congested roadways with Level of Service (LOS) F in 2017 are the interstates, plus some segments of SR 154, SR 166, US 29, and Buffington Road. **These corridors should be the focus of near-term solutions.**
- The pavement condition is designated as "Good" for 66% of the study area's major roads. However, the areas of "Poor" pavement are mostly concentrated in the urban northeast section of the study area, including Hapeville, College Park, and East Point.
- Overall, bridges in the study area are in good condition. Only 15 bridges meet the threshold for reconstruction funding, and 87 bridges meet the threshold for federal matching funds for repair.

Safety Challenges

- The highest concentration of crashes occurs along interstates; however, there are several of state routes and local corridors with a higher number of crashes. **It is these corridors that should be the focus of safety and operational improvements.**
- There are high concentrations of pedestrian crashes along state routes and bus routes. While some are due to a lack of sidewalks or trails, others are due to a lack



of road crossing options and visibility. **Efforts should be made to provide pedestrian accommodations along MARTA fixed bus routes and major thoroughfares such as state routes.**

Aviation

- The study area has two airports: Hartsfield–Jackson Atlanta International Airport (HJAIA) and Fulton County Airport-Brown Field.
- HJAIA is the world's busiest airport and has a significant impact on the region's economy and transportation system. In 2018, it served over 107 million passengers. T**ransportation improvements should help the airport maintain level of service entering and existing the airport.**
- Brown Field is a general aviation reliever to Hartsfield-Jackson International Airport and has approximately 56,000 Operations (take-off or landing) annually.

Freight

- Truck traffic is projected to continue to increase in Southern Fulton similar to all of metro Atlanta. **Strategies should focus on managing truck travel routes through incentives, both physical geometry that accommodates large vehicles but also technology such as freight priority.**
- Southern Fulton is a major rail line for CSX and contains one of the largest intermodal facilities in Georgia. **Improvements to the rail lines should focus on minimize rail and vehicle conflicts.**
- Air cargo is anticipated to increase at HJAIA. **There is an opportunity to implement land use policies encouraging smart growth and distribution hubs closer to the air cargo facilities.**

Transit

- Most of the cities have higher public transportation use than the Atlanta Urbanized Area. The percent of workers using public transportation to commute to work is highest in College Park (22.6%), followed by East Point (17.9%) and Hapeville (13.2%). Only Palmetto (0.9%) and Chattahoochee Hills (3.4%) have a smaller percentage of workers using public transportation than the Atlanta Urbanized Area (3.5%). **Transit and transit access are essential, especially in College Park, East Point, and Hapeville.**
- The north and east portions of the study area are served by several MARTA bus routes, MARTA rail (Airport, College Park, and East Point stations), and GRTA Xpress bus. Within the study area, MARTA bus route 73 has the highest bus ridership, and the College Park MARTA rail station has the greatest number of boarding and alightings. Within the entire MARTA rail system, College Park is the second busiest station, followed by Airport station. **Much of Southern Fulton does not have access to transit and service expansion should be a priority.**
- The Clayton Commuter Rail is a planned 22-mile commuter rail corridor from the



East Point MARTA station to Lovejoy.

- MARTA Mobility is available within ¾ mile of all fixed bus routes and rail stations, and Human Services Transportation is available throughout Fulton County.
- Shared mobility and motorized personal transportation are becoming more prevalent nationwide and in the study area. **New accommodations should be explored for ridesharing (waiting and pickup areas, for example) as well as for other emerging modes of transportation such as e-scooters.**

Active Transportation

- Southern Fulton has very few existing bicycle facilities. However, many multi-use trails are planned, and recreational biking is popular in rural parts of the study area.
- Pedestrian facilities are present in some parts of Southern Fulton. Sidewalks exist in much of downtown College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City. Sidewalks are more sporadic in South Fulton, and Chattahoochee Hills has very few sidewalks due to its low density, rural character. **Bicycle and pedestrian facilities such as bike lanes, sidewalks, and crossings are needed to improve bikeability and walkability in urban areas, especially near bus stops, rail stations, and locations with crashes involving bicycles or pedestrians.**

Transportation Demand Management

- Much of Southern Fulton is within the Georgia Commute Options coverage area. As population and employment grow in in the study area, TDM strategies will continue to play an important role in mitigating congestion and air quality issues by incentivizing a variety of travel options other than driving alone.

Intelligent Transportation Systems

- Several ITS devices already exist in the study area, mainly along I-85, I-285, and Langford Parkway (SR 166). They include video cameras, microwave Rx, radar detection systems, ramp meter systems, remote weather information stations, and video detection systems.
- Traffic signal technology
    - Many signals have been upgraded with MaxTime/MaxView software for improved signal operation and management.
    - Several signals along SR 6/Camp Creek Parkway have DSRC communications technology, allowing for high-speed, wireless communication between signals and vehicles.
- **Expanding and implementing new ITS devices will improve efficiency and safety of the transportation system.**

System Resiliency and Reliability

- Southern Fulton is more susceptible to human and natural disasters based on the



vulnerability index. **Cities and communities should increase their resiliency by developing Emergency Preparedness Plans which include evacuation/emergency transportation routes.**

SOUTHERN FULTON CTP
CONNECTING OUR REGION

APPENDIX



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PURPOSE OF THIS APPENDIX

This appendix includes further detail on information presented in the **Existing Conditions Technical Report**. It includes summaries of recommendations from previous plans and studies completed within the Southern Fulton region.

COMPLETED PLANS AND STUDIES

In recent years, portions of Southern Fulton County have been included in numerous large plans or studies conducted by various public agencies. Relevant plans and studies have been reviewed to learn from past analyses and to build upon previous planning efforts. Relevant plans and studies were listed for consensus by the Project Management Team (PMT) and will be further incorporated into the overall recommendations of the SFCTP where appropriate. Figure 1 shows previous plans in the Southern Fulton study area.



Figure 1: Completed Plans & Studies

Completed Plans & Studies

SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

2018
- The Atlanta Region's Plan 2040 RTP
- Atlanta Regional Truck Parking Assessment Study
- Fulton County Transit Master Plan
- AeroATL Greenway Plan
- MARTA 2018 Sustainability Report
- State Route (SR) 74 Comprehensive Corridor Study
- South Fulton Community Improvement District (CID) Multimodal Study
- Greenbriar LCI Update

2017
- Aerotropolis Atlanta Community Improvement Districts (AACIDs) Master Plan
- City of Hapeville Comprehensive Plan/LCI Study Update
- City of East Point Comprehensive Plan Update
- City of Palmetto 2017 Comprehensive Plan Update

2016
- Atlanta Regional Freight Mobility Plan Update
- Atlanta Strategic Truck Route Master Plan (ASTRoMaP)
- Walk. Bike. Thrive!
- Safe Streets for Walking & Bicycling: A Regional Action Plan for Reducing Traffic Fatalities in Metropolitan Atlanta
- The Aerotropolis Atlanta Blueprint
- Transportation Special Purpose Local Option Sales Tax Program (T-SPLOST)
- The City of Chattahoochee Hills Comprehensive Plan Update
- City of College Park Comprehensive Plan 2016-2036
- Fulton County Comprehensive Plan 2016-2035

2015
- The Atlanta Region's Plan Policy Framework
- SR 6 Access Management Plan
- Hartsfield-Jackson Atlanta International Airport Master Plan
- City of Fairburn Comprehensive Plan (2015-2035)
- Union City Comprehensive Plan Update (2015-2020)

2013
- The South Fulton Comprehensive Transportation Plan of Fulton County
- LCI 5 Year Update: College Park Activity Center (2008-2012)

2010
- MARTA Transit-Oriented Development Guidelines
- Union City Town Center LCI Study - Five Year Update

2009
- Fairburn Historic Downtown LCI Study
- Palmetto LCI Study
- Sandtown LCI Study - Five Year Update

2005
- East Point LCI

2004
- Old National Highway Transit Oriented Development LCI Study

2003
- Chattahoochee Hill Country: A Model Sustainable Village





Regional, Modal, and Corridor Plans

The following summaries are for plans and studies that have been completed in the Southern Fulton area that cover the Atlanta region or focus on specific modes or corridors. City and County Comprehensive Plans and Livable Centers Initiative (LCI) Plans are summarized in subsequent sections.

The Atlanta Region's Plan 2040 Regional Transportation Plan (RTP)

ARC, 2018

Description: The Regional Transportation Plan (RTP) is the transportation element of The Atlanta Region's Plan. It is a multifaceted set of projects, programs, and strategies to help the region "Win the Future" by maintaining and expanding world-class infrastructure, sustaining, and diversifying a competitive economy, and fostering and strengthening healthy livable communities.

Relevant Recommendations:

- Maintain existing roads and bridges, improve, and upgrade existing system to ensure safety, reliability, and accessibility
- Address bottlenecks at interchange locations and improve last mile connectivity

Twenty projects in the 2040 Atlanta Region's Plan RTP Project List (transportation projects and programs in the financially constrained long-range plan within the MPO planning area) fall within Southern Fulton region, including five completed and 15 programmed projects. These project types include but are not limited to roadway operation and safety, last mile connectivity, roadway and bridge upgrades and facilities improvement.

The Atlanta Region's Plan Policy Framework

ARC, 2015

Description: With six key goals set by ARC, the Region's Plan Policy Framework aims to provide direction for the Region's plan and to function as a roadmap for the region's future. The goals are:

- Building the region as a globally recognized hub of innovation and prosperity
- Developing a highly educated and skilled workforce able to meet the needs of 21st Century employers
- Ensuring a comprehensive transportation network, incorporating regional transit and 21st Century technology
- Ensuring a secure, long-term water supply

- Developing additional walkable, vibrant centers that support people of all ages and abilities
- Promoting health, arts, and other aspects of a high quality of life

The objectives and policies focus on building a sustainable region for current and future generations.

Relevant Recommendations:

- Maintain and operate the existing transportation system
- Expand the transportation system while supporting local land use plans
- Foster the application of advanced technologies to the transportation system

Figure 2: ARC Region's Plan Vision



Atlanta Regional Freight Mobility Plan Update

ARC, 2016

Description: The Atlanta Regional Freight Mobility Plan was completed by ARC in 2008. With the significant change of national goals and freight market, the freight mobility plan was updated in 2016 serving as a guide to support the region's strategies related to freight movement. It is developed as a framework for facilitating and enhancing goods



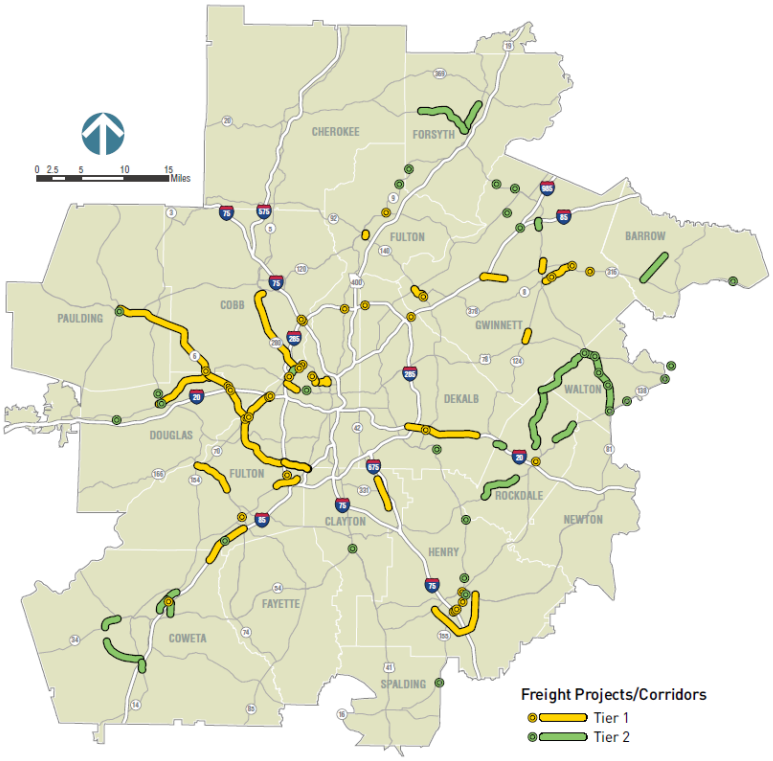
movement in the region, improving economic competitiveness, and minimizing negative environmental and community impacts.

Relevant Recommendations:

- Integrate freight into every relevant action the region conducts, and improve its performance
- Improve interaction of freight with other uses, increase fright reliability and productivity, and reduce air emissions
- Address the needs of truck parking spaces and identify where additional parking of trucks may be needed

There are nine recommended projects in Freight Mobility Plan Update that fall within South Fulton study area, with eight Tier 1 projects and one Tier 2 project. Project types include intersection modification, roadway, interchange and general-purpose capacity, and roadway operations and safety. Among these nine projects, three projects are included in 2040 RTP Aspirations Plan and one project is categorized as Long Range in 2040 RTP.

Figure 3: Tier 1 and Tier 2 Freight Projects and Corridors.





Atlanta Strategic Truck Route Master Plan (ASTRoMaP)

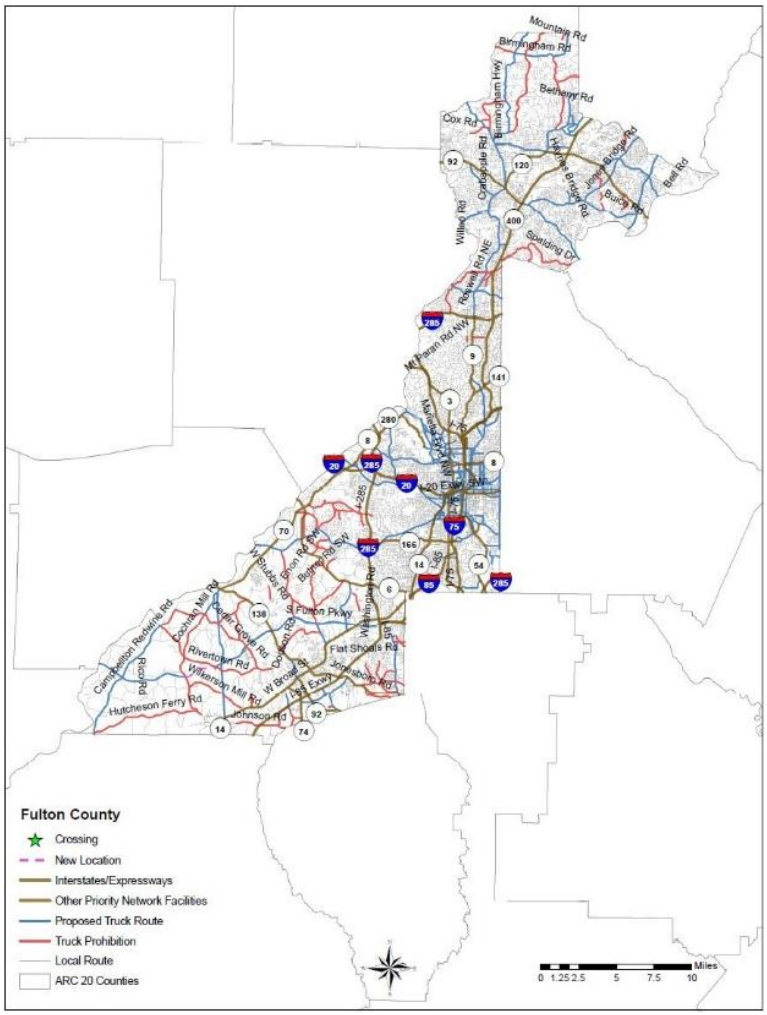
ARC, 2016

Description: The development of the Atlanta Strategic Truck Route Master Plan (ASTRoMaP) is for responding to the recommendation from the Freight Mobility Plan. With the need of further development of the Regional Freight Priority Highway Network (RPFHN), ASTRoMaP helps to identify preferred routes and improve the efficiency of truck movement.

Relevant Recommendations:

- Improve roadway infrastructures, including urban design characteristics
- Implement continuous intersections, such as roundabout designs
- Place truck aprons, road surface between the travel lanes and the landscape interior of larger roundabouts
- Build traversable island for trucks
- Set traffic signage with high visibility to give truck driver ample reaction time

Figure 4: Fulton County Jurisdictional Interview Map.



Atlanta Regional Truck Parking Assessment Study

ARC, 2018

Description: This study was initiated by ARC and includes the metro Atlanta region and adjacent counties. The study assesses truck parking needs and related challenges.

Relevant Recommendations:

- Add new or expand existing truck parking facilities
- Develop truck parking policies
- Develop truck parking partnerships



- Improve sharing of truck parking information
- Monitor / integrate future technology developments

Figure 5: Recommended Strategies in ARC Truck Assessment Study Executive Summary.

Strategies	Action Items
1. **Add / Expand Truck Parking Supply**	1.1 Study through future Comprehensive Transportation Plans (CTPs) 1.2 Assess through future Freight Clusters Plans 1.3 As needed, local jurisdictions assess need for additional truck parking supply
2. **Develop Truck Parking Policies**	2.1 Evaluate policies that allow for sharing of costs and benefits 2.2 Review Development of Regional Impact (DRI) requirements 2.3 Review polices that incentivize shifting freight operations to off-peak hours 2.4 Develop truck parking model zoning language 2.5 Encourage local governements to review local zoning ordinances
3. **Develop Truck Parking Partnerships**	3.1 Provide ongoing updates to the Freight Advisory Task Force (FATF) 3.2 Provide information and resources to stakeholders and planning partners 3.3 Attend relevant meetings and participate in speaking opportunities 3.4 Continue participation with the FHWA National Coalition on Truck Parking 3.5 Continue to discuss truck parking policy priorities, initiatives and projects
4. **Improve Sharing of Truck Parking Information**	4.1 Monitor opportunities to implement real-time truck parking availability systems or implement other technology solutions 4.2 Serve as regional clearinghouse for truck parking information
5. **Monitor / Integrate Future Technology**	5.1 Monitor / Integrate future technology developments in the freight industry - Dock Management Technology - Connected and Autonomous vehicles (CVs/AVs) - Internet of Things (IoT)/Physical Internet

Walk. Bike. Thrive!

ARC, 2016

Description: *Walk. Bike. Thrive!* is a section of the Atlanta Region's Plan, which has goals related to walking and biking in metro Atlanta. The plan aims to help local communities in metro Atlanta become more walk- and bike-friendly by creating more options, tying walking and biking improvements, and ensuring safer and more accessible bicycling and walking. Relevant strategies are purposed in this plan.

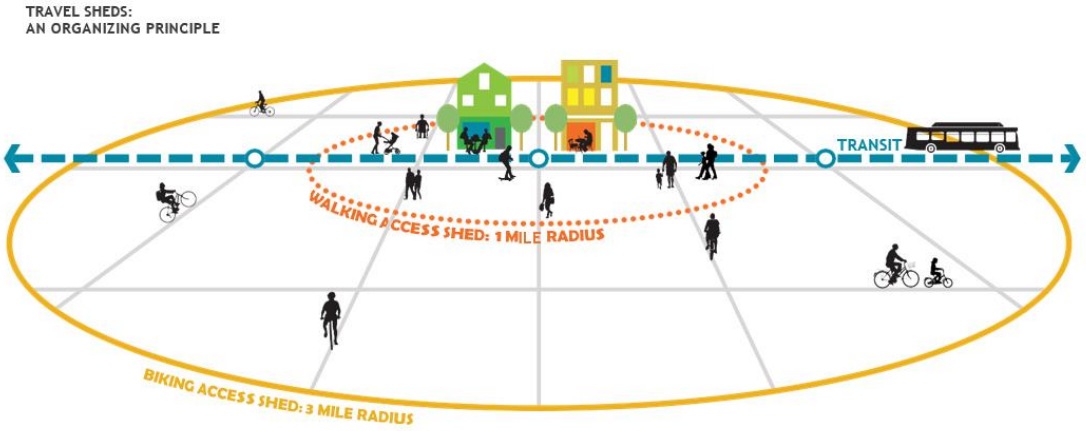
Relevant Recommendations:

- Focus investments in areas that enable short trips for walking or bicycling to work, transit, or daily needs
- Implementation of Complete Street principles on every roadway and with any project

receiving federal funds

- Establish Regional Focus Areas for active transportation investment
- Support local efforts to become walking and bicycling friendly communities

Figure 6: Organizing Principle of Travel Sheds in ARC Walk and Bike Vision



Safe Streets for Walking & Bicycling: A Regional Action Plan for Reducing Traffic Fatalities in Metropolitan Atlanta

ARC, 2016

Description: This document is a supplement to *Walk. Bike. Thrive!* As safety is critical to regional transportation, this document plays a role in establishing a regional approach to eliminating fatal and serious injury crashes. The plan identifies several short-term, medium-term, and long-term strategies.

Relevant Recommendations:

- Embed safety in project selection
- Support safety in project development
- Adopt "Complete Street" approach to roadway design and operation

Figure 7: Critical Steps for Building Safe Streets.



Fulton County Transit Master Plan

Fulton County and ARC, 2018

Description: This plan determines potential expansion of transit services in Fulton County. In this plan, cities' community vision and development strategies are reviewed, existing transit services, demands and market are analyzed, and a financial model to determine potential expansion is built.

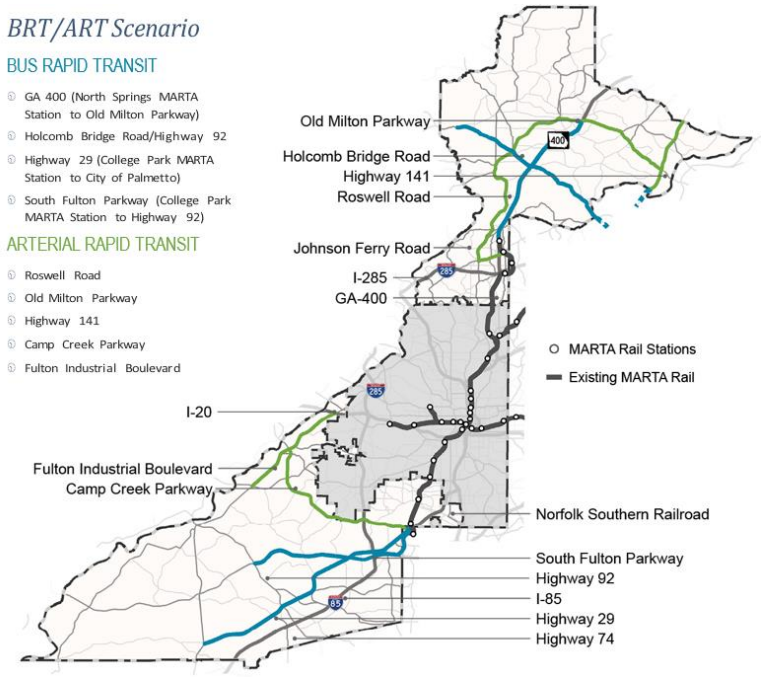
Relevant Recommendations:

- Improve existing service and last mile connectivity



- Evaluate corridors to identify potential modes and costs, corridors in Southern Fulton include I-85, SR 14/South Fulton Parkway, US 29/Roosevelt Highway, Norfolk Southern Rail, SR 74, Flat Shoals Road, SR 70/Fulton Industrial Boulevard, and SR 6/Camp Creek Parkway
- Build Arterial Rapid Transit (ART) along SR 6/Camp Creek Parkway and SR 70/Fulton Industrial Boulevard
- Build Bus Rapid Transit (BRT) along US 29/Roosevelt Highway, Highway 92, and SR 14/South Fulton Parkway

Figure 8: Preferred Transit Investment Scenario in Transit Master Plan



AACIDs Master Plan Executive Summary

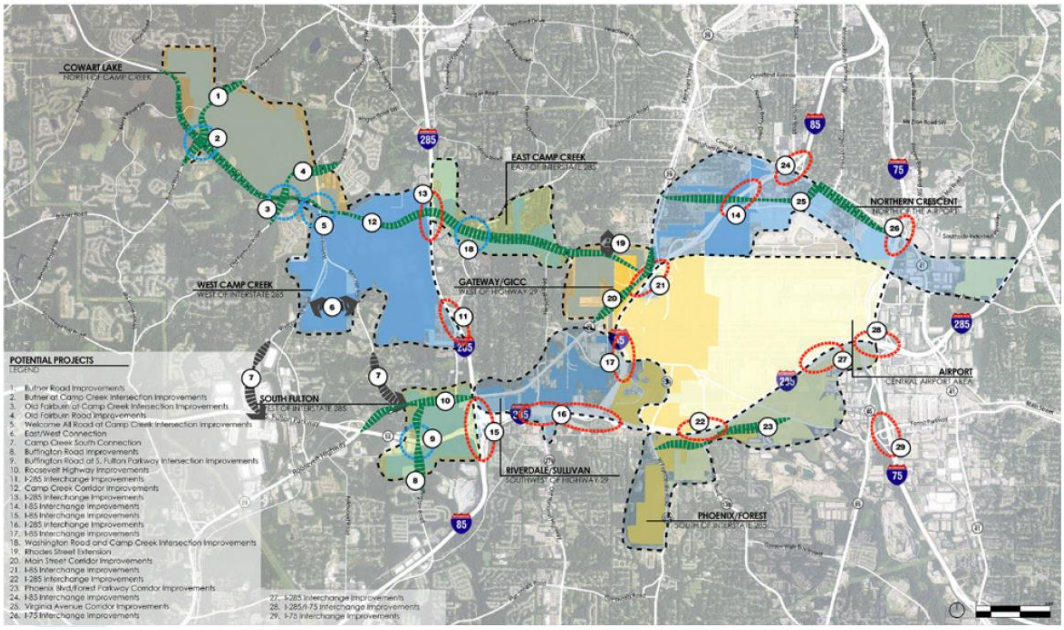
AACIDs, 2017

Description: Two Airport Area Community Improvement Districts: Airport West (Fulton County) and Airport South (Clayton County) comprise the Aerotropolis Atlanta Community Improvement Districts (AACIDs). With the purpose of enhancing regional perceptions of the area and/or fostering economic development of south metro Atlanta, the AACIDs Master Plan analyzes the market in greater aerotropolis area, defines character areas, studies redevelopment nodes, identifies potential projects and initiatives, and proposes strategies for corresponding objectives.

Relevant Recommendations:

- Design and install unified wayfinding signage with three scales: regional, district, and local to create a consistent look
- Beautify interchanges at State Route 14/South Fulton Parkway at I-285 Interchange covering approximately 80 acres, and install large landscapes patterns to create an appropriate sense of scale
- Improve transportation infrastructures and create needed truck connections between State Route 6/Camp Creek and State Route 14/South Fulton Parkways to provide options for trucks and alleviate congestion at I-285

Figure 9: Aerotropolis Atlanta CIDs' Project List



The Aerotropolis Atlanta Blueprint: A Vision and Strategy for The Atlanta Region

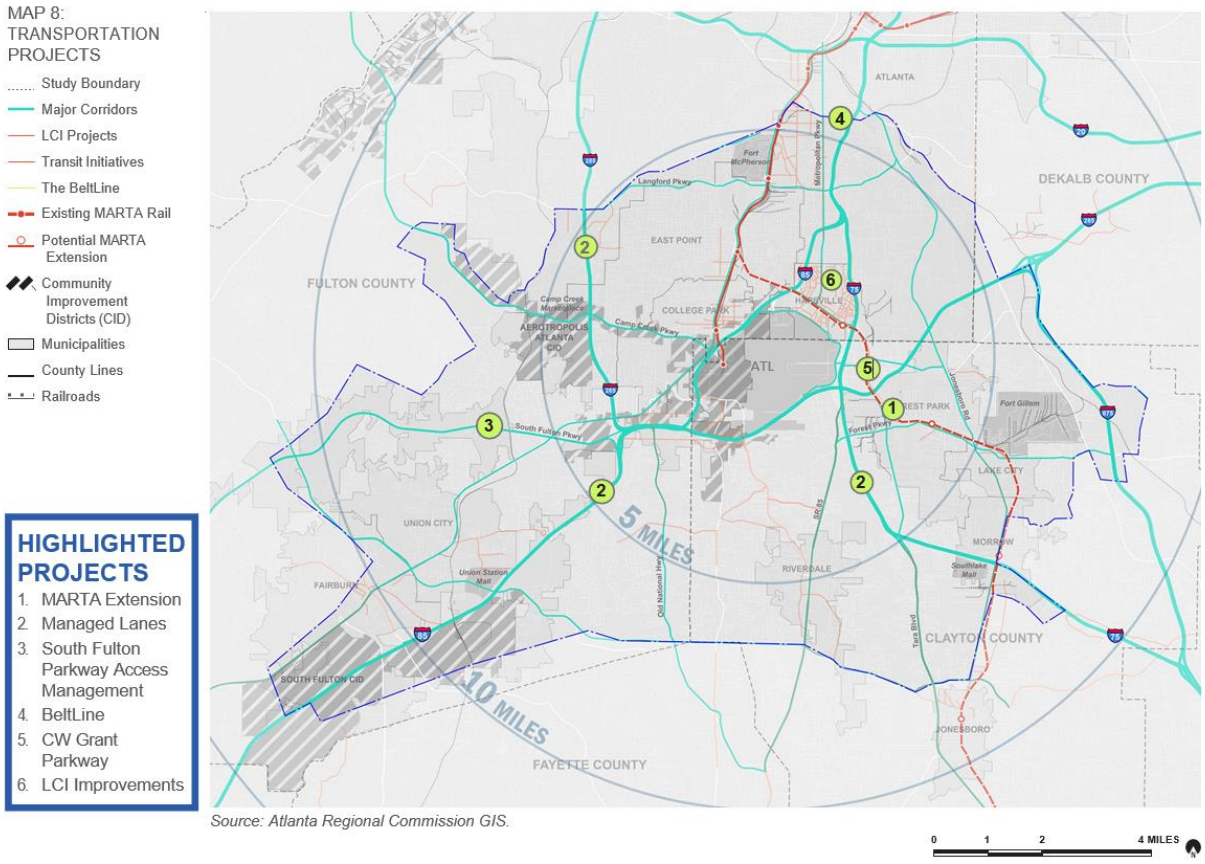
ARC and Aerotropolis Atlanta Alliance, 2016

Description: The Aerotropolis Atlanta Blueprint is a first-of-its-kind strategy for the Atlanta Region - a strategy that leverages the airport as a major asset to drive economic investment, job growth, and quality of life in the areas in and around Hartsfield-Jackson Atlanta International Airport.

Relevant Recommendations:

- Establish four catalyst areas within the Aerotropolis core area, each of which has unique opportunity to foster the vision forward

Figure 10: Aerotropolis Atlanta Blueprint Highlighted Projects



Source: Atlanta Regional Commission GIS.



AeroATL Greenway Plan

Aerotropolis Atlanta Alliance, AACIDs, and ARC, 2018

Description: This plan provides a framework for trail connectivity across Aerotropolis region. Previous plans and initiatives are analyzed in this plan and current needs and opportunities are identified and incorporated.

Relevant Recommendations:

- Develop a regional trail framework including four components: Airport Loop, Connecting Downtown, Outer Rings, and Spokes
- Propose three trail typologies: Greenways, Road Adjacent Trails, and On-Road Trails
- Create the Priority Trail Network and filter it using a tanking system

Figure 11: Regional Trail Framework

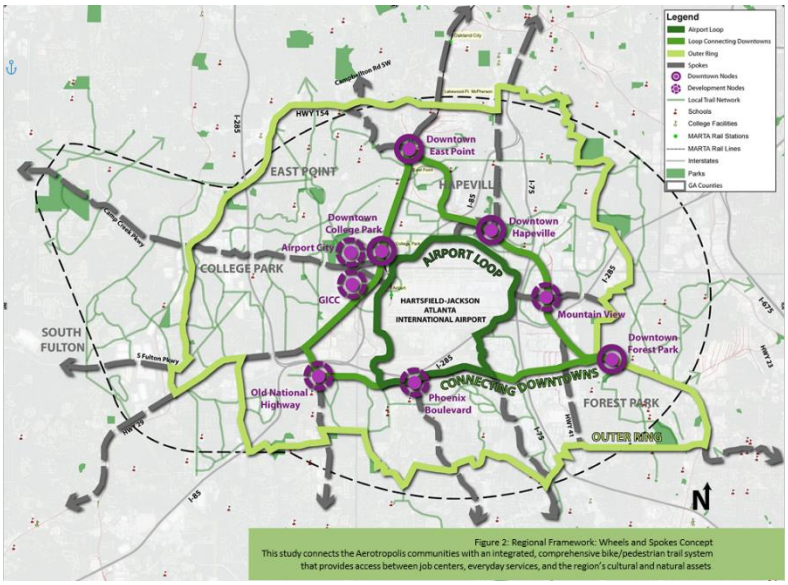


Figure 12: Priority Trial Network

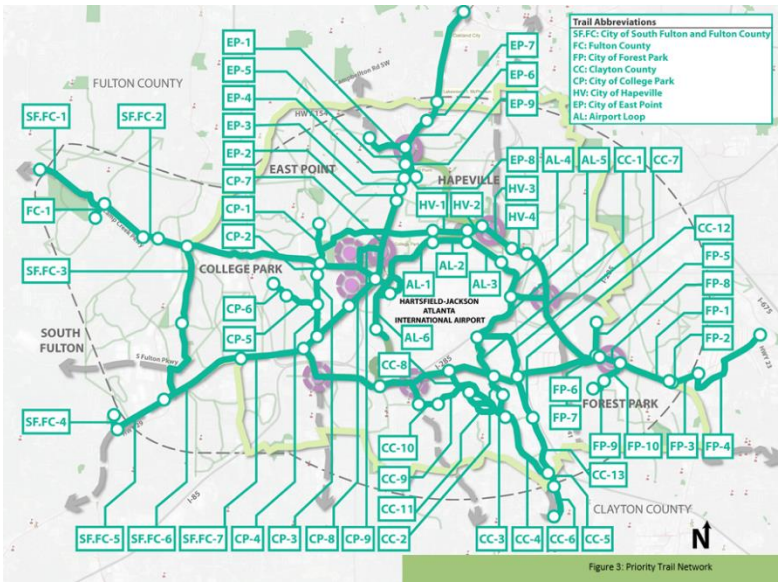


Figure 13: Model Miles



MARTA 2018 Sustainability Report

MARTA, 2018

Description: MARTA is committed to environment protection and established a sustainable program in 2008. This report consists of four sections: Buildings, Community,



Environment and Climate, each of which tells us MARTA's accomplishments of its sustainability program and its future steps.

Relevant Recommendations:

- Pursue Transit-Oriented Development (TOD) on the development of MARTA stations
- Increase connected bike mobility by installing new bike kiosks and bike share racks

MARTA Transit-Oriented Development Guidelines

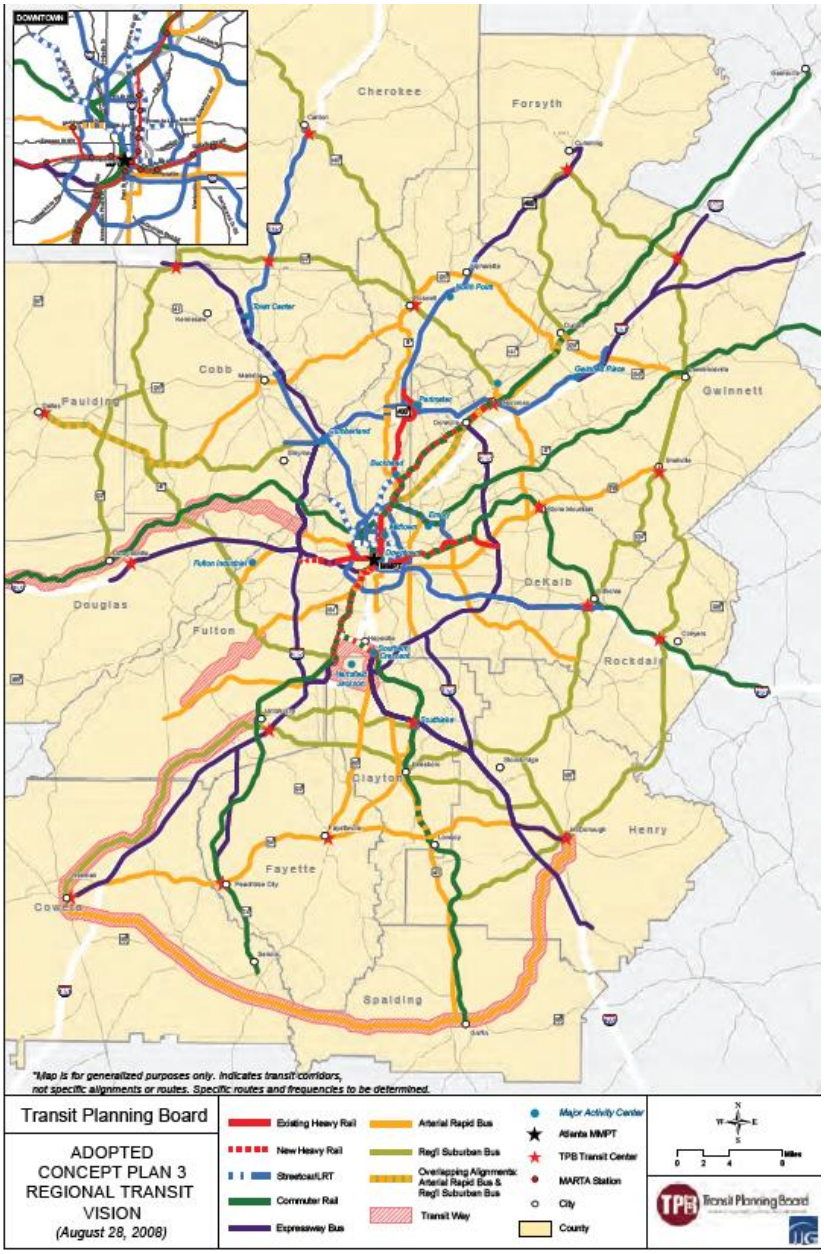
MARTA, 2010

Description: With increased routes and ridership, MARTA emphasizes Transit-Oriented Development (TOD) in the efforts of development of MARTA stations, which means development that is vibrant, pedestrian-friendly, and genuinely integrated with transit. This document serves as a guideline for future TOD, which contains four principle parts: station-area development that is compact and dense relative to its surroundings, a rich mix of land uses, a great public realm, and a new approach to parking.

Relevant Recommendations:

- Make the station or stop an iconic element and a gathering place
- Provide multimodal and universal access
- Design the streetfront around the pedestrian
- Implement a new parking approach

Figure 14: Adopted Plan of Regional Transit Vision



SR 74 Comprehensive Corridor Study

Fayette County, 2018

Description: With the development of Peachtree City and the overall region over the last 20 years, SR 74 has become the primary north-south corridor for Fayette County that plays



an important role in connecting the Peachtree City region to I-85 and the Atlanta region. This comprehensive study aims to establish a unified vision for the corridor, understand long-term transportation needs, address congestion and future growth and provide capacity to maintain corridor mobility.

Relevant Recommendations:

- Adopt "Superstreet" concept as a superior intersection improvement alternative
- Consider multi-use paths
- Design grade-separated crossings of SR 74 for bicyclists and pedestrians, and possibly Personal Transportation Vehicles (PTVs)
- Make roads more bike friendly
- Promote the new park and ride lot and carpooling options
- Promote and incentivize the use of vanpool services
- Implement workplace commute options
- Connect MARTA to the new park and ride lot

Twenty-eight recommended projects in SR 74 Comprehensive Corridor Study fall within South Fulton study area, all the projects are located within City of Fairburn, and include project types of roadway redesign and operation, repaving and resurfacing, signalization of intersection and multi-use path design and connection in the field of vehicular, bicycle and pedestrian, access management and transit and travel demand management.

SR 6 Access Management Plan

GDOT, 2015

Description: GDOT conducted this study to document and evaluate the existing and future conditions of the SR 6 corridor to make sure that SR 6 retains its role as a major thoroughfare for freight, local traffic, and commuters. This study recommends access management policies and supplemental transportation improvements to support future development of SR 6 corridor.

Relevant Recommendations:

Thirteen recommended projects in SR 6 Access Management Plan fall within Southern Fulton, including project categories of access points, driveways and medians, operations, intersections, frontage roads, alternate routes and inter-parcel access and bicycles, pedestrians and transit to solve issues of drivers crossing the median, weaving, disconnected road sections and pedestrian access. Multiple metrics are adopted to



measure the performance, including but not limited to Level of Service (LOS), crash rates, delay, travel speed and travel time.

South Fulton CID Multimodal Study: Final Plan and Study Recommendations

South Fulton CID, 2018

Description: The Multimodal Study conducted by South Fulton Community Improvement District (CID) aims to develop and prioritize a strategic set of actionable, multi- and intermodal transportation solutions within the study area to address both short- and long-term investment needs. The overall goals of the study were to: 1) strengthen the local economy through targeted freight and industrial investments; 2) align workforce development and retention strategies with freight investments; 3) improve area mobility, safety, and traffic conditions; and 4) mitigate negative impacts of existing or planned freight and industrial land uses.

Relevant Recommendations:

Project recommendations in the Multimodal Study are categorized into Tier I and Tier II projects, in which Tier I projects represent the highest ranked projects within the CID, based on the evaluation process. Those projects comprise final investment recommendations, while Tier II projects are recommended to be revisited as Tier I projects are implemented, regional priorities evolve, and new funding becomes available.

There are 37 Tier I projects and 58 Tier II projects, all of which are located in Fairburn, South Fulton, and Union City. Project types include, but are not limited to, roadway and intersection design, operation and improvement, intelligent transportation systems, transit and multimodal design and planning, truck safety and wayfinding, resurfacing and repaving, pedestrian upgrade, bridge improvement and new connection design. Moreover, among the 58 Tier II projects, 21 projects were included in the 2013 South Fulton Comprehensive Transportation Plan (2013 SFCTP).

The South Fulton Comprehensive Transportation Plan of Fulton County

Fulton County, 2013

Description: The 2013 South Fulton Comprehensive Transportation Plan (CTP) plays a significant role in developing goals and priorities for unincorporated South Fulton (much of which is now within the newly chartered City of South Fulton) and the seven other cities in southern Fulton County. It serves as a guiding document for the CTP process covering strategies that seek to improve mobility, increase capacity in growing urban and rural



areas, mitigate traffic congestion, encourage and improve upon service and choice of alternatives modes of transportation through a comprehensive transportation planning effort.

Relevant Recommendations:

There are 160 local and multi-jurisdictional projects and 127 regional projects in the recommended project list. Regional projects mainly focus on roadway and intersection operation, interchange improvement, transit, bicycle and pedestrian projects but are not limited to these project types. Of the 160 local and multi-jurisdictional projects, 49 projects are also include in Fulton County TSPLOST, and of the 127 regional projects, 24 projects are also included in 2040 RTP, of which 19 projects are in the status of Aspirations, and four projects are in the status of Programmed (meaning that one or more phase is scheduled to be undertaken during the years covered by the TIP (2018-2023)), and one project is in the status of Long Range.

Transportation Special Purpose Local Option Sales Tax Program (T-SPLOST)

Fulton County, 2016

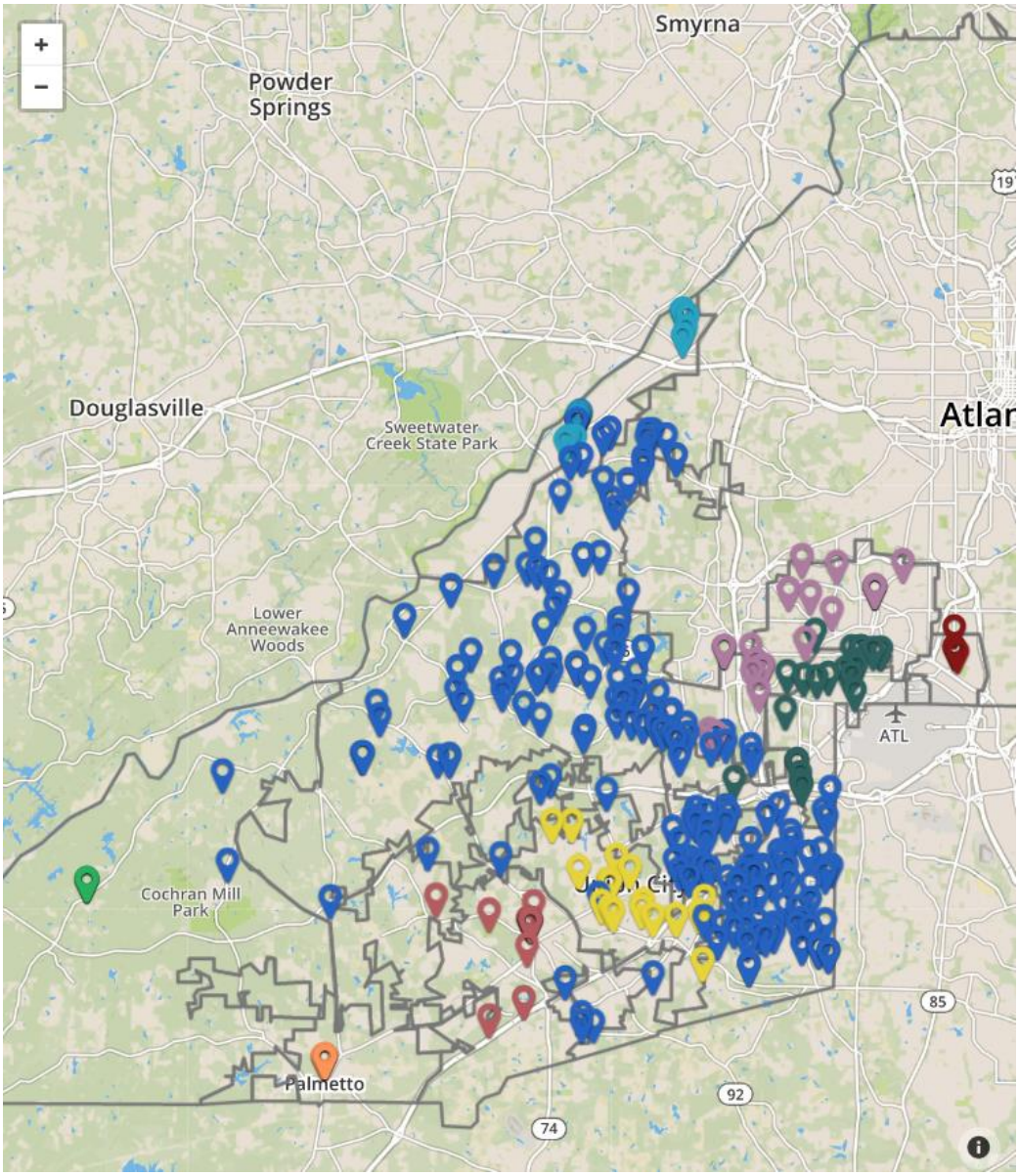
Description: The Fulton County Transportation Special Purpose Local Option Sales Tax (T-SLPOST) from April 2017 to April 2022 is a sales tax used to fund capital projects that are intended for transportation as proposed by county and municipal governments. T-SPLOST revenue expenditures focus on projects that align with state, regional, and local goals pertaining to transportation investment so as to support Georgia's economic growth and competitiveness, ensure safety and security, maximize the value of Georgia's assets, and minimize the impacts on environment.

Relevant Recommendations:

- A minimum of 30% of revenue generated must be spent on projects consistent with the Statewide Strategic Transportation Plan (SSTP)
- How projects are chosen is up to each jurisdiction, but there are general proposed criteria specific to different types of projects

There are 158 T-SPLOST projects that fall within Southern Fulton, with 87 Tier 1 projects, 38 Tier 2 projects, and 33 Tier 3 projects. Three tiers represent three levels of priorities: Tier 1, Tier 2, and Tier 3. These projects include, but are not limited to, resurfacing, quick responses, operations and safety, roadway, sidewalk and intersection improvement, pedestrian, bicycle, and streetscape projects.

Figure 15: TPLOST Projects Distribution Map within SFCTP Study Area



Hartsfield-Jackson Atlanta International Airport Master Plan

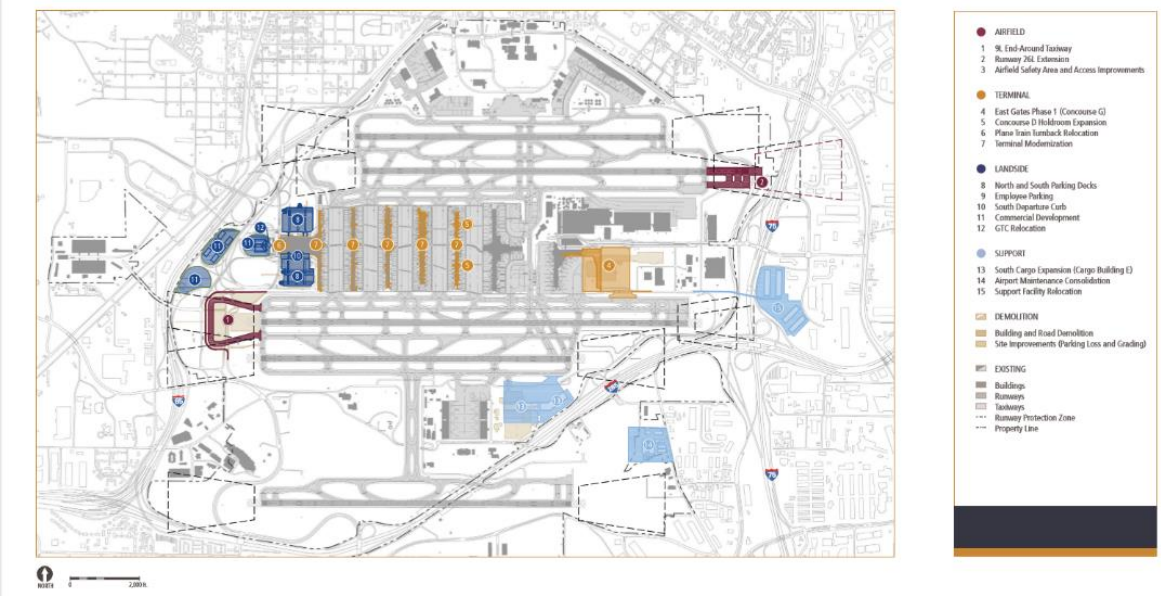
City of Atlanta, Department of Aviation, 2015

Description: The Airport Master Plan is essential for airport management and operations and serves as a road map for efficiently accommodating aviation demand over the next 20 years, while allowing the flexibility to respond to the continually evolving aviation industry.

Relevant Recommendations:

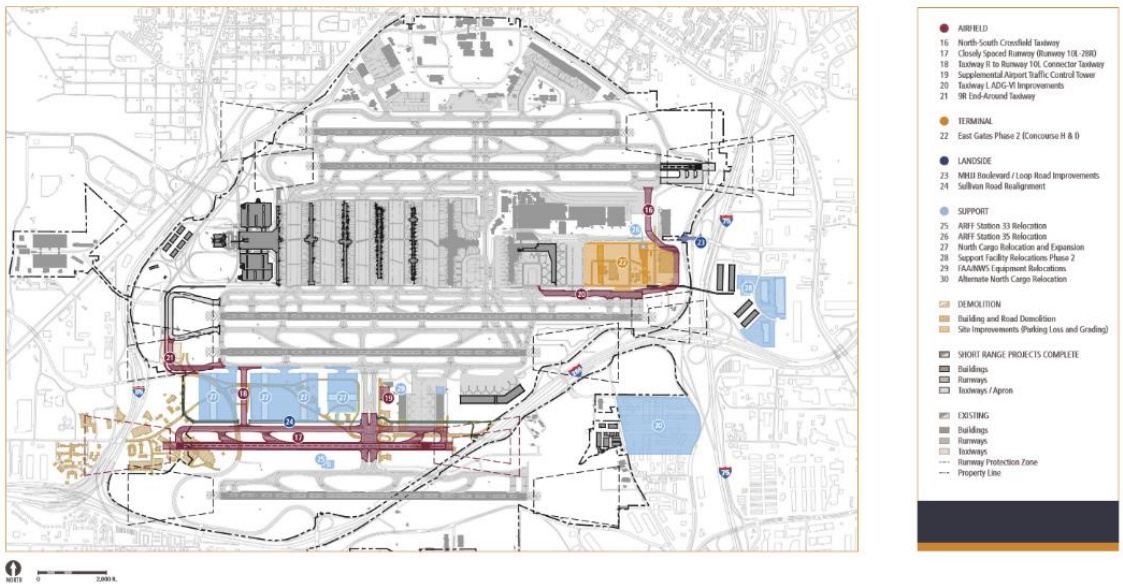
Plans for Hartsfield-Jackson Atlanta International Airport (HJAIA) expansion: A Development Plan was created that identifies short-range (approximate 0- to 10-year time frame) as shown in Figure 16 and long-range (approximate 11- to 20-year time frame) projects as shown in Figure 17.

Figure 16: Master Plan Phasing, Short-Range Development Plan (0- To 10-Year Time Frame)



Source: Master Plan Executive Summary, City of Atlanta, Department of Aviation Published March 2015

Figure 17: Master Plan Phasing, Long-Range Development Plan (11- To 20-Year Time Frame)



Source: Master Plan Executive Summary, City of Atlanta, Department of Aviation Published March 2015

City and County Comprehensive Plans

City and county comprehensive plans are guides for future growth and development. They typically address community goals, economic development, land use, transportation, housing, and capital improvements. The Georgia Department of Community Affairs (DCA) incentivizes cities and counties to develop comprehensive plans. DCA grants Qualified Local Government (QLG) status to jurisdictions with DCA-approved comprehensive plans. QLGs are eligible for financial resources for plan implementation, including Community Development Block Grants (CDBG), water and sewer loans from the Georgia Environmental Finance Authority (GEFA), economic development funding from the OneGeorgia Authority, and a variety of other programs from DCA and partner agencies.

There are seven city comprehensive plans and one county comprehensive plan in the study area. The following is a summary of key activity areas and land use and transportation themes relevant to the Southern Fulton CTP.



The City of Chattahoochee Hills Comprehensive Plan Update 2016

City of Chattahoochee Hills, 2016

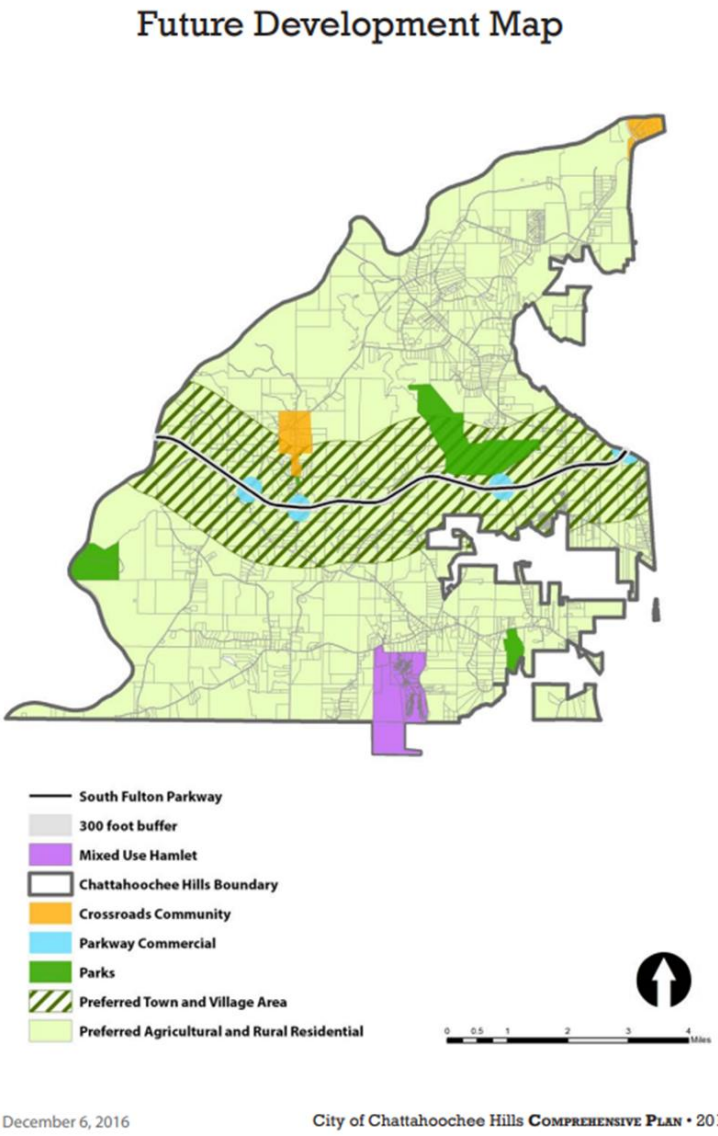
Activity Areas:

- Crossroads Communities: Rivertown, Rico, County Line/Redwine, Goodes, Friendship, and Campbellton
- South Fulton Parkway Corridor

Land Use and Transportation Themes:

- Maintain rural character, while focusing growth in in designated development areas (Town, Villages and Hamlets)
- Roads and bridge maintenance
- Road improvements should be sensitive to the rural context of the city and existing rural roads
- Heavy use of some roads by the cycling community presents opportunities and challenges
- Safety concerns about heavy truck traffic on certain roads
- Opportunities for bicycle and pedestrian corridors
- Need for transportation for the disabled and elderly
- Preferred Town and Village Ara along South Fulton Parkway, with nodes of Parkway Commercial

Figure 18: Future Land Use. The City of Chattahoochee Hills Comprehensive Plan Update 2016



City of College Park Comprehensive Plan 2016-2036

City of College Park, 2016

Activity Areas:

- Main Street in Downtown College Park / College Park MARTA station
- SR 6/Camp Creek Parkway / Georgia International Convention Center
- Sullivan Road and SR 139/Riverdale Road industrial area

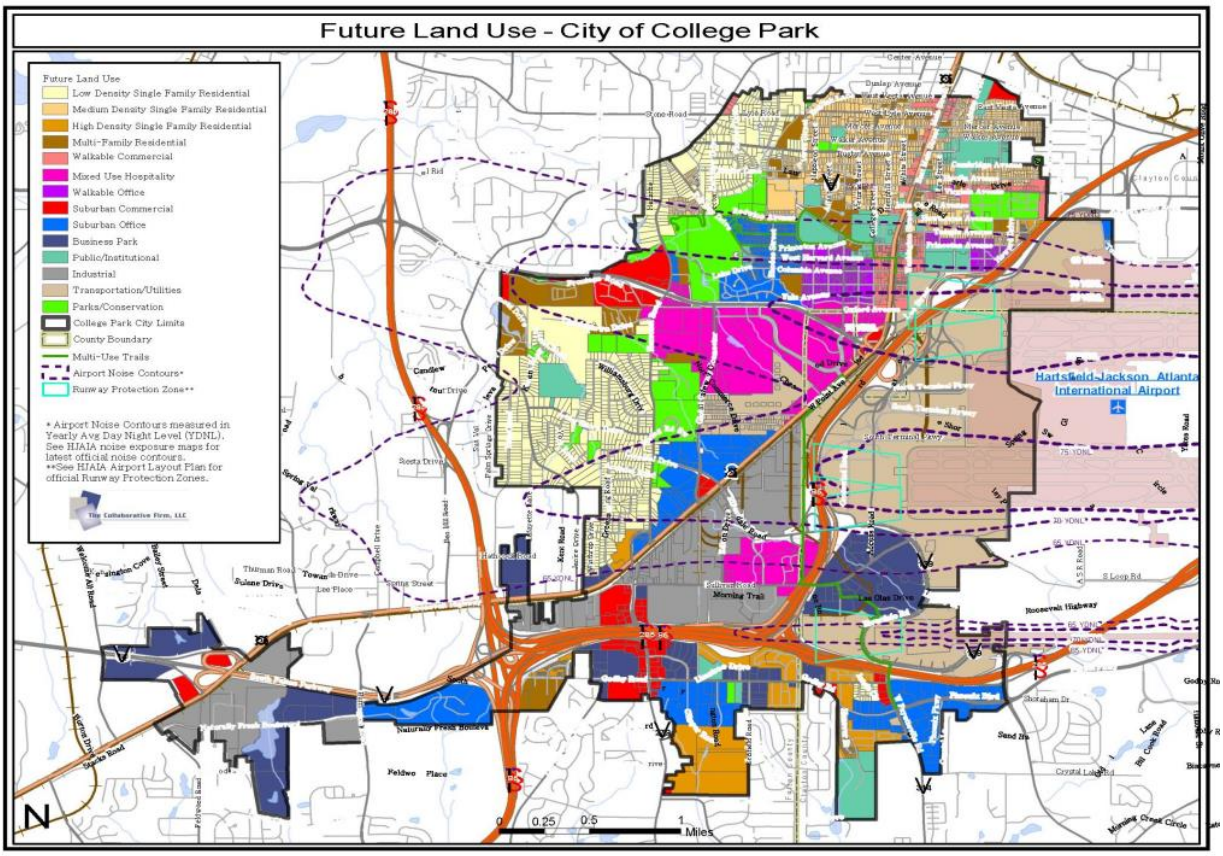


- SR 14/South Fulton Parkway
- US 29/Roosevelt Highway
- Virginia Avenue

Land Use and Transportation Themes

- HJAIA is an asset but presents challenges associated with land use restrictions, noise, and traffic congestion
- Many College Park residents get to work by transit
- College Park MARTA station is MARTA's second busiest rail station

Figure 19: Future Land Use, City of College Park Comprehensive Plan 2016-2036





City of Fairburn Comprehensive Plan (2015-2035)

City of Fairburn, 2015

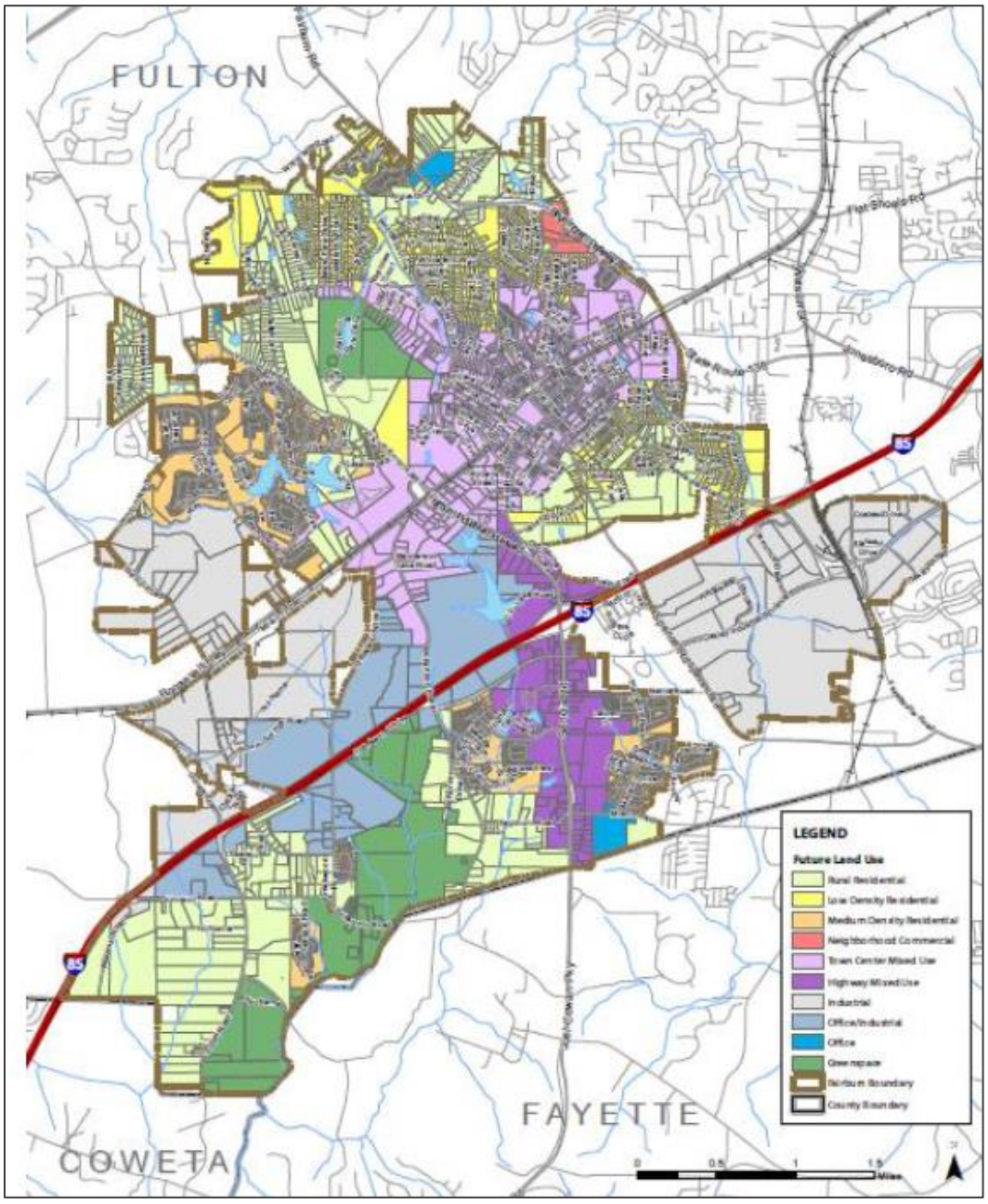
Activity Areas:

- Downtown Fairburn

Land Use and Transportation Themes:

- Improve bike and pedestrian facilities throughout city, especially where paths are worn, downtown, and near schools, parks, and bus stops
- Improve downtown streetscapes
- Need bike lanes along US/Main Street and Highway 92
- Traffic congestion not a primary issue
- Increase activity Downtown
- SR 74 envisioned for mixed-use development with retail, and multi-family housing, while still meeting the demand for goods and services for the travelling public
- Keep the rural agricultural feel in the Line Creek area of the City
- Improve vehicular and pedestrian safety at SR 92 and SR 138
- Improve transit (MARTA bus routes and frequency)
- Improve pavement quality throughout the city
- Land use in Fairburn is primarily residential and open space, followed by agricultural land
- SR 74 is a commercial gateway to the city, with commercial uses clustered around the I-85 exit and further south
- Industrial uses exist along the interstate south of I-85 and US 29/Roosevelt Highway
- Commercial and industrial uses near Oakley Industrial Boulevard

Figure 20: Future Land Use, Fairburn Comprehensive Plan





City of Hapeville Comprehensive Plan/LCI Study Update, 2017

City of Hapeville, 2017

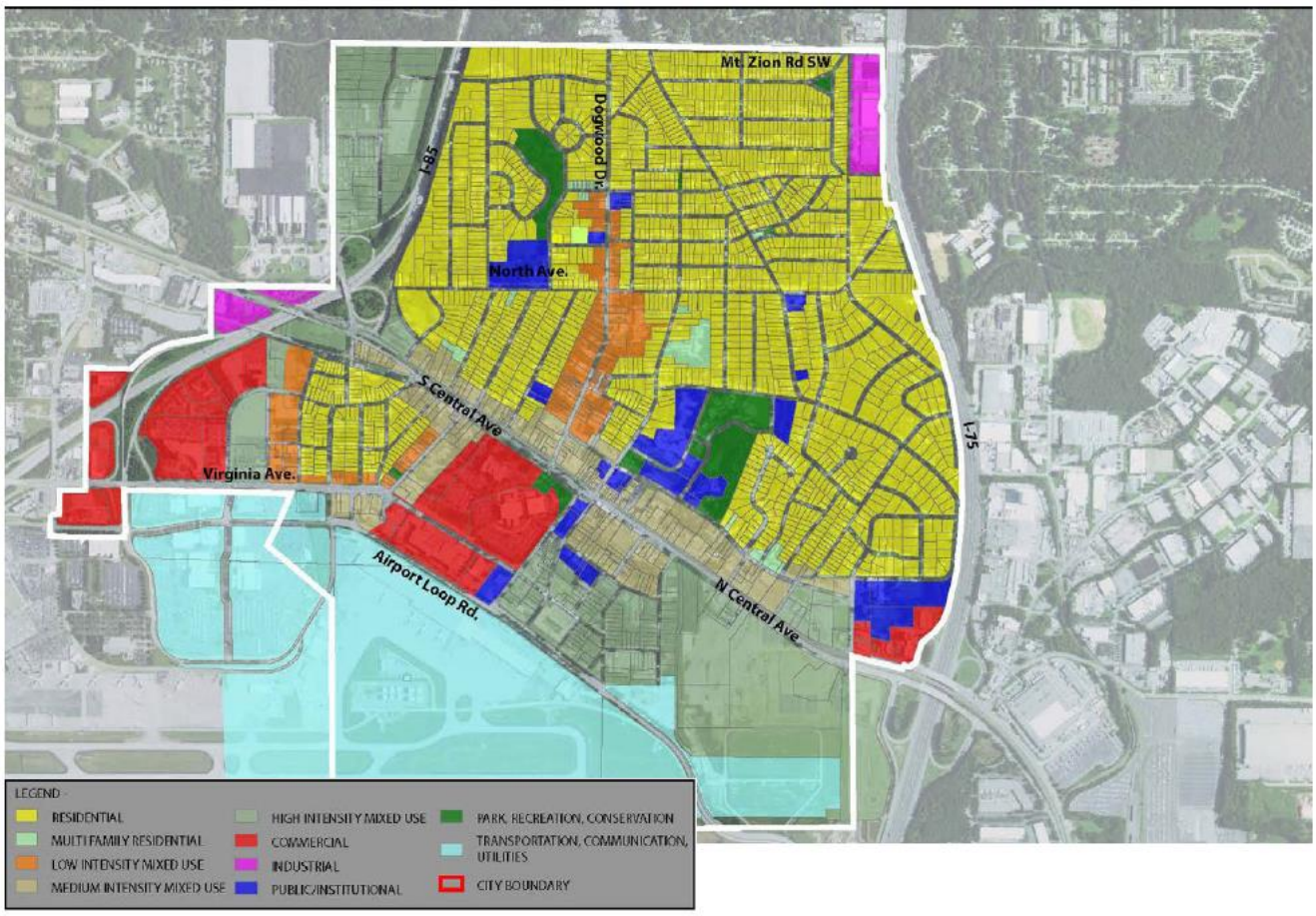
Activity Areas:

- Downtown Hapeville
- Western Gateway
- Eastern Gateway
- Loop Road
- Virginia Avenue Gateway

Land Use and Transportation Themes:

- Focus redevelopment at key nodes in Downtown Hapeville and surrounding Porsche and Delta
- Enhance walkability in the city with improved sidewalks and at-grade railroad crossings
- Improve streetscapes, sidewalks, bike facilities, transit options
- Consider circulator shuttle between downtown Hapeville, hotels, and airport
- Support for office development in Corporate Crescent area (north of Airport Loop Road)

Figure 21: Future Land Use, City of Hapeville Comprehensive Plan/LCI Study Update



City of East Point Comprehensive Plan Update 2017

City of East Point, 2017

Activity Areas:

- Downtown East Point
- East Point MARTA Station
- Camp Creek Marketplace
- Industrial area near I-285 and Welcome All Road

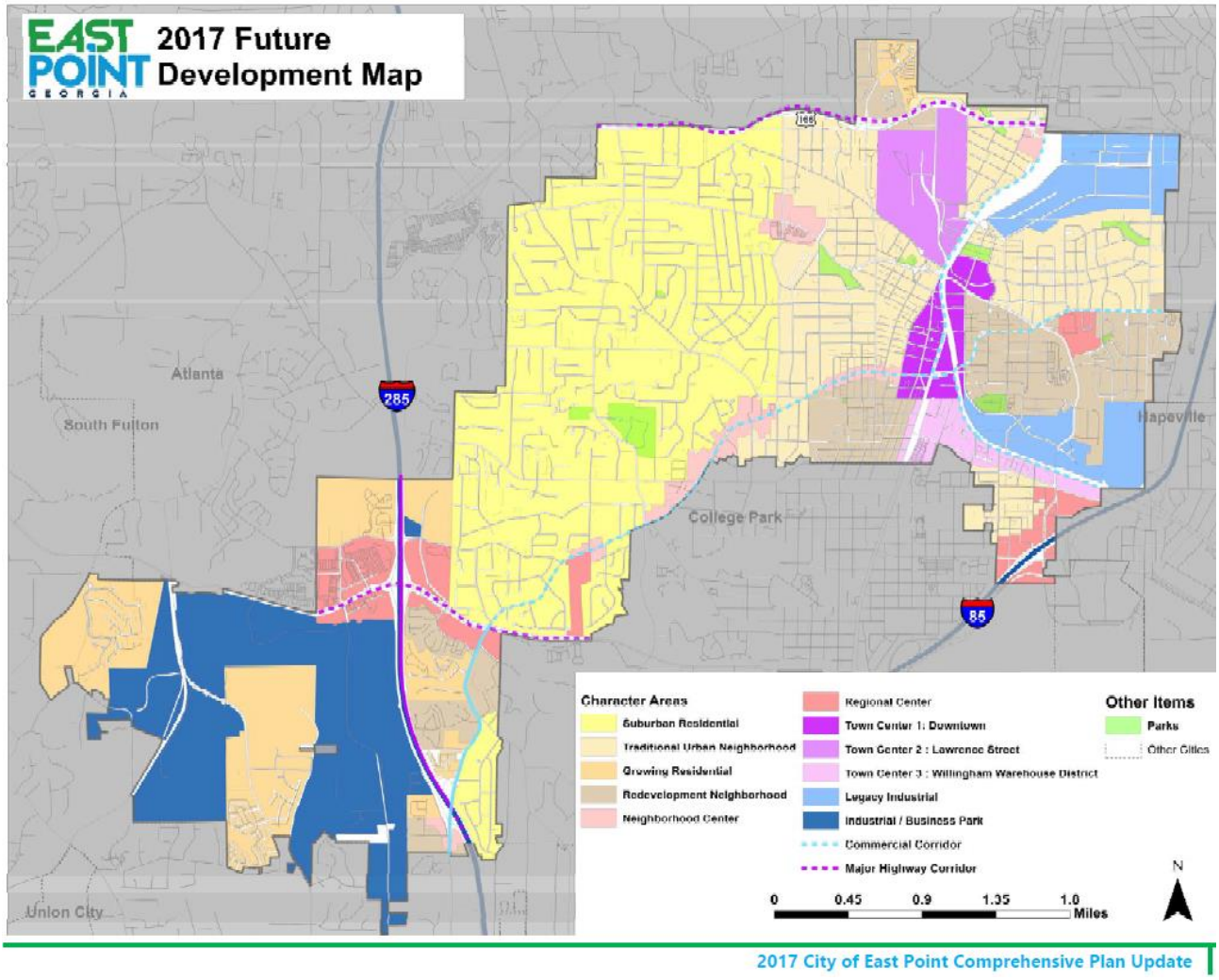
Land Use and Transportation Themes:

- Streets design to assure appropriate travel speeds, particularly through downtown, to ensure pedestrian safety



- Need for sidewalks and sidewalk maintenance
- Congestion on SR 6/Camp Creek Parkway, US 29/Main Street, Washington Road and Cleveland Avenue, due to heavy peak period traffic volumes
- Conflict between the city's competitive advantage in hosting industrial uses with freight truck activity and its goal of compact, pedestrian-friendly infill development
- Need for a public parking deck downtown, as identified in the LCI, to remedy existing and future parking issues, providing adequate parking for retail customers
- Transit Oriented Development around the MARTA Station with streetscape enhancements will attract citizens and visitors to downtown
- The pedestrian bridge across the MARTA and rail tracks could be enhanced as an asset and a pedestrian connection between downtown and neighborhoods to the east
- Enhance existing neighborhoods by investing in facilities that will connect them to civic and commercial centers and corridors
- Enhance the pedestrian environment by guiding investments in sidewalks, bike paths, and multi-use trails in centers and along corridors that have existing or planned transit service
- Encourage transportation corridors that support multiple functions, including pedestrian movements, parking, alternate modes of transportation and vehicular circulation
- Transportation and greenway corridors will be supported by the community standards of aesthetics, urban design and environmental stewardship
- Ensure that vehicular traffic will not harm the residential nature of neighborhoods
- Encourage high or urban density in areas that allow for walking and biking and served by transit
- Improve access for disabled persons to public facilities, commercial districts, parks, schools, etc.

Figure 22: Future Land Use, City of East Point Comprehensive Plan Update 2017



The City of Palmetto 2017 Comprehensive Plan Update

City of Palmetto, 2017

Activity Areas:

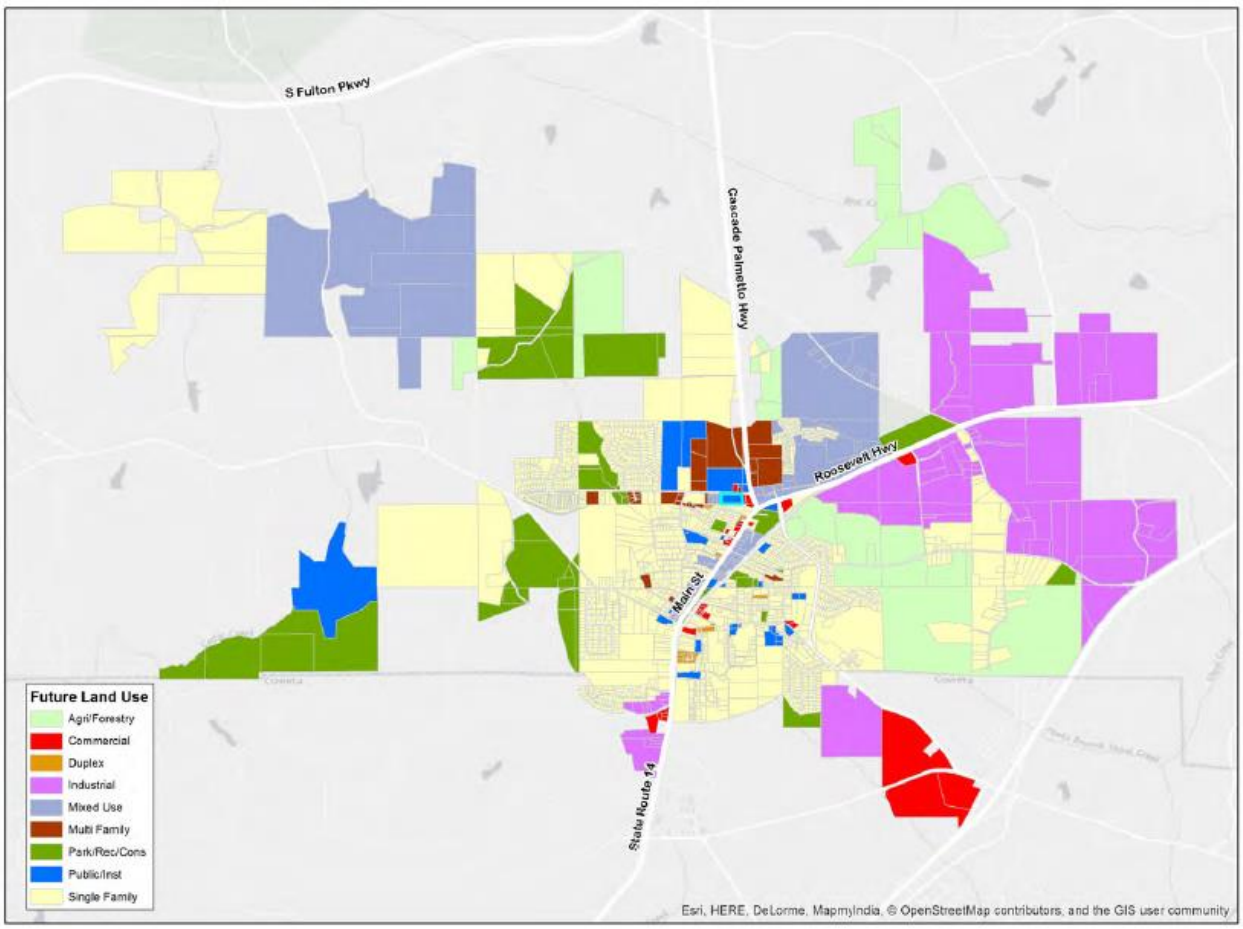
- Downtown Palmetto
- Roosevelt Highway Main Street/US 29/SR 14 Corridor

Land Use and Transportation Themes:

- Recent Growth has occurred on the outskirts of the city with limited investment within the downtown area

- Lack of visibility of downtown Palmetto from I-85
- Need for improved walkability in downtown Palmetto

Figure 23: Future Land Use, City of Palmetto 2017 Comprehensive Plan Update



Union City Comprehensive Plan Update (2015-2020)

Union City, 2015

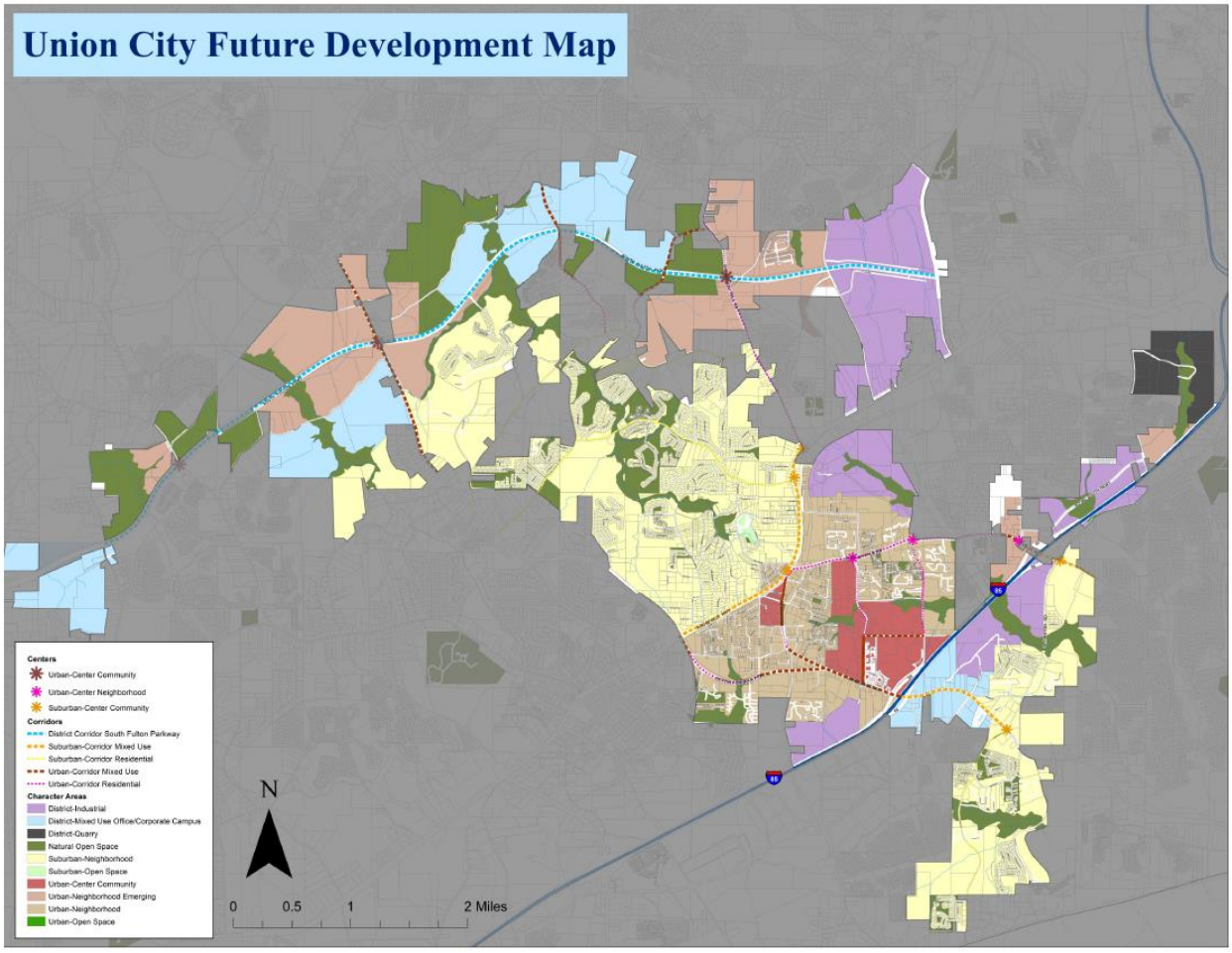
Activity Areas:

- Jonesboro Road and Shannon Parkway
- Atlanta Metro Studios
- Flat Shoals Road Park and ride lot

Land Use and Transportation Themes:

- Need to cluster higher intensity development along major transportation corridors
- Need to create walkable, well-connected neighborhoods with a network of sidewalks, paths, and trails
- Support for transportation improvements that reduce automobile dependency, improve safety, provide for alternative modes (including walking, biking and public transportation), enhance the aesthetics of the community and provide for connectivity among the road network, potential future transit opportunities, sidewalks/pedestrian paths and bicycle paths

Figure 24: Future Land Use, Union City Comprehensive Plan Update (2015-2020)





Fulton County Comprehensive Plan 2016-2035

Fulton County, 2016

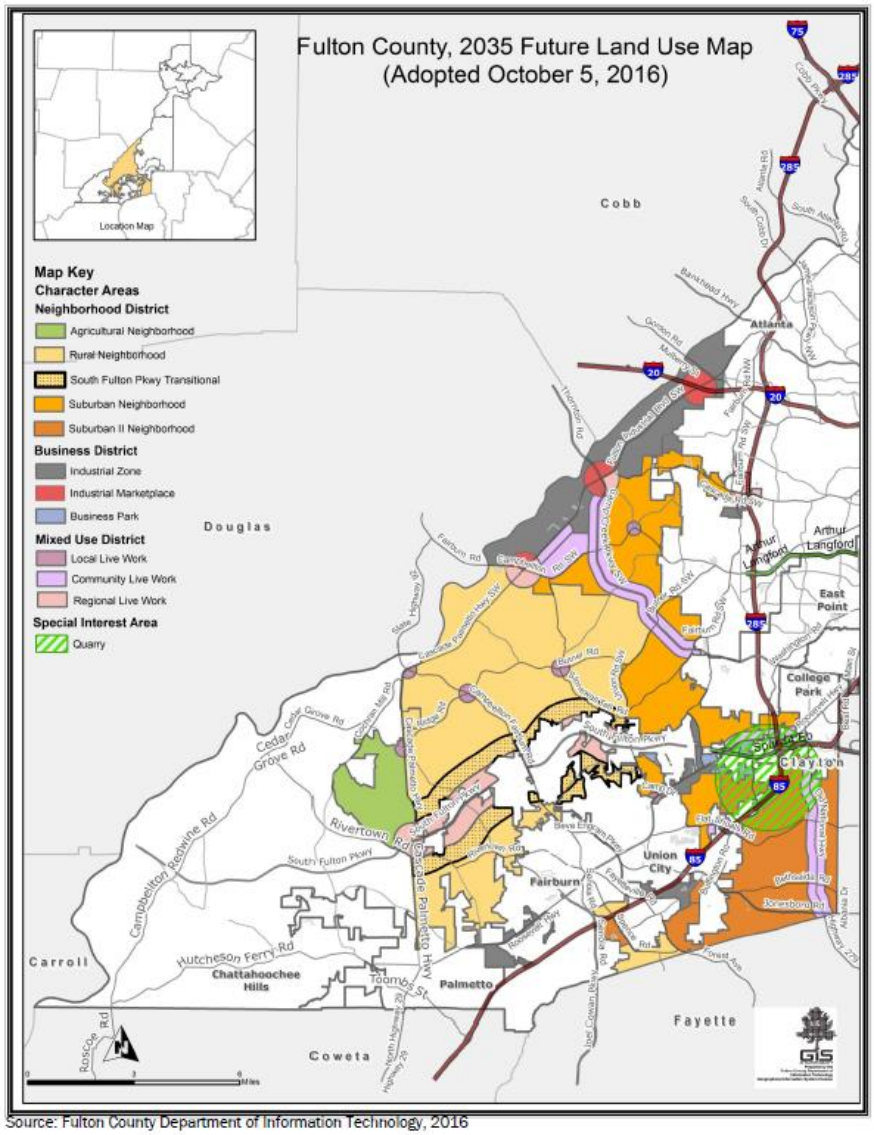
Activity Areas:

- Fulton Industrial Boulevard industrial corridor
- South Fulton Park and Ride facility
- Fulton County Airport, also known as the Charlie Brown Field Airport

Land Use and Transportation Themes:

- Fulton County's low-density development relies on cars as the primary mode for transportation
- Need more frequent MARTA bus service on Fulton Industrial Boulevard due to large number of jobs in the area
- Fulton County Railway (FCR) owns and operates over 33 miles of track within Unincorporated Fulton County
- Significant freight and industrial areas along major roads, surrounded by low density residential development

Figure 25: Future Land Use, Fulton County Comprehensive Plan 2016-2035



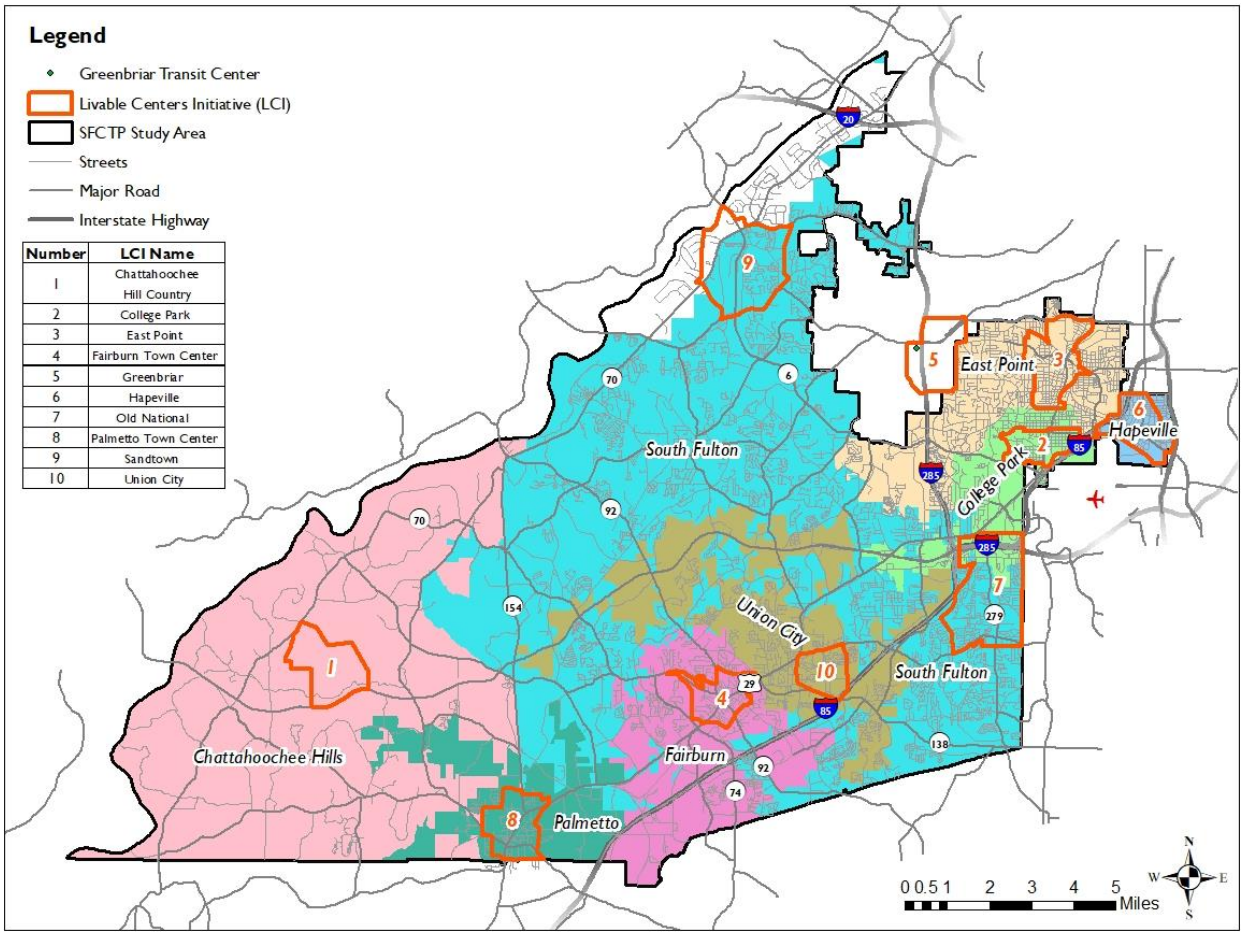
Source: Fulton County Department of Information Technology, 2016

Livable Centers Initiative (LCI) Plans

The Atlanta Regional Commission's Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services.

Several LCI studies have been performed in Southern Fulton as shown in Figure 26.

Figure 26: Livable Centers Initiative Areas in Southern Fulton



Source: Atlanta Regional Commission

Chattahoochee Hill Country: A Model Sustainable Village

Chattahoochee Hills, 2003

Vision:

- Master plan of a Model Sustainable Village
- Integrates living, working, shopping, and playing in a pedestrian-oriented, human scale development
- Plan to ensure "economic and market reality"



Key Takeaways:

- Major internal roadways, 4-lane divided roads with bicycle lanes and sidewalks, should be at the beginning of the project. These could be three connections to South Fulton Parkway and one connection to Cochran Mill Road
- Turning lanes should be provided at every intersection
- The LCI should have an internal shuttle/transit system and should provide access to larger-scale transit systems such as MARTA

Major Recommendations:

- Construct connector road between SR 14/South Fulton Parkway and SR 70/Fulton Industrial Boulevard
- Construct Upper Wooten Road parallel to SR 14/South Fulton Parkway (behind High School)
- Construct internal loop road from Upper Wooten Road to Spine Road
- Construct neighborhood roads as neighborhoods are built

Livable Centers Initiative 5 Year Update: College Park Activity Center (2008-2012)

College Park, 2013

Vision:

- Transit-oriented, pedestrian friendly mixed-use environment around the Historic Downtown

Key Takeaways:

- Improve connectivity to Downtown from SR 6/Camp Creek Parkway
- Redevelop and consolidate Virginia Avenue Corridor into a walkable and pedestrian friendly environment with enhanced streetscape, that supports the hospitality industry, restaurants and new retail
- Link Virginia Avenue corridor to downtown utilizing the established street grid and enhancing the route through trails, bike paths and enhanced pedestrian sidewalks
- Create gateways into the Downtown/City
- Investigate some form of trolley/bus/golf cart for mobility/connectivity between various activity nodes
- Continue streetscapes on John Wesley, Harvard, Columbia to continue across the rail line to extend the downtown on both sides of the rail tracks
- Minimize the trouble and inconvenience caused by the noise from the freight trains by installing silent crossing gates for rail crossings



- Delineate a trolley route/ loop trial that connects the various activities and uses in the study area

Major Recommendations:

- Pedestrian countdown signals at Main Street/Columbia and Harvard and College Street/Columbia and Harvard
- Corridor enhancement along the southern portion of US 29/Main Street from SR 6/Camp Creek Pkwy to Harvard Ave
- Mobility pedestrian improvements with quite zones at railroad crossings at Columbia Avenue and Harvard Avenue
- Virginia Avenue pedestrian and bicycle improvements from College Street to Madison Street and Temple Avenue, Jefferson Street, and Adams Street
- Bike Path on Rugby Avenue from US 29/Main Street to Washington Road
- Bike Path on East Harvard Avenue, Jefferson Avenue, Temple Avenue, and Adams Street
- Plaza with public street, parking deck, new building, retail, new bus turnaround around MARTA College Park Station
- Pedestrian bridge over Camp Creek Parkway connecting GICC to College Park Activity Center

City of East Point: Livable Centers Initiative

East Point, 2005

Vision:

- Community-supported strategy for guiding growth and capital improvement in a predictable and desirable way for the commercial and residential neighborhoods and streets
- Orients transportation projects towards improving the livability and connectivity of neighborhoods and creating a place where pedestrians, cyclists, transit customers, and motorists are viable partners in a balanced transportation system

Key Takeaways:

- Improve the transportation network by providing more signage, and providing more connectivity for the pedestrian
- Current sidewalks need to be improved, and maintained
- A perception problem exists with the pedestrians' physical safety of the sidewalks and public transit
- Wayfinding and traditional automobile signage for the area is not adequate
- Hidden parking should be a priority (parking deck is preferred)



- Need a transportation master plan

Major Recommendations:

- Connectivity projects on Collector Streets:
  - Clermont Extension
  - St. Francis Extension
  - St. Joseph Extension
- Streetscape Projects:
  - US 29/Main Street
  - East Point Street
  - Semmes Street
  - Ware Avenue
  - West Taylor Avenue
- Pedestrian Connectivity:
  - Cleveland Avenue
  - Dunlap Street
- Gateway/Markers project

Fairburn Historic Downtown LCI Study

Fairburn, 2009

Vision:

- Have a thriving, compact historic downtown with good services, retail, restaurants, entertainment, offices, and housing options
- Have a walkable and pedestrian friendly downtown with a village green and connectivity to neighborhoods, sidewalks and bike lanes/multi-paths
- Have alternative modes such as transit and rail for better connectivity to the region

Key Takeaways:

- Improve corridor mobility and walkability with programmed projects
- Provide for a safe pedestrian experience
- Create the foundation for enhanced transit service
- Implement good access to the interstate system
- Ensure that adequate parking is provided to support redevelopment in the downtown area and the meet transit park and ride needs
- Identify ways to reroute truck traffic out of the historic downtown area
- Create a cohesive street image with streetscape, architectural controls, lighting, street furniture, sidewalks, and artwork
- Improve existing CSX freight rail line pedestrian underpass at Smith Street



Major Recommendations:

- US 29/Broad Street Roadway Operations, Bike/Pedestrian, Parking Improvements
- Intersection Safety:
  - on W Campbellton Street at Rivertown Road
  - on Senoia Road at Bay Street
- Brooks Drive Operations Improvement and Extension
- Shaw Drive Extension
- Irwin Road Improvements and Extension
- Parking Deck at GMC College
- Truck Route Signage at various locations
- Downtown Area Sidewalk Implementation
- Bicycle Share the Road Signage
- Rivertown Road sidewalks and bike lanes implementation
- Pedestrian improvements to roadways connecting to Campbell Elementary School and Landmark Christian School
- Sidewalks and Bike Lanes Implementation
  - E Campbellton Street/Spence Road/SR 92
  - W Campbellton Street
  - Fayetteville Road
- Senoia Road Bike/Ped streetscape project
- Railroad Quiet Zone Application

Greenbriar LCI Plan Update

City of Atlanta, 2018

The Greenbriar LCI study area is in the City of Atlanta, immediately north and west of East Point. Although it is not within the Southern Fulton CTP study area, project and development recommendations for Greenbriar will likely affect transportation patterns for adjacent Southern Fulton, particularly due to MARTA's planned Greenbriar Transit Center and the LCI's recommendations for changes to SR 166/Langford Parkway.



Vision:

- Embrace Greenbriar's history and reinvigorate the Town Center into Downtown Southwest Atlanta, an interconnected economic center and entertainment destination

Key Takeaways:

- High-capacity transit is planned for Campbellton Road, terminating at a planned Greenbriar Transit Center
- The mall and the surrounding unused 40-50 acres have excellent potential for mixed-use infill transit-oriented development
- Inconsistent bus stops, sidewalks, and streetlights create dis-connectivity and safety hazards for residents, businesses, and visitors
- While bicycle and pedestrian facilities are limited, opportunities exist for new trails in the area

Major Recommendations:

- Redevelopment Nodes
  - Downtown Greenbriar (Greenbriar Mall)
  - Transit Oriented Development node at Campbellton Road at Harbin Road
  - Neighborhood commercial nodes at Campbellton Road and Fairburn Road and Campbellton Road and Barge Road
- Placemaking
  - Highlight history
  - Activate greenspace
  - Signage and wayfinding
  - Art
  - Safe Streetscapes
- Greenspace and Trails
  - Greenspace – four new parks recommended
  - Trails – connecting to neighboring planned trail system
- Multi-modal Connectivity
  - Streets for People (also known as Complete Streets): Greenbriar Parkway, Continental Colony, Stone- Hogan
  - Intersection Enhancements
    - Greenbriar Parkway & Continental Colony
    - Stone-Hogan Connector Road & Hogan Road
    - Campbellton Road & Barge Road
    - Campbellton Road & Fairburn Road
  - Mall Access and Trails



        - Enhance mall entrance at Headland Drive/Greenbriar Parkway to improve pedestrian access
    - Rethinking SR 166/Langford Parkway
        - Further analysis and coordination among agencies recommended to evaluate SR 166/Langford Parkway design
    - Transit
        - MARTA has plans for new high capacity transit along Campbellton Rd and a new Greenbriar Transit Center

City of Hapeville Comprehensive Plan/LCI Study Update

Hapeville, 2017

(Refer to the City of Hapeville Comprehensive Plan/LCI Study Update summary provided under **City and County Comprehensive Plans**.)

Old National Highway Transit Oriented Development Livable Centers Initiative Study

College park and Fulton County, 2004

Vision:

- Envisioned as an entertainment and retail center with a mix of retail buildings, hotels, and diversity of housing types

Key Takeaways:

- Clam traffic and enhance the pedestrian environment
- Add a gateway to symbolize the Old National Corridor

Major Recommendations:

- Old National Transit-Oriented Development
- Old National Advanced Traffic Management System
- Godby Road and Old National Parkway Streetscape Improvements

Palmetto Livable Centers Initiative Study

Palmetto, 2009

Vision:

- Public improvements outlined such as streetscape projects, transportation enhancements, improvement/addition of open spaces and upgrades to existing



infrastructure are opportunities to use public investment to catalyze private development in the area

Key Takeaways:

- Truck traffic on US 29/Main Street and parking downtown are major issues
- US 29/Main Street is unsafe for pedestrians and bicyclists
- Carlton Road has a significant amount of pedestrian traffic but few, if any, sidewalks
- MARTA bus service is a good asset, but quality and frequency needs to be improved
- Maximize the connectivity potential of the proposed Hill County greenway
- The Carlton Road/SR 154/Cascade-Palmetto Highway area should be studied to accommodate future growth
- Most vehicular routes do not have sidewalks

Major Recommendations:

- Pedestrian, Intersections
  - Main Street Pedestrian Improvements – Downtown and Northern Areas
- Bicycle, Pedestrian, RR Underpass
  - Cobb Street Bicycle and Pedestrian Improvements
- Pedestrian, Bicycle
  - Bear Creek Trail
  - Turner Avenue Pedestrian Improvements
  - Fayetteville Road Pedestrian and Bicycle Improvement
- Pedestrian
  - Carlton Road Pedestrian Improvements
  - Locke Street Pedestrian Improvements
  - Sims/Hill/Rhae Pedestrian Improvements
  - Collinsworth Road Widening
- Bicycle
  - Hutcheson Ferry Road – Bicycle Facility
  - SR 154/Cascade-Palmetto Highway Bicycle Facility
- Transit
  - MARTA Bus Re-Route and Facilities Upgrade
- Study
  - Church/Toombs Street – One-Way Pairs Supplemental Study
  - Alternate Truck Facility Study
  - Center/West Street – One-Way Pairs Supplemental Study
  - Wayfinding/Gateway Signage Study
  - Citywide Signal Timing Upgrade



Sandtown (LCI) Livable Centers Initiative Study – Five Year Update

Fulton County, 2009

Vision:

- A desire for a walkable community

Key Takeaways:

- Traffic signals need to be synchronized
- Transit service needs to be improved
- Immediate need for more streetscape and sidewalk projects that provide access to schools, shopping centers, and parks
- Three nodes of focus for traffic, growth potential, and walkability are Campbellton Road/SR 6/Camp Creek Parkway, Campbellton Road/New Hope Road/Boat Rock Road, and Boat Rock Road/Reynolds Road

Major Recommendations:

- Sidewalk Projects
    - Campbellton Road from Enon to Suber Road
    - Boat Road from SR 70/Fulton Industrial Boulevard to Campbellton Road
    - New Hope Road from Versailles Road to Campbellton Road
    - Wallace Road from Campbellton Road to Enon Road
    - Enon Road from Campbellton Road to Wallace Road
    - Reynolds Road from Boat Rock Road to Campbellton Road
    - Bruce Place
- Bike Lanes
    - Campbellton Road from Enon Road to Suber Road
    - Boat Rock Road from Campbellton Road to the Chattahoochee River
    - Reynolds Road from Boat Rock Road to Campbellton Road
    - New Hope Road from Versailles Road to Campbellton Road
    - Wallace Road from Campbellton Road to Enon Road
    - Bruce Place
    - Enon Road from Campbellton Road to Wallace Road
- Trails
    - Sandtown Park Trail around existing ball fields
    - Sandtown Trail through entire community
    - Connector trails from subdivisions to Sandtown Trail
    - Trail from Boat Rock Road/SR 70/Fulton Industrial Boulevard intersection to Chattahoochee River
- Streetscapes



    - Along new connector roads in Camp Creek Crossing
    - Along Reynolds Road, Campbellton Road, Boat Rock Road triangle
    - Campbellton Road streetscape (through Sandtown Village)
- Transit
    - Study of rail line from proposed MARTA west extension to Airport
    - Shuttle service between three focus nodes (once Master Plans are developed)
    - Shuttle service from 3-nodes to proposed MARTA west extension
- Roadway
    - East -west connector north of Camp Creek Crossing
    - North-south connector through Sandtown Village
    - Continuation of Reynolds Road at Campbellton Road T-Intersection to Reynolds Road, Southwest
    - East West connector from Union Road to new Reynolds Road connector
    - East-west connector along southern edge of Sandtown Center and crossing SR 6/Camp Creek Parkway
    - East-west connector south of Camp Creek Crossing
- Traffic Calming/Intersection Improvement Projects
    - Traffic signal upgrades along SR/Camp Creek Parkway
    - Detailed traffic analysis as per GDOT requirements of the proposed Blueprint Sandtown Master Plan traffic improvements
    - Roundabouts and Traffic Circles throughout South Fulton
    - Detailed Traffic Analysis as per GDOT requirements of the proposed Sandtown Center traffic improvements
- Gateway Projects
    - Gateway elements at the approaches of the three main centers (10 major locations, four minor locations)



Union City Livable Centers Initiative – Five Year Update (2009-2015)

Union City, 2010

Vision:

- Redeveloping primary points within the city and creating live, work and play communities that include new residences, offices, industrial space, retail shops, and beautiful parks, and green spaces

Key Takeaways:

- Continue to support future connectivity in its roadways to support new development as it occurs in the study
- Maintain communications with MARTA to seek opportunities to extend mass transit along the Shannon Parkway
- Continue to increase access to the transportation system

Major Recommendations:

- Pedestrian, Roadway Operations
  - Reconstruct Londonderry Way to include sidewalks, street-trees, bulbouts and angled parking
  - Shannon Parkway to support MARTA buses
  - Extend Union Street to Shannon Parkway
  - Construct new north-south street
- Multi-use facility
  - Construct Greenway, Shannon Parkway
- Pedestrian
  - New sidewalk on Flat Shoals Road
  - New sidewalk on north side of Mall Boulevard
  - New sidewalk on Shannon Boulevard
  - New sidewalk on Feldwood Road and Royal South Parkway
  - Install striped crosswalks at up to 15 intersections
  - Install brick crosswalks at various intersections
  - New sidewalk on other existing neighborhood streets
- Study
  - Traffic signal at Londonderry Way

VISIONS, GOALS, OBJECTIVES & PROJECT PRIORITIZATION FRAMEWORK TECHNICAL REPORT

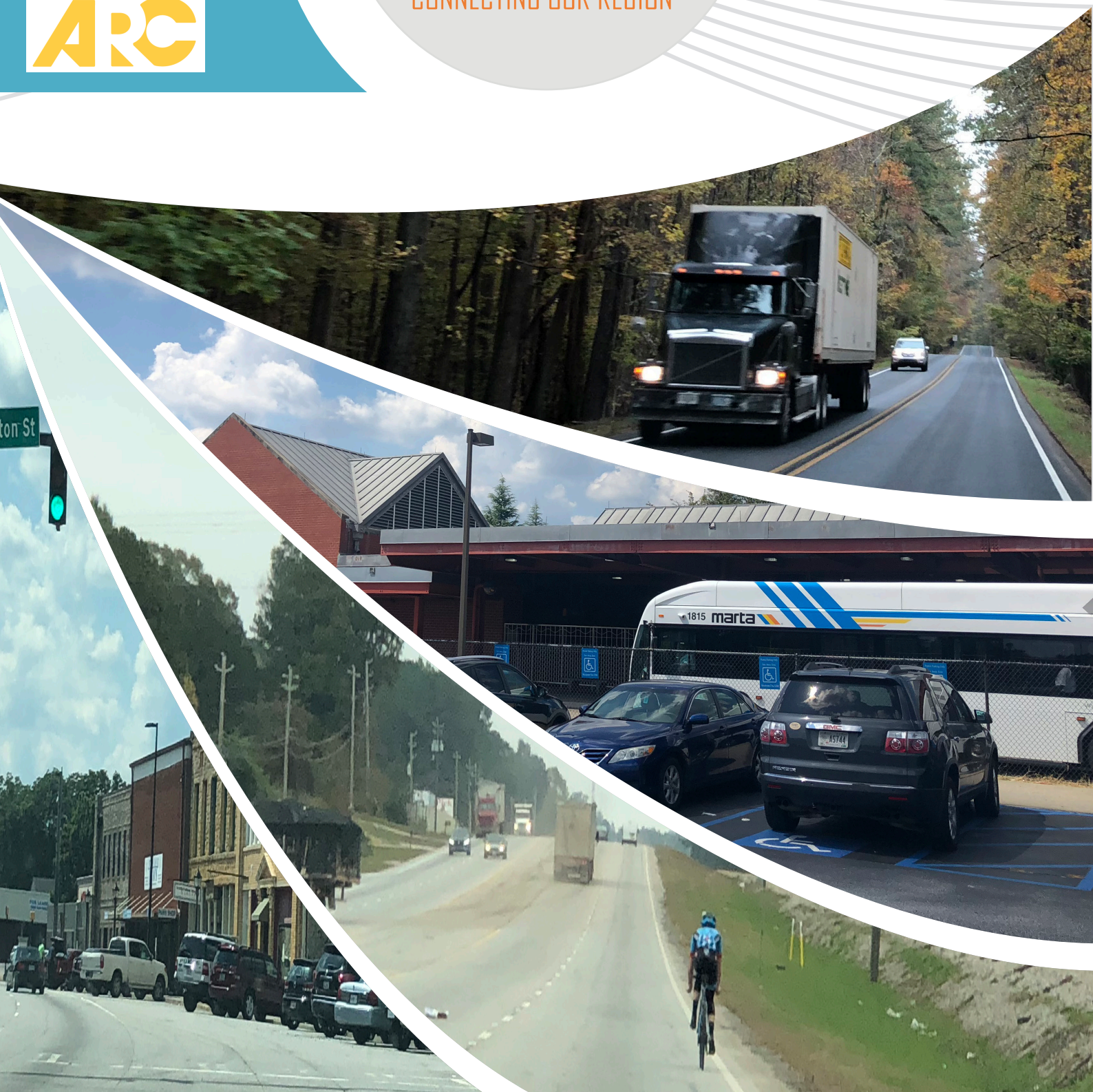
JANUARY 2020

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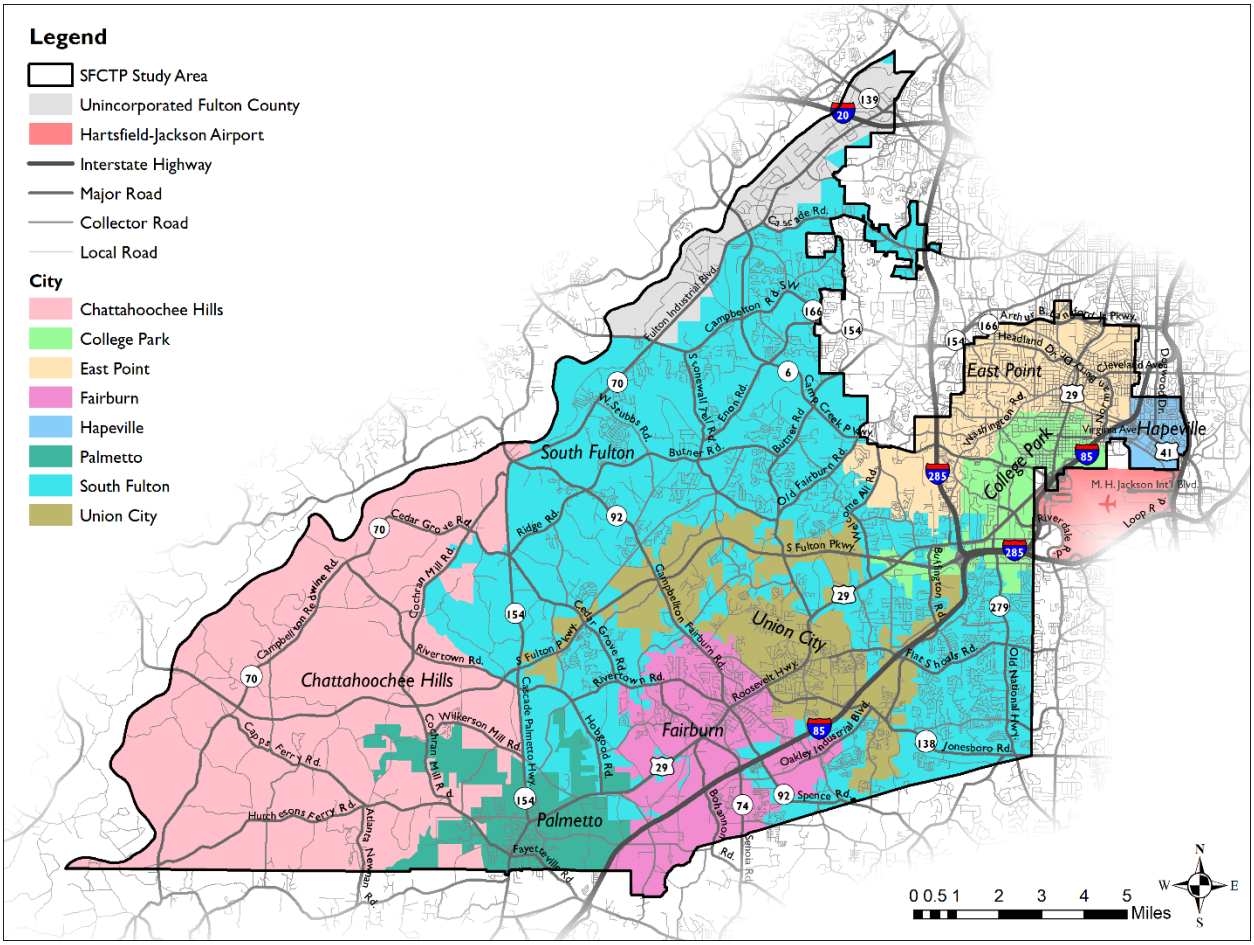
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Background

The Southern Fulton Comprehensive Transportation Plan (SFCTP) is being conducted to update local transportation plans that are used as input into the regional transportation planning process. The SFCTP will serve as the roadmap for implementing the community's transportation vision, which has historically included improving mobility, accessibility, and multi-modal connectivity. The study area for the SFCTP includes Southern Fulton County, including the municipalities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City, as well as the unincorporated area of Fulton County (as illustrated in **Figure 1**).

Figure 1: SFCTP Study Area



Purpose of This Technical Report

The purpose of this Vision, Goals, Objectives & Project Prioritization Framework Technical Report is to document the process of identifying the vision, goals, and objectives for the



SFCTP and to describe, in detail, the project prioritization framework, which supports and aligns with the vision, goals, and objectives.

How were the Vision, Goals, Objectives & Project Prioritization Criteria Developed?

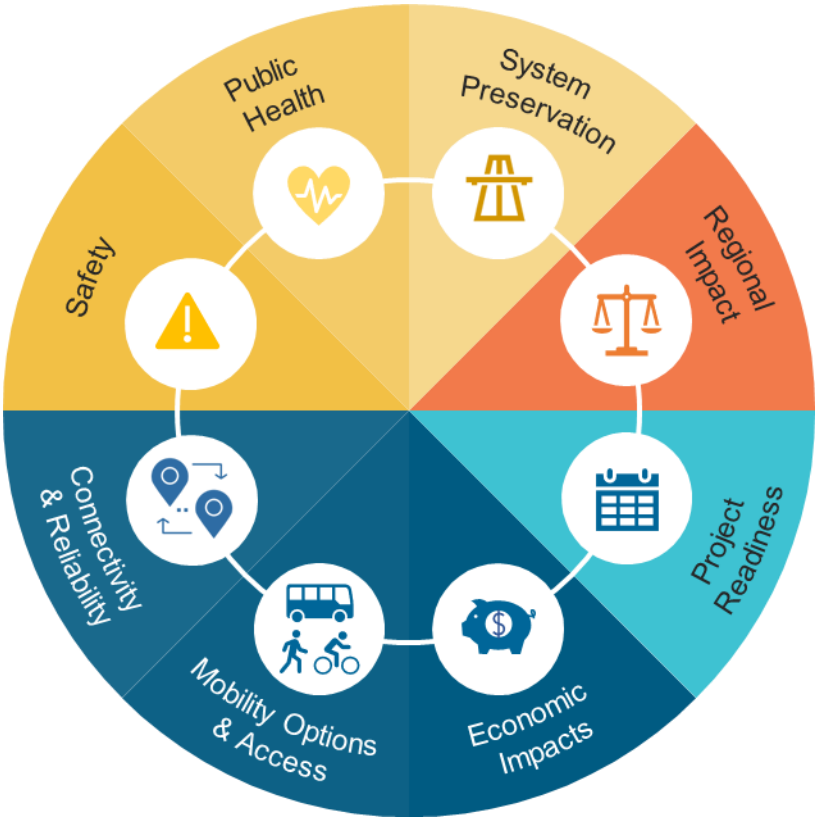
The development of the vision, goals & objectives for the SFCTP began with a review of the previous Comprehensive Transportation Plan's Vision Statement, accompanied by a table that captured the supporting goals and objectives. The previous Vision, Goals & Objectives were reviewed to determine their relevance today and whether they had been interpreted correctly, to identify completed projects and funding sources, and to determine whether any projects needed to be carried over into the new SFCTP. Showing the public completed projects tied to stated goals and objectives was beneficial as it allowed the public to see progress and to understand why their input is essential.

A refined vision was developed for this SFCTP based on input from the stakeholder groups (Project Management Team and Stakeholder Committee), the Mayor's Charrette, and key themes and priorities identified through the public survey. The final vision incorporates changes suggested by the stakeholders and public. Goals and objectives supporting the refined vision were developed and were also presented to the stakeholder groups, Mayor's Charrette and at the public meetings. The final goals and objectives remained the same as initially presented, as there were no recommended changes.

Project Management Team

On April 30, 2019, the Project Management Team (PMT) for the SFCTP, which includes representatives from ARC, all eight cities, Fulton County, the Community Improvement Districts (CIDs), and GDOT, met to discuss the project status update, upcoming public engagement activities, the draft vision, goals, objectives and project prioritization categories and evaluation criteria, and next steps. The PMT identified the final categories illustrated in **Figure 2**, including Safety, Public Health, System Preservation, Regional Impact, Project Readiness, Economic Impacts, Mobility Options & Access, and Connectivity & Reliability. The PMT also conducted a sticky-dot exercise to weigh the importance of each of the project prioritization categories.

Figure 2: Project Prioritization Framework Criteria Categories



Following the exercise to determine prioritization categories, PMT members provided input about current and future traffic and transportation issues in the study area. The top issues included:

- Evaluating needs for new roads, which was not included in the previous CTP
- Including major roadways that may not be fully inside Fulton County lines but that have major impacts on transportation in the region
- Coordinating with MARTA to ensure that concurrent studies are incorporated
- Recognizing that technology will play an important role in supporting the goals and objectives, and integrating a technology review as a part of the CTP
- Identifying funding sources for each listed project to increase credibility with the public



Stakeholder Committee

The first Stakeholder Committee (SC) meeting was held on May 9, 2019 and included a review of the Vision, Goals and Objectives and Project Prioritization and other items that were presented at the April PMT meeting.

Key observations from the Stakeholder Committee included:

- The SFCTP will provide the framework for various municipalities and agencies in developing their own CTPs, as well as assisting with their project prioritization.
- It is important to ensure that historically disadvantaged groups are given every opportunity to participate and provide input in the CTP process. Equity should also be a significant factor in identifying and prioritizing projects.
- MARTA has stated that ridership is its most critical performance measure and operations sustainer. The SFCTP is well positioned to identify transit enhancements that will support MARTA's ridership goals.
- Other important considerations include access for seniors, education component focusing on litter, pedestrian safety enhancements, bicycle facilities, interconnectivity of roads for emergency management, school safety, traffic calming, and emerging technologies.

It was noted that some of these elements are included in other study efforts, such as the Fulton County Master Plan; therefore, it is important for the SFCTP to avoid duplicating those efforts. Since the SFCTP will be comprehensive in its transportation vision and analysis, recommendations from other plans will be incorporated in the SFCTP.

Mayors Charrette

The South Fulton Municipal Association's May 16th, 2019 meeting was an opportunity to share the SFCTP project overview. Six of the eight Mayors along with twenty-five Councilmembers and staff attended the meeting.

The primary observation from the mayors' input was to ensure coordination with the railroads (CSX and Norfolk Southern). The mayors also provided input the project prioritization categories.

Figure 3: Mayors Charette



Survey

Following the review of the Vision, Goals and Objectives, and outcomes of the prioritization exercises by the PMT and SC, an online survey was created to present these elements to the general public and get their input on prioritization, as well as their feedback on specific transportation-related matters. The survey was advertised on the project website and social media, and the stakeholder groups assisted in getting the word out through their outreach channels. In addition to being available online, paper copies of the survey were available for people to complete during the roving outreach events in July and August 2019.

Figure 4. Surveys at Roving Outreach Event

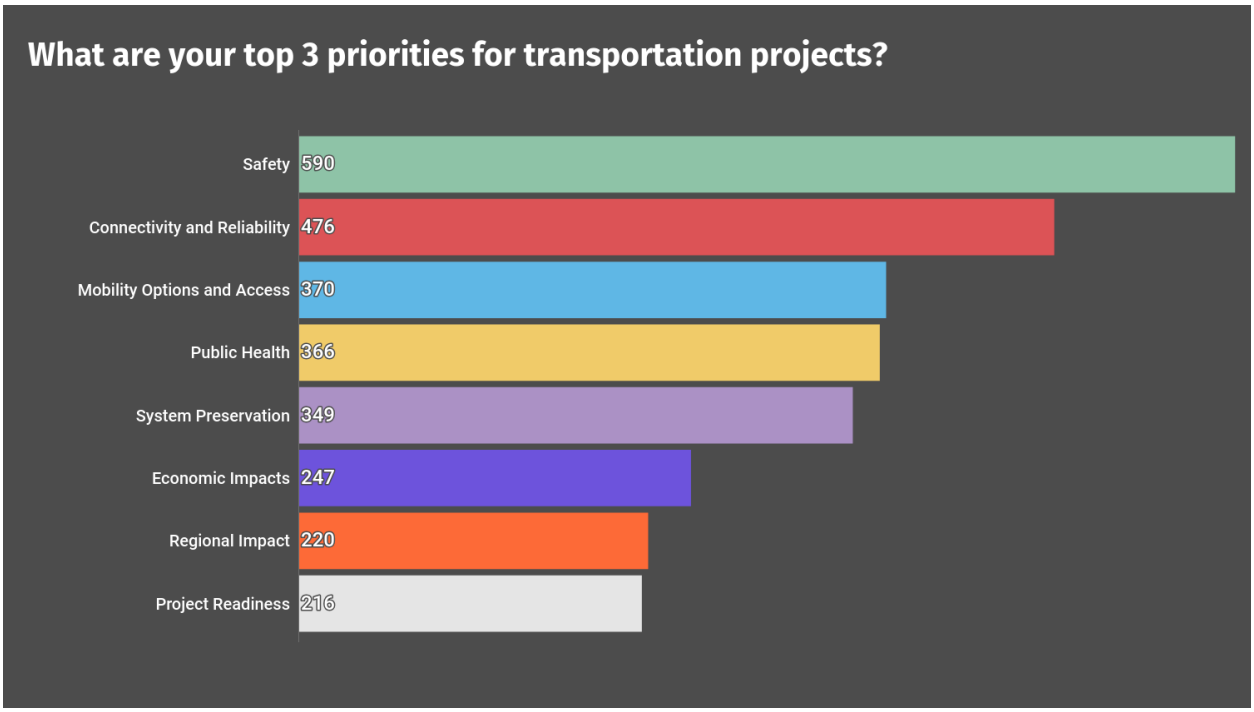


A total of 1,134 surveys were completed, including 857 online and 277 paper surveys. The complete survey results are in the **Appendix**. The survey included 12 questions:

- What do you do in Southern Fulton County?
- Where do you live?
- What is your primary mode of transportation?
- How do you usually get to work or school?
- Select all modes of transportation you use in Southern Fulton County
- Rank your top 5 transportation concerns for the area
- How would you rate existing Roadways in the area?
- How would you rate existing Public Transportation in the area?
- How would you rate existing Bike & Pedestrian facilities in the area?
- Rank your top 3 priorities for transportation projects
- Where are the 3 biggest transportation challenges located in Southern Fulton County?
- Please add any additional comments about transportation in Southern Fulton County

Results from the question asking respondents to select their top three priorities, were used to develop weighting scenarios for the project prioritization framework.

Figure 5: Results from Survey Question

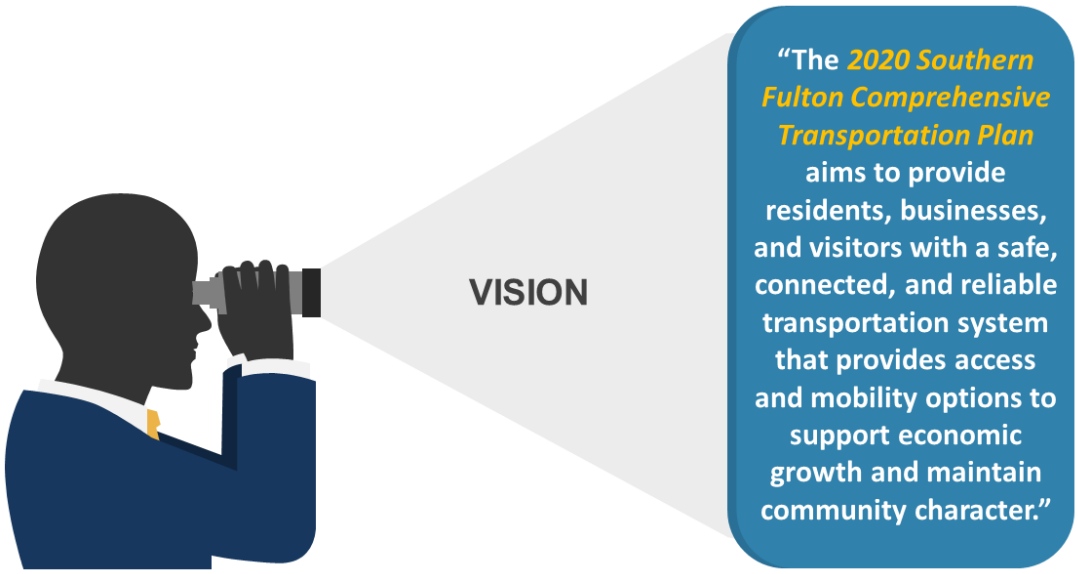




What is the Vision?

Based on feedback received from the Project Management Team (PMT), Stakeholder Committee (SC), Mayors Charrette, and the general public as part of the survey, the following vision was developed for the SFCTP (**Figure 6**).

Figure 6: SFCTP Vision





What are the Goals & Objectives?

The goals and objective support the plan's overall vision. They build upon the previous 2013 Southern Fulton CTP's goals and objectives and incorporate input from the stakeholder groups, public meetings, and survey. The goals and objectives are shown in **Figure 7**.

Figure 7: SFCTP Goals & Objectives

Goal 1: Provide safe and reliable mobility options for all.

Objectives:
Ensure the availability of transportation options for people of all ages and abilities.
Provide new and improved transportation facilities that support existing and emerging modes.
Promote last-mile connectivity to leverage existing and planned public transit.
Facilitate the implementation of new and emerging technologies, such as connected and autonomous vehicles, to improve safety.

Goal 2: Provide a connected, reliable transportation system that operates efficiently and supports future growth.

Objectives:
Address existing and future congestion on major roads and intersections.
Balance mobility and accessibility through improved access management.
Promote innovative approaches for reducing congestion and promoting travel time reliability across multiple modes.
Provide new or improved transportation connections.

Goal 3: Promote economic growth in Southern Fulton and the metropolitan Atlanta region.

Objectives:
Ensure long-term success of regional economic generators, including the Hartsfield Jackson Atlanta International Airport and existing freight and logistics areas.
Provide safe and efficient freight facilities that minimize conflicts with other modes and uses.
Coordinate transportation improvements with local and regional land use and economic development plans to promote transportation facilities that support existing and future development patterns.
Provide context-sensitive improvements that enhance the existing character of the area.

How Will Projects be Prioritized?

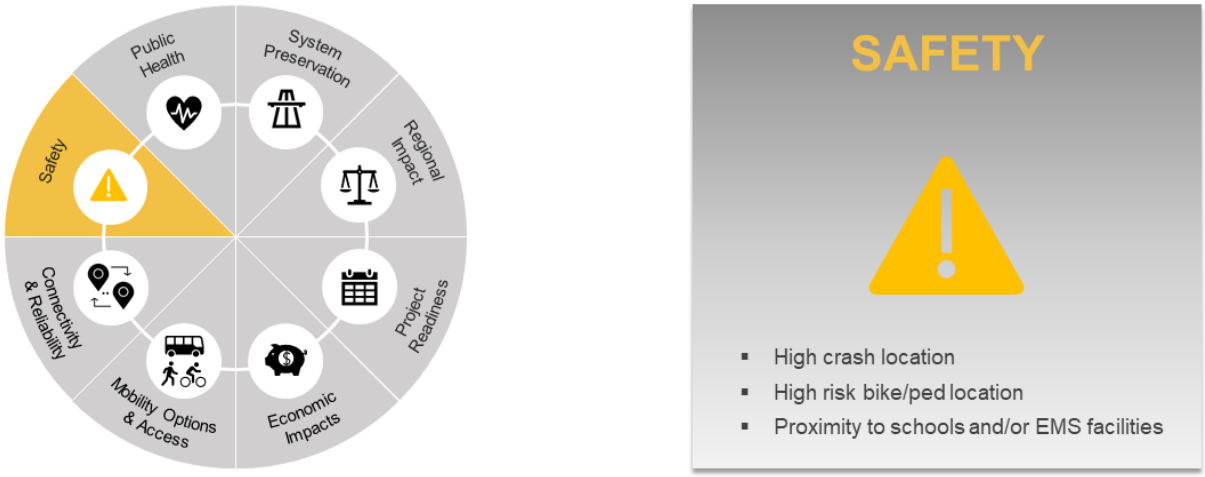
Evaluation Criteria Categories

As described in the preceding sections, the project prioritization evaluation criteria align with the Vision, Goals & Objectives and were developed and refined based on input from the PMT, Stakeholder Committee, and public survey. Further details on each of the eight evaluation criteria categories are described below.

Safety

The Safety category measures a project's ability to improve safety by reducing or preventing crashes and/or providing faster access to emergency medical services. Improvements to areas with risk factors for bicycle and pedestrian safety can not only prevent crashes but can also promote more walking and biking, thereby achieving additional goals for improving public health and reducing emissions and congestion. Projects that promote safe access to schools and medical facilities also receive priority under this category.

Figure 8: Project Prioritization Criteria & Metrics – Safety

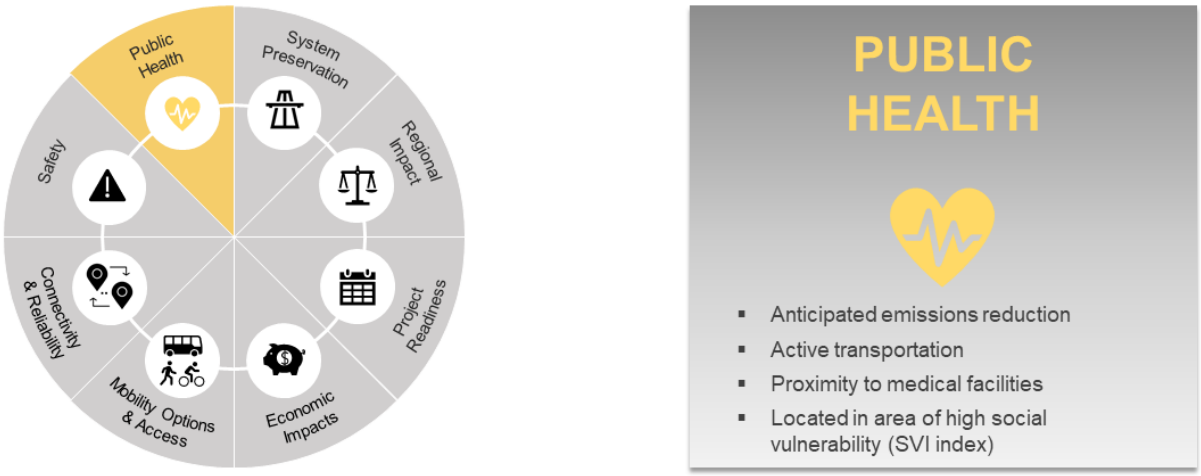




Public Health

Transportation projects can have various intended or unintended effects on public health, including some negative effects, like vehicle emissions and crashes, and some positive effects, like increased physical activity from active transportation and improved access to medical facilities. Therefore, the Public Health category measures anticipated emissions reduction, promotion of active transportation, such and walking or biking, and proximity to medical facilities such as clinics and hospitals. It also includes whether or not the project is located in an area the ranks highly on the Centers for Disease Control and Prevention's Social Vulnerability Index (SVI), as areas with high SVI values are more adversely affected by and less able to recover following natural and human incidents and disasters, which can affect health.

Figure 9: Project Prioritization Criteria & Metrics – Public Health

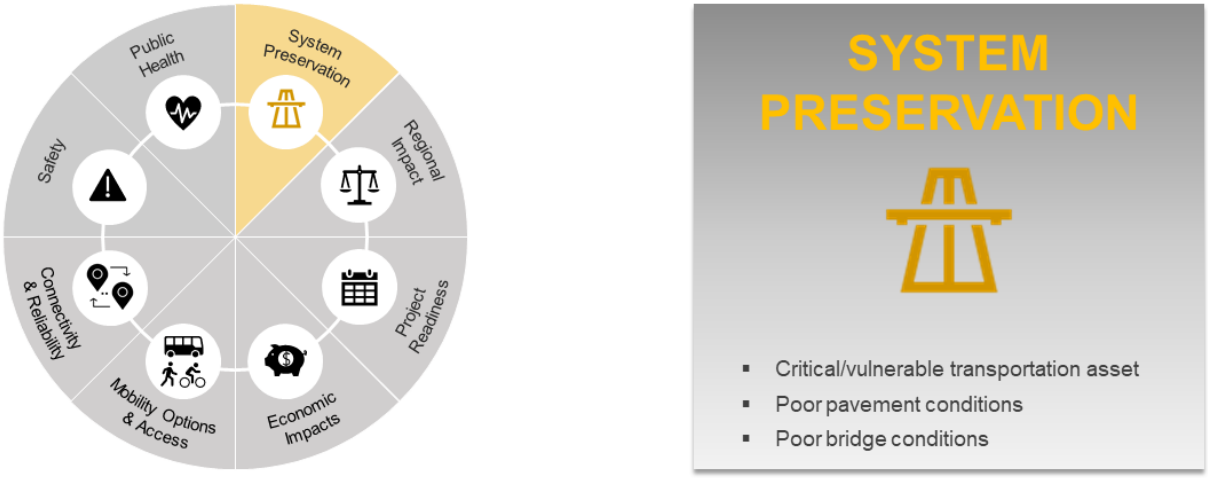




System Preservation

Preserving and maintaining existing transportation infrastructure is essential to the long-term safety and operability of the system. It is a best practice to continuously assess and improve facilities like roads and bridges to ensure safety and reduce maintenance costs by being proactive in repairs as maintenance is lower when facilities are repaired prior to reaching specified thresholds. The System Preservation category includes critical/vulnerable transportation assets, poor pavement conditions, and poor bridge conditions.

Figure 10: Project Prioritization Criteria & Metrics – System Preservation

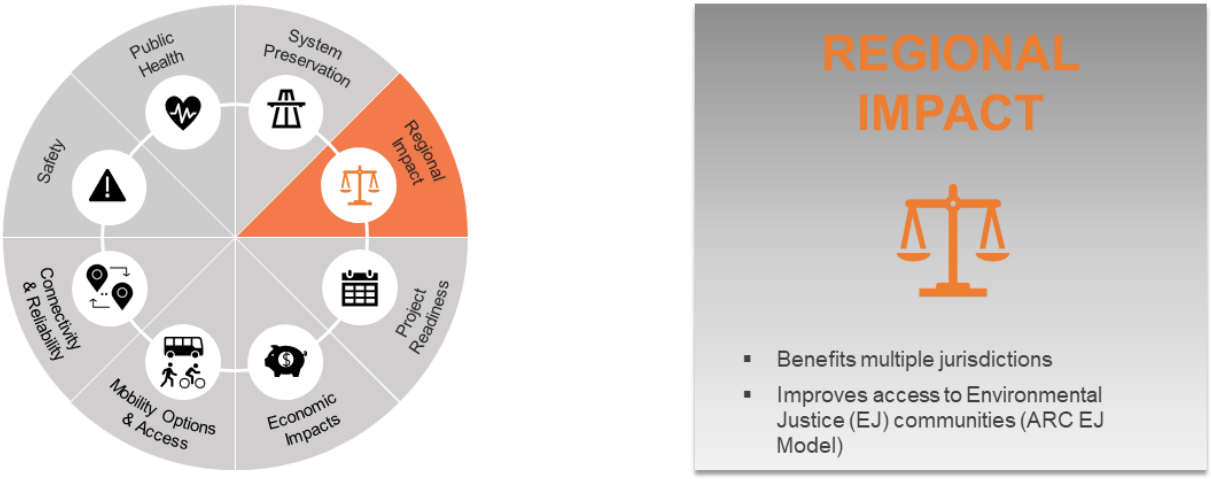




Regional Impact

Transportation projects can vary in terms of the geographic reach of their impacts. Southern Fulton is a large area and includes eight cities, as well as unincorporated Fulton County. Projects that yield benefits across jurisdictions are considered to have regional impact. The SFCTP area also has important demographic characteristics, including Environmental Justice communities. As racial minority, ethnic minority, and low-income are considered indicators of the greatest inequality in the Atlanta Region, ARC uses these inputs in its Environmental Justice model.[1]

Figure 11: Project Prioritization Criteria & Metrics – Regional Impact



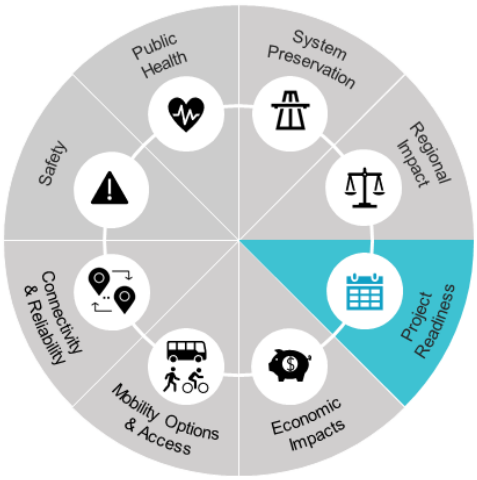
[1] ARC. (2019). Equity Analyses Methodology. Retrieved from https://cdn.atlantaregional.org/wpcontent/uploads/arc-equity-methodology-june2019.pdf.

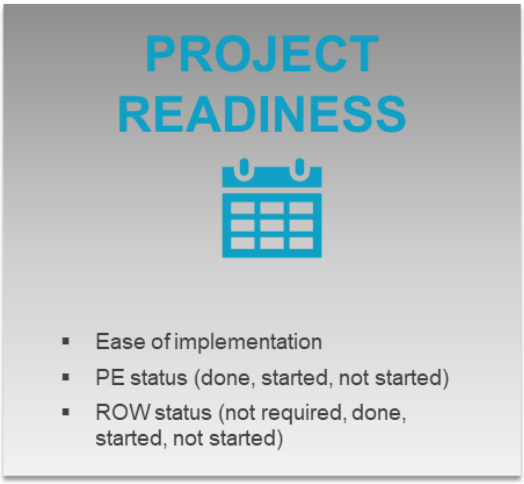


Project Readiness

Project Readiness is a critical factor in prioritization, as some projects can be implemented more quickly than others, thereby producing more immediate benefits. In some cases, a short-term improvement may be appropriate to address immediate needs before a longer-term project can be implemented at the same location. Factors for this criterion, include ease of implementation, preliminary engineering (PE) status, and right-of-way (ROW) status.

Figure 12: Project Prioritization Criteria & Metrics – Project Readiness



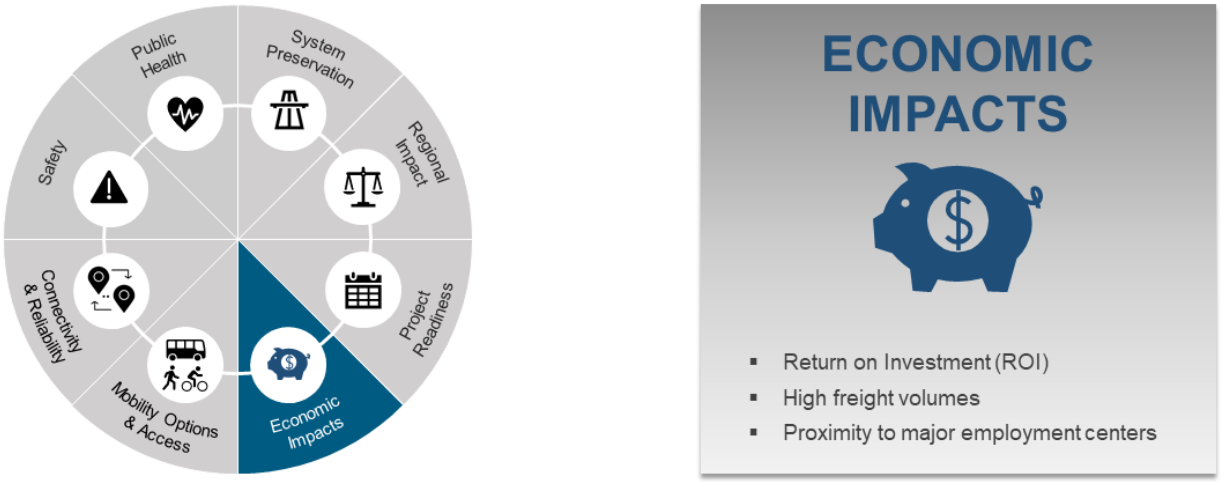




Economic Impacts

The Economic Impacts category measures a project's anticipated effects on the economy. Projects with higher Return on Investment (ROI) receive priority under this criterion. Since freight-related industries make up a significant sector of the economy and provide jobs, projects that improve freight transportation are included in this category. Similarly, projects that improve access to major employment centers can provide benefits to the economy by reducing travel time and making these activity areas more attractive to additional employers.

Figure 13: Project Prioritization Criteria & Metrics – Economic Impacts





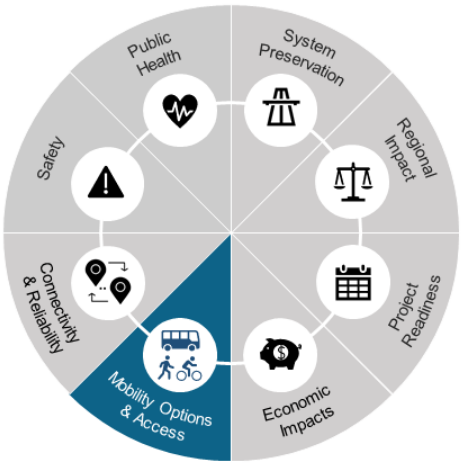
Mobility Options & Access

The Mobility Options & Access category includes modes other than driving alone. Mobility options like walking, biking, public transportation, and new modes such as scooters and ridesharing services offer a wide range of benefits, from health benefits of active transportation and reduced emissions to economic and social and economic benefits of improving access to jobs and services. This category is especially important in Southern Fulton due to the area's relatively low vehicle ownership rate and high proportion of workers using public transportation. Therefore, the Mobility Options & Access category evaluates projects that provide new modes or improve existing transit, bicycle, and/or pedestrian facilities.

Within the SFCTP study area, **9.2%** of workers use public transportation to get to work, compared to only **3.5%** for the for the Atlanta Urbanized Area.

In parts of Southern Fulton, up to **28%** of households have no vehicles available, compared to only **6%** for the Atlanta Urbanized Area.

Figure 14: Project Prioritization Category & Metrics – Mobility Options & Access



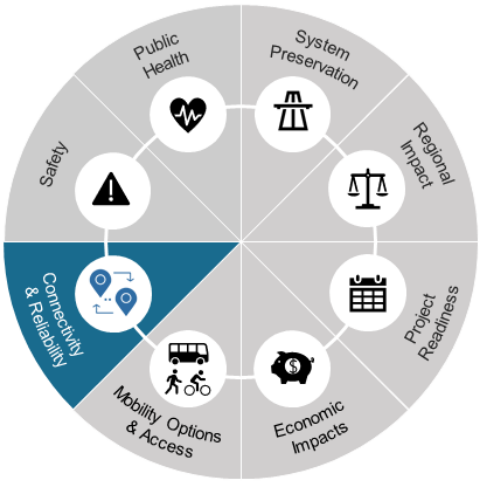


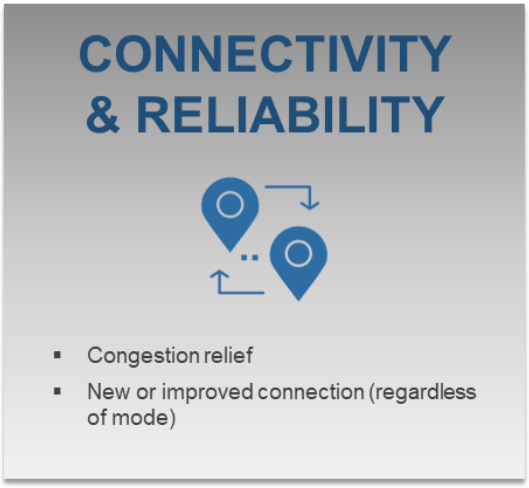


Connectivity & Reliability

The Connectivity & Reliability category measures a project's ability to relieve congestion and to provide new or improved connections, regardless of mode. Congestion reduction and improved connections result in a better performing transportation system with reduced travel times, variability, and delay. These improvements benefit the traveling public as well as freight movement, which, in turn, benefits the local and regional economy.

Figure 15: Project Prioritization Criteria & Metrics – Connectivity & Reliability







Weighting Scenarios

The stakeholder groups (PMT, SC, and Mayors Charrette) and the general public were asked to prioritize the eight project prioritization criteria during the stakeholder meetings and via the survey. The objective was to determine what stakeholders and the general public value most when prioritizing projects for funding. The results can then be used to generate weighting scenarios to factor the project prioritization scores to provide more weight to some categories than others.

While there was some variation in priorities among the PMT, SC, and Mayors Charette, criteria that ranked highly across most stakeholder groups were **Connectivity & Reliability**, **Economic Impacts, Safety,** and **Mobility Options & Access**.

The PMT and SC both indicated **Connectivity & Reliability** as the top priority (**Figure 16** and **Figure 17**). They both had **Economic Impacts** and **Mobility Options & Access** as either their second or third priority. The Mayors Charrette group differed in that it selected **Economic Impacts** as the top priority, followed by **Connectivity & Reliability** and then **Safety** (**Figure 18**).

Figure 16: PMT Project Prioritization Bar Chart

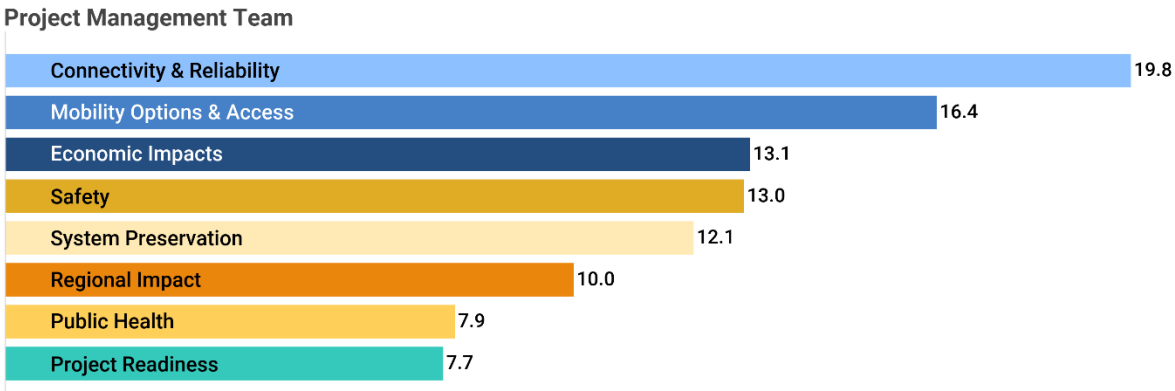




Figure 17: Stakeholder Committee Project Prioritization Bar Chart

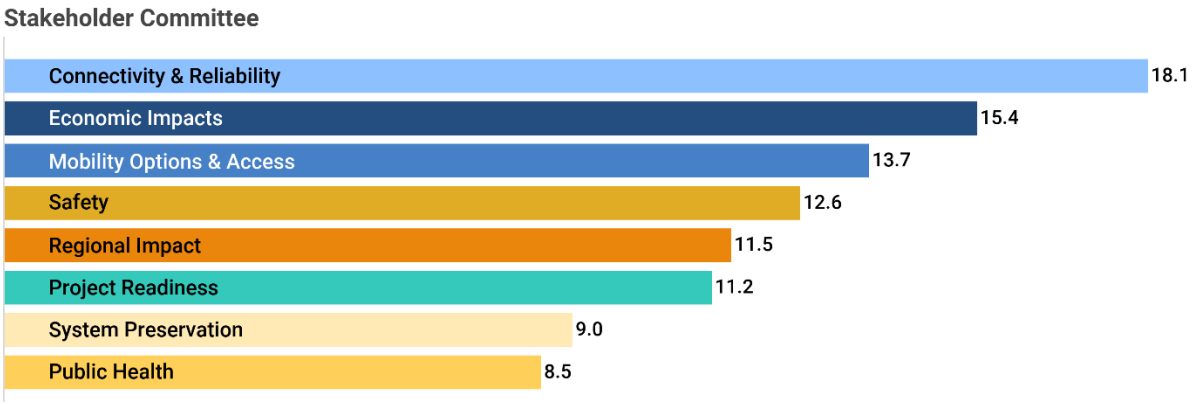
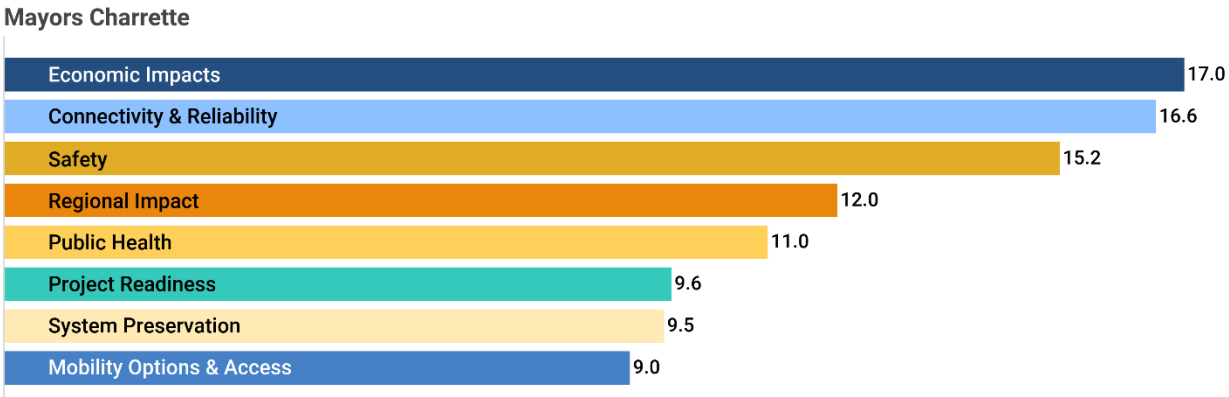


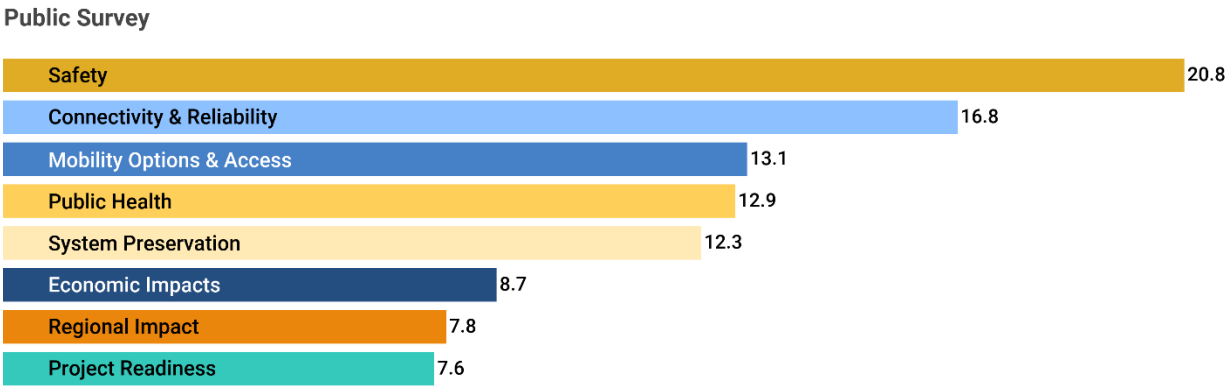
Figure 18: Mayors Charrette Project Prioritization Bar Chart



The overall average of the three stakeholder groups' scores, yields **Connectivity & Reliability** as the top priority, followed by **Economic Impacts**, **Safety**, then **Mobility Options & Access.**

The public survey was open to everyone, including the stakeholders. The top project prioritization criteria among survey respondents was **Safety**, which ranked third or fourth in each of the stakeholder groups**. Connectivity & Reliability** came in second, followed by **Mobility Options & Access** and then **Public Health.** (**Figure 19**).

Figure 19: Public Survey Project Prioritization Bar Chart



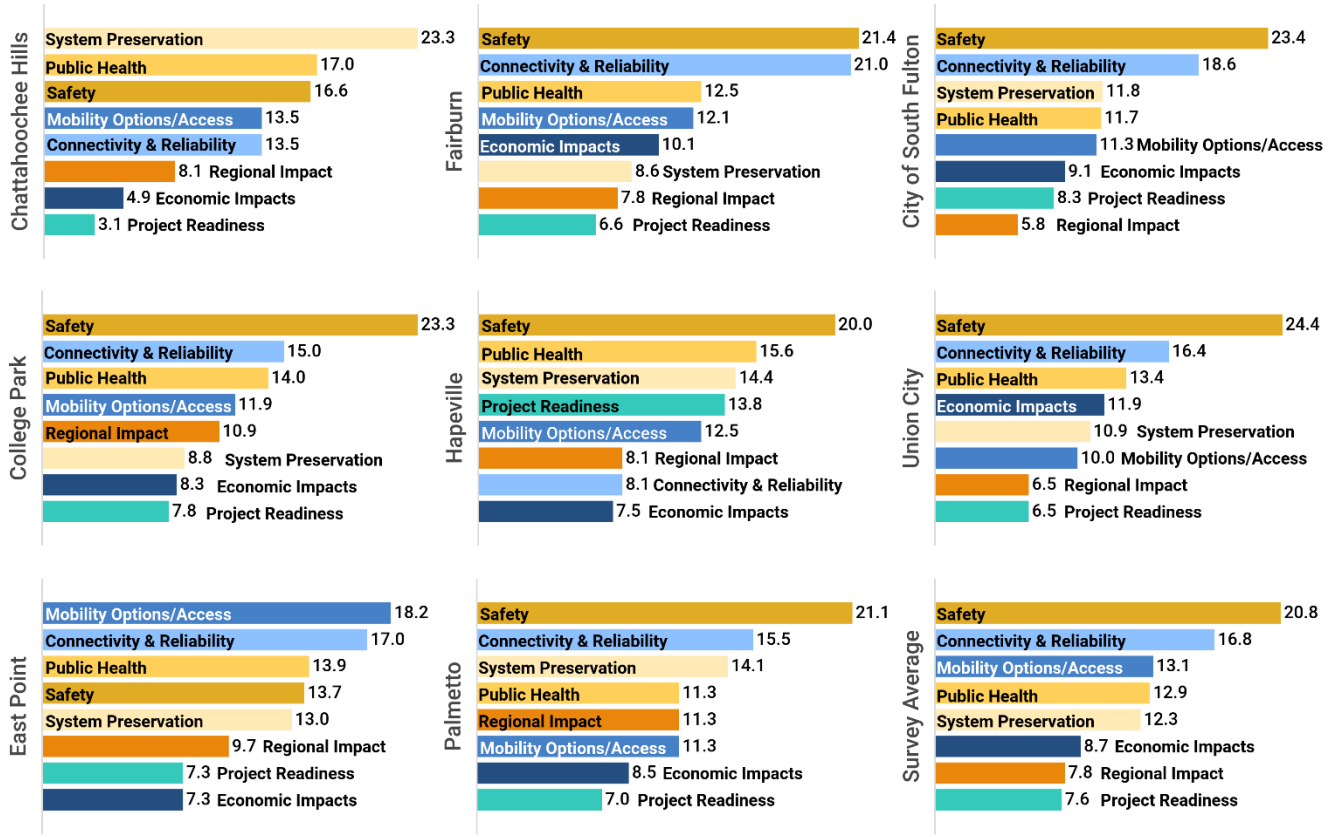
Priorities by City

Each city's prioritization weighting was evaluated based on the online survey in which respondents were asked to select their city. **Figure 20** shows each city's normalized average project prioritization score for each criterion. In six out of the eight cities, **Safety** was the top priority. The two cities that did not selected **Safety** as the top priority were Chattahoochee Hills and East Point, which had **Safety** as the third and fourth scoring priority, respectively. The average score for each criterion across all survey respondents resulted in **Safety** as the top priority, followed by **Connectivity & Reliability** and **Mobility Options & Access.** All the cities included either one or two of these criteria (**Safety, Connectivity & Reliability,** and/or **Mobility Options & Access**) among their top three priorities.

Public Health scored among the top four criteria for all cities, and **System Preservation** scored in the middle range for most cities, except Chattahoochee Hills, which had it as the top priority. **Economic Impacts, Regional Impact, Project Readiness** ranked the lowest overall and for most of the cities.

The two cities that varied most from the average prioritization scores were Chattahoochee Hills and Hapeville but only on a couple of criteria. Chattahoochee Hills differed in that it prioritized **System Preservation** first with a score of 23.3 compared to the survey average of 12.3. Hapeville had score of only 8.1 for **Connectivity & Reliability** compared to the survey average of 16.8 for that criterion and a score of 13.8 for **Project Readiness** compared to the survey average of 7.6.

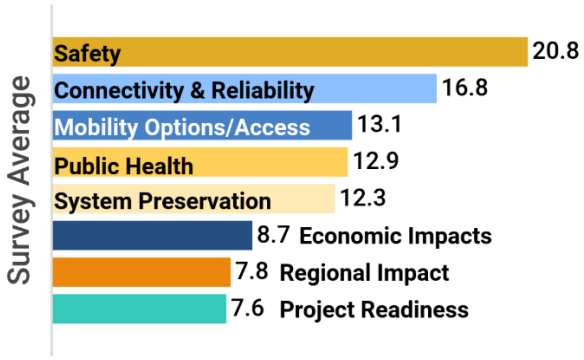
Figure 20: Project Prioritization Bar Chart by City



Recommended Weighting Scenario

Due to the variation among the cities, two weighting scenarios are recommended. These include the city-specific weighting(s) for the city or cities in which a project is located, and a regional weighting. The city weightings use the project prioritization scores shown in **Figure 20**. The regional weighting uses the "survey average" scores (**Figure 21**).

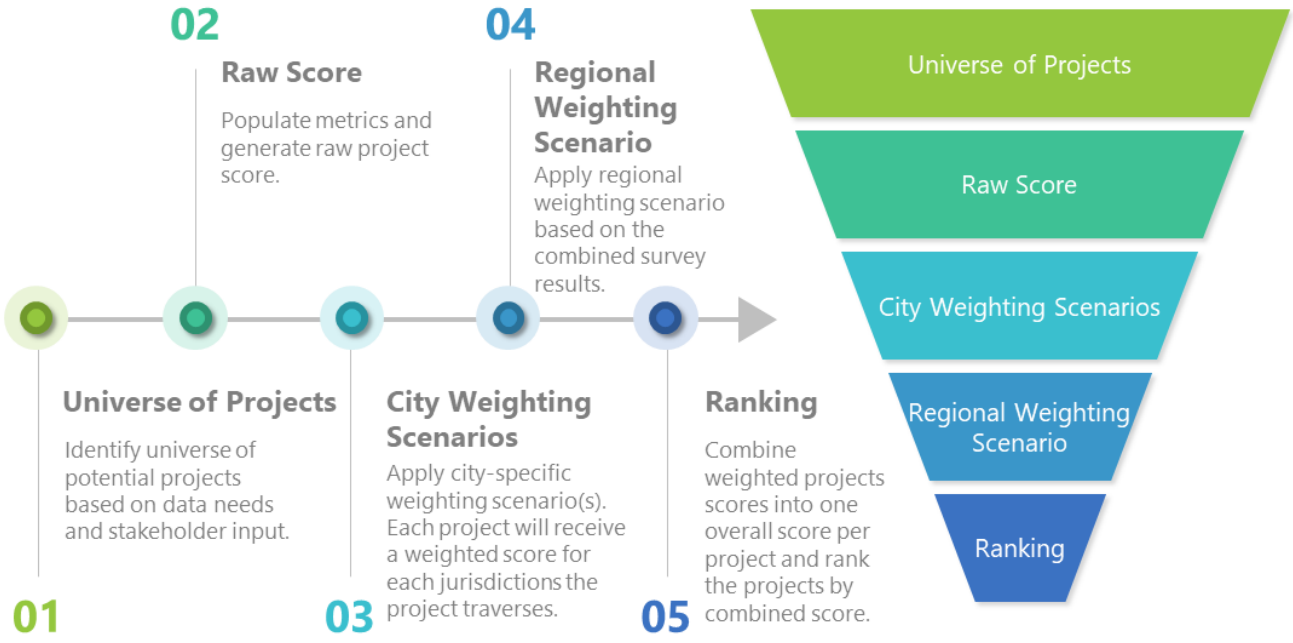
Figure 21: Regional Weighting Scenario (Survey Average)



Final Project Prioritization Framework

Following the weighing scenarios, projects identified based on the Short- and Long-Range Needs Assessment will be filtered through the project prioritization. There are five steps to the Project Prioritization Framework, as shown in **Figure 22**. Each project will be assigned a raw score based on the performance metrics. The weighing scenarios will be applied (both city and region) and projects will then be ranked based on the scenario scores. The end-product will be a master list of prioritized projects for the Southern Fulton County region, as well as a prioritized list by city. In addition to including high-performing projects in the CTP, these prioritized project lists can be used by each of the cities for future funding programs, such as Special Purpose Local Option Sales Tax (SPLOST) or Local Maintenance and Improvement Grants (LMIG).

Figure 22. Final Project Prioritization Framework





What are the Next Steps?

Projects are currently being developed as a part of the Short- and Long-Term Needs Assessment for evaluation and will be discussed with the cities, Fulton County, GDOT, and MARTA in early 2020, followed by a combined PMT/SC meeting to finalize the list of projects for evaluation (i.e., "universe of projects"). Once the universe of projects is finalized, the projects will be evaluated as part of the project prioritization framework, scored, ranked, and prioritized for consideration as part of the preliminary recommendations in the Spring of 2020.

SHORT- & LONG-RANGE NEEDS ASSESSMENT & CORRIDOR ANALYSIS TECHNICAL REPORT

JUNE 2020

ARC

SOUTHERN FULTON CTP

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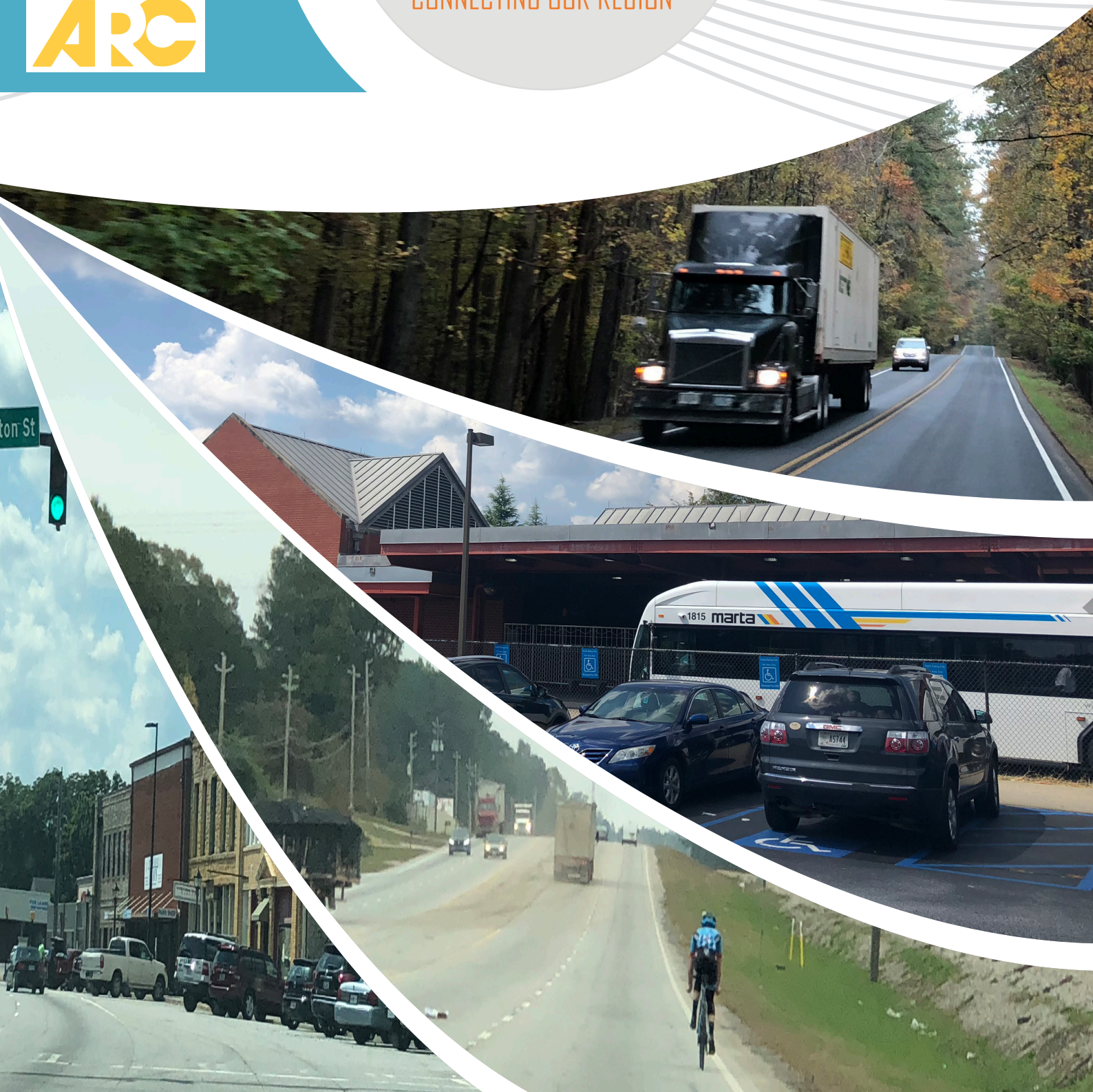




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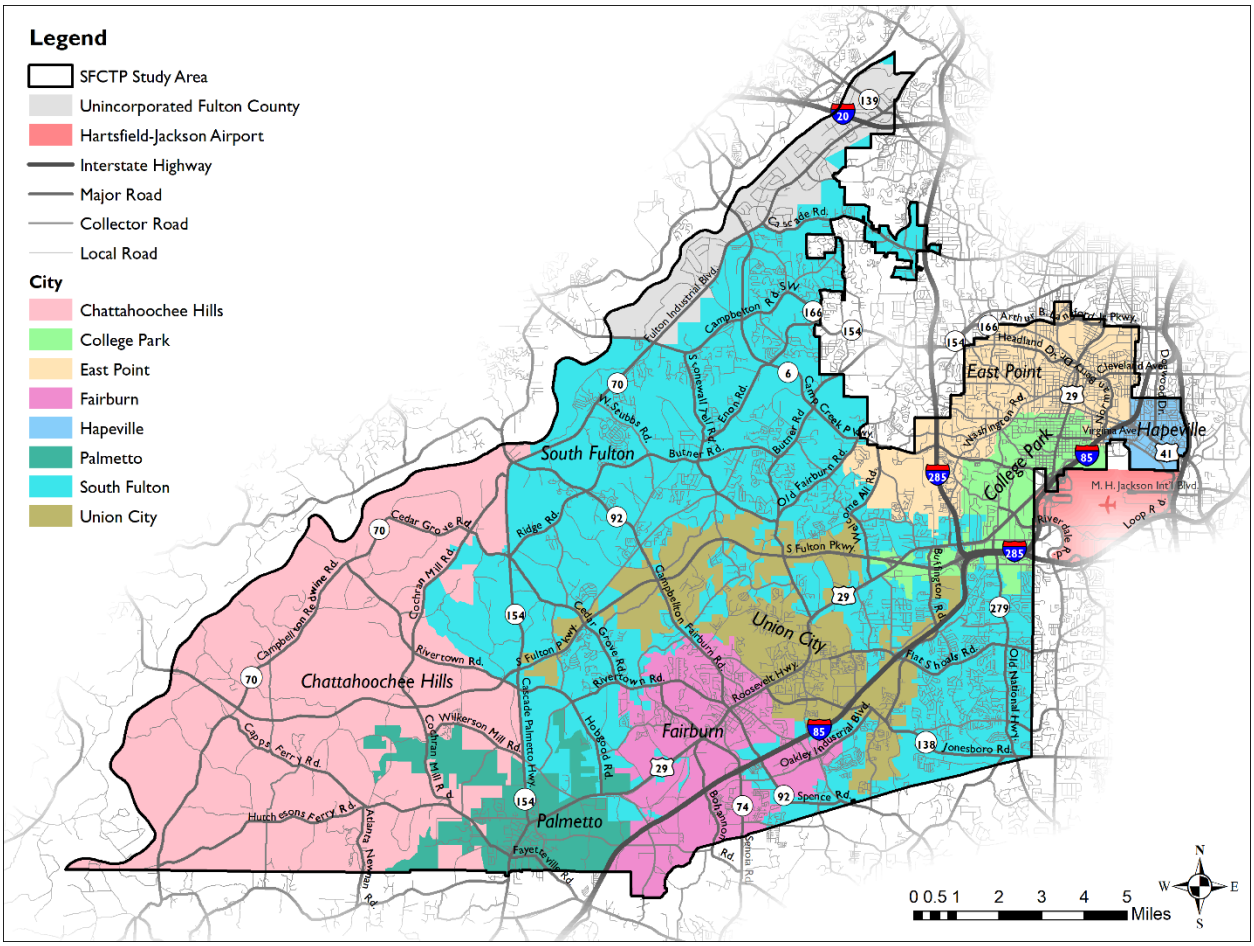
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1 Introduction

1.1 Background

The Southern Fulton Comprehensive Transportation Plan (SFCTP) is being conducted to update local transportation plans that are used as input into the regional transportation planning process. The study area for the SFCTP includes the Cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City, as well as the unincorporated portion of Fulton County along Fulton Industrial Blvd. Figure 1 illustrates the study area boundaries.

Figure 1: Study Area Map





1.2 Purpose of This Technical Report

This *Short & Long-Range Needs Assessment & Corridor Analysis Technical Report* documents the process of identifying transportation needs throughout the entire Southern Fulton area. The corridor analysis is one component of the needs assessment wherein certain corridors were selected for additional evaluation due to meeting a specific set of criteria detailed in this report. This needs assessment and corridor analysis will directly inform the plan's project recommendations for addressing these needs.

This report uses the 2040 Atlanta Regional Commission (ARC) Travel Demand Model (TDM). The 2050 model had not yet been released at the time the analysis for this report was conducted.

2 Regional Short- & Long-Range Needs Assessment

The following sections build on the content and conclusions of the *Existing Conditions Report* by identifying future needs and gaps. For the Southern Fulton region, high-level observations, gaps, and needs are identified. The needs assessment is based on objective, quantitative measures as well as qualitative measures and observations, including stakeholder and public input (survey responses, public meetings, stakeholder meetings, mayors charette, and bus tour).

Following the regional needs assessment, which covers the entire Southern Fulton region, is a more detailed analysis of key corridors within the region.

2.1 Roadway Conditions

Roadway conditions are a critical element of the transportation system, and roadway needs can be measured in a variety of ways. The following describes projected future trip volumes and roadway congestion.

2.1.1 *Daily Traffic Volumes (2040)*

The *Existing Conditions Report,* which reviewed 2017 trip volumes, found that Hapeville and Unincorporated Fulton have the highest volumes of traffic that either begin or end in their jurisdiction. The highest percentage of through trips are Union City and Fairburn. This is not surprising given the land use and zoning of these areas. Overall, there are 116,300 trips that are starting and ending within southern Fulton, 582,800 that either start or end in the region, and 146,700 that travel through, for a total daily traffic volume of 845,800.

In 2040, the vehicle trip patterns (percentages) remain relatively unchanged; however, traffic volumes are projected to continue to increase to 159,800 beginning and ending in southern Fulton, 718,700 that begin or end in the region, and 198,000 that pass through, for a total daily traffic volume of 1,076,500, an increase of 27%.

Table *1* compares 2017 with 2040 daily vehicle volumes by city and for the entire Southern Fulton region.



Table 1: 2017 vs 2040 Daily Vehicle Trips

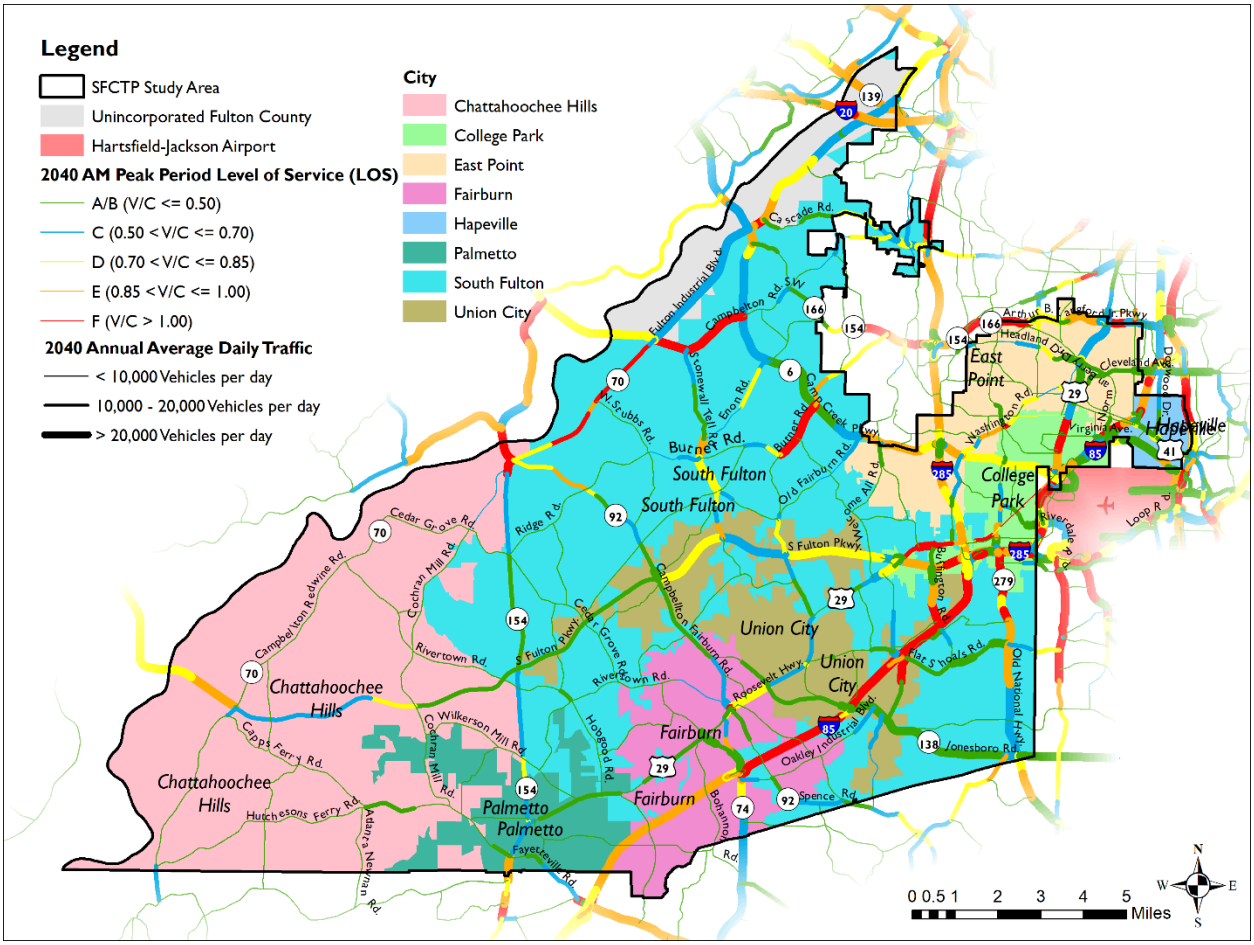
	2017						2040					
	Trips Starting and Ending in the City (I/I)		Trips Starting or Ending in the City (IE/EI)		Vehicles Traveling Through (E/E)		Trucks Starting and Ending in the City (I/I)		Trucks Starting or Ending in the City (IE/EI)		Trucks Traveling Through (E/E)	
Chattahoochee Hills	600	6%	7,700	79%	1,700	15%	1,700	9%	14,300	73%	3,500	73%
College Park	5,800	6%	50,400	77%	12,300	17%	9,500	10%	64,000	70%	17,400	70%
East Point	28,400	18%	135,900	61%	31,700	21%	42,000	17%	167,600	66%	43,600	66%
Fairburn	10,400	9%	33,600	74%	11,400	18%	13,200	19%	41,900	60%	15,100	60%
Hapeville	2,800	15%	41,200	69%	7,800	16%	3,800	6%	50,400	78%	10,200	78%
Palmetto	2,400	16%	10,100	66%	2,800	18%	3,100	15%	13,600	66%	3,900	66%
South Fulton	46,400	19%	181,500	61%	48,000	21%	61,600	18%	223,200	64%	64,200	64%
Union City	13,800	5%	47,800	80%	16,400	15%	18,700	18%	60,800	59%	22,700	59%
Unincorporated Fulton County	5,600	17%	74,600	66%	14,600	17%	6,300	6%	83,000	78%	17,300	78%
Southern Fulton Region	116,300	14%	582,800	69%	146,700	17%	159,800	15%	718,700	67%	198,000	67%

Source: ARC Travel Demand Model

2.1.2 *Congestion*

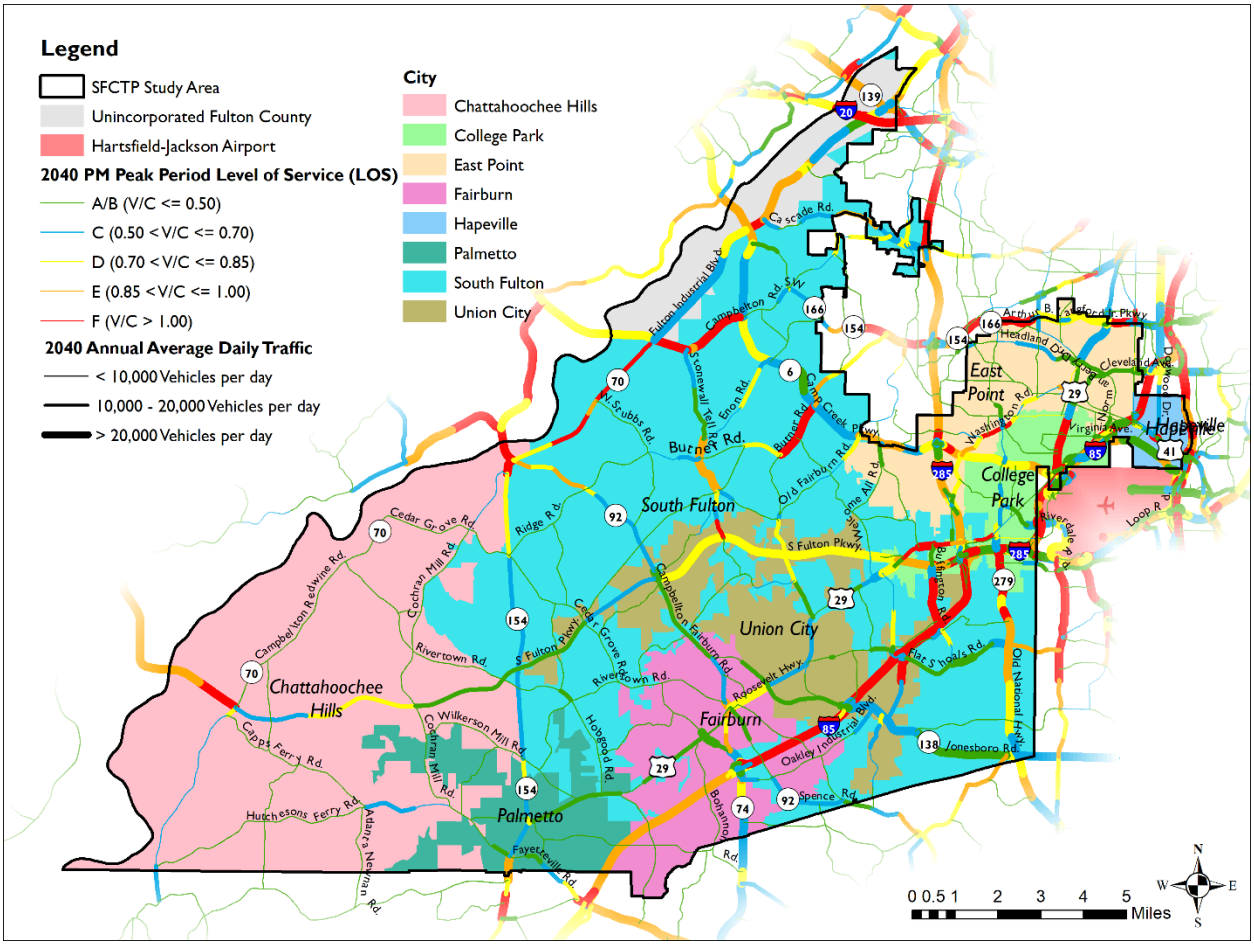
The *Existing Conditions Report* illustrated that interstates, and segments of SR 154, SR 166, US 29, and Buffington Rd. operate at a Level of Service (LOS) F during peak periods. Looking at 2040 LOS in Figure 2 and Figure 3, sections of SR 70/Fulton Industrial Blvd., Butner Rd., and Derrick Rd. are also projected to experience LOS F during peak periods. The LOS shown in the maps depict the 2040 "Existing + Committed" network of the Atlanta Regional Commission (ARC) travel demand model, which reflects existing conditions and funded projects included in the Regional Transportation Plan.

Figure 2: 2040 AM Peak Period Level of Service (LOS)



Source: ARC Travel Demand Model

Figure 3: 2040 PM Peak Period Level of Service (LOS)



Source: ARC Travel Demand Model



Table 2: Percent of Roadway Miles Operating at Level of Service D or Worse, 2040

City	% of Roadway Miles Operating at LOS D or Worse (AM Peak)	% of Roadway Miles Operating at LOS D or Worse (PM Peak)
Chattahoochee Hills	8.4%	13.8%
College Park	45.7%	47.3%
East Point	24.1%	27.9%
Fairburn	19.1%	20.5%
Hapeville	19.0%	23.0%
Palmetto	4.7%	19.1%
Union City	20.9%	30.9%
South Fulton	22.3%	29.2%
Unincorporated Fulton County	57.7%	66.7%
Southern Fulton Region	22.9%	29.0%

Source: ARC Travel Demand Model

2.1.3 *System Maintenance and Preservation/State of Good Repair: Pavement & Bridges*

Based on the information presented in the *Existing Conditions Report*, an evaluation of the state route roadway conditions was measured with the International Roughness Index (IRI). GDOT's pavement management system uses the scan data and distress measurements to develop condition scores on a 0-100 scale. Those that score "fair" to "poor" (anything at or above 95) will likely need attention in the short- to mid-term. GDOT's system is configured to then optimize a recommended resurfacing preservation program considering factors such as condition of pavement, available budget, treatment types and costs, number of lanes, AADT, and a state route prioritization matrix created by GDOT. The local GDOT district has final determination of their list of resurfacing preservation projects for state routes in their district. For local roadways, existing pavement condition along with the LOS information should be the focus for any maintenance and preservations funding allocated by the cities. Table 3 shows the roads with high needs for maintenance and preservation.



Table 3: System Maintenance and Preservation Needs by Jurisdiction

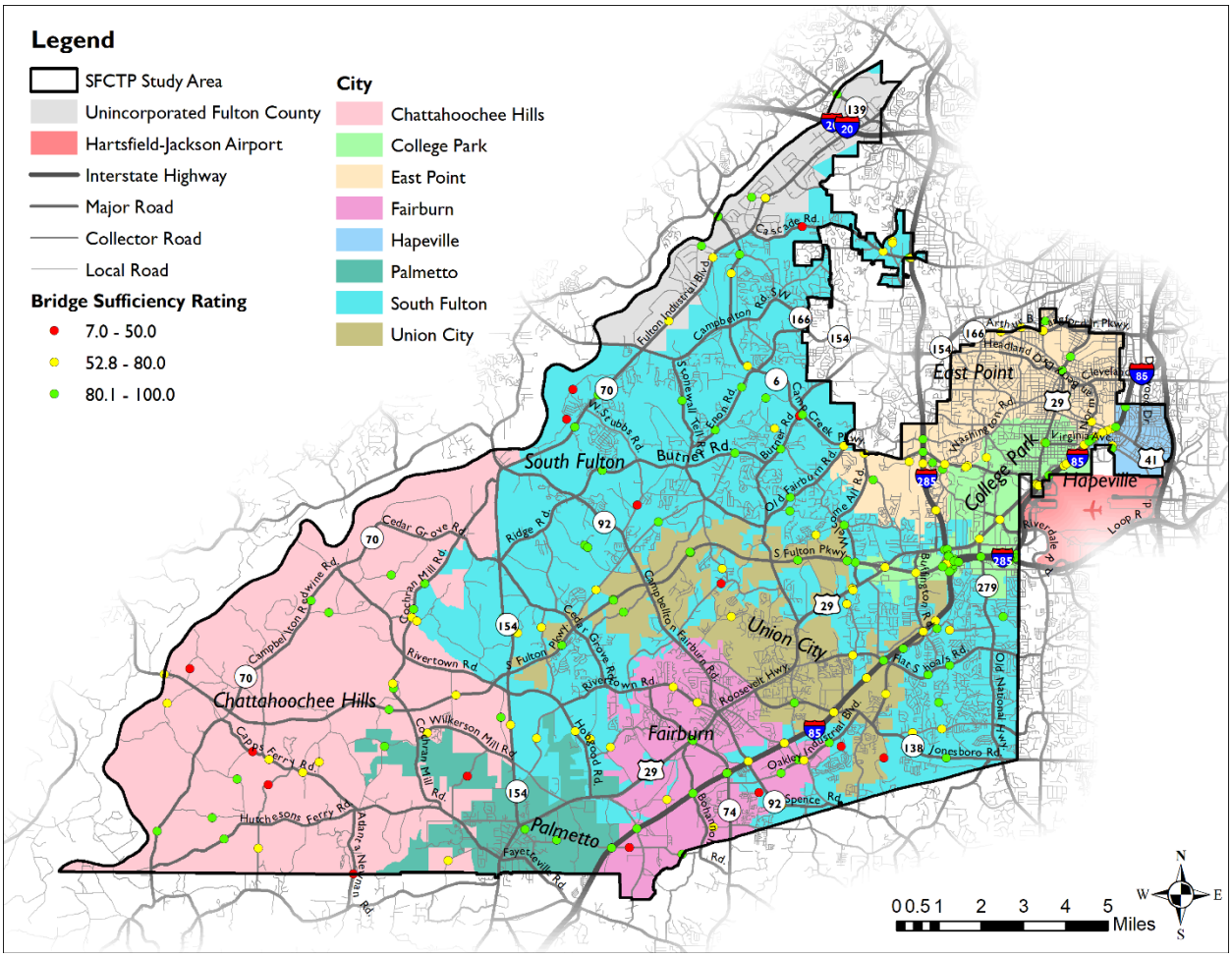
Jurisdiction	Maintenance and Preservation Needs
Chattahoochee Hills	South Fulton Pkwy. (Douglas County Line to Cochran Mill Rd.)
College Park	US 29 (from SR 6 to East Point City Limit) SR 6 (from East Point City Limit to US 29)[1]
East Point	US 29 (from College Park City Limit) to Atlanta City Limit) SR 166 (from US 29 to Dodson Dr.) Cleveland Ave (from US 29 to Atlanta City Limits)
Fairburn	US 29 (from SR 74 to SR 138) SR 74 @ I-85 US 92 (from US 29 to Lees Lake Rd.)
Hapeville	N. and S. Central Ave. (from Dogwood Dr. to I-75) Loop Rd. (from Rainey Ave. to Union Ave.) Dogwood Dr. (from Atlanta City Limit to N Central Ave)
Palmetto	SR 154 (from Chattahoochee Hills/South Fulton City Limits to US 29)
South Fulton	SR 6 (from SR 70 to Butner Rd.) Butner Rd. (from SR 6 to Pitman Rd.) Stonewall Tell Rd. (from Enon Rd. to Union City Limit) Campbellton Rd. (from SR 70 to SR 6) SR 70 (from SR 92 to Campbellton Rd.)
Union City	South Fulton Pkwy. (from SR 92 to Welcome All Rd.)[2] Stonewall Tell Rd. (from South Fulton City Limit to South Fulton Pkwy.) US 92 (from Jones Rd. to Koweta Rd.) SR 138 @ I-85
Fulton County	SR 70 (from Boat Rock Rd. to SR 139)

[1] SR 6 from I-285 to SR 6 was milled and repaved in 2019. However, given the high traffic volumes and projected LOS, paving is likely to be needed sooner than the typical asphalt life cycle of 15-20 years.
[2] South Fulton Parkway was repaved in 2019. However, it was only a resurfacing and given existing and future traffic volumes, additional maintenance will be needed in the near- to mid-term.

Overall, bridges in the study area are in good condition. To be eligible for federal matching funds, the bridge must be at least 20 feet in length, be located on a public roadway and cannot have been rehabilitated/reconstructed or new/replaced within the past 10 years. To be eligible for repair funding, a bridge must have a sufficiency rating below 80. To be eligible for reconstruction funding, a bridge must have a sufficiency rating below 50. Only 15 bridges meet the threshold for reconstruction funding, and 87 bridges meet the threshold for federal matching funds for repair.

To analyze bridge conditions, a 2018 inventory of existing bridges in Southern Fulton was obtained from the GDOT. Figure 4 shows the bridges in Southern Fulton by rating.

Figure 4: Bridge Sufficiency Rating



Source: GDOT, 2018

A limited number of bridges in South Fulton are eligible for federal matching funds for reconstruction. Eighty-seven bridges meet the threshold for accessing federal matching funds for repair. Table 4 lists the bridges eligible for federal funding with their associated sufficiency rating. Only 15 bridges (first 15 in the table) meet the threshold for



reconstruction funding (sufficiency rating less than 50), four of which are programed for improvements as outlined in Table 4.

Table 4: Southern Fulton Eligible Bridges and Sufficiency Rating

Facility	Feature Intersected	Sufficiency Rating
Cascade Rd.	Branch of Utoy Creek	7.0
Demooney Rd.	Deep Creek	12.0
Cochran Rd.	Deep Creek	15.4
Garretts Ferry Rd.	Chattahoochee River Tributary	26.4
Oakley Rd.	Broadanax Creek	34.7
Butner Rd.	Camp Creek	36.2
Johnson Rd.	Shoal Creek	37.7
Cochran Rd.	Camp Creek	39.9
Harris Rd.	White Water Creek Tributary	45.4
Peter Rd.	Broadanax Creek	46.2
Atlanta Newnan Rd.	Cedar Creek	46.6
Koweta Rd.	Deep Creek	47.0
Barnes Rd.	White Oak Creek	47.8
Vernon Grove Rd.	Longino Creek	48.2
Phillips Rd.	Little Bear Creek	48.7
Washington Rd.	I-285 (SR 407)	52.8
Virginia Ave	I-85	53.8
Landrum Rd.	Trickham Creek	54.7
Old Phillips Rd.	Longino Creek	54.8
CS 7001	Camp Creek	54.9
Flat Shoals Rd.	Morning Creek Tributary	56.0



Facility	Feature Intersected	Sufficiency Rating
Scarborough Rd.	Wolf Creek	57.9
SR 279/Old National Hwy	SR 14 CSX Railroad	59.8
SR154/ Cascade-Palmetto Hwy.	Bear Creek	60.5
Ono Rd.	Bear Creek	61.0
Derrick Rd.	Deep Creek Tributary	62.6
Bethsaida Rd.	Morning Creek	62.7
Creekwood Rd.	Borum Springs	62.8
Stacks Rd.	CSX Railroad (638609E)	63.5
Spence Rd.	White Water Creek	64.0
Herschell Rd.	Camp Creek	64.8
Mallory Rd.	CSX Railroad (638608X)	64.9
Jonesboro Rd.	I-85	65.0
I-20	SR 70/Fulton Industrial Blvd.	65.0
Wilkerson Mill Rd.	Little Bear Creek	65.4
Northcutt Rd.	Pea Creek	65.4
Short Rd.	Pea Creek	65.5
US 29/SR 14	CSX Railroad	65.9
Spence Rd.	I-85	65.9
I-285	South Fork Camp Creek	66.4
E. Main Street	SR 6/Camp Creek Pkwy.	66.9
Waterworks Rd.	Cedar Creek	67.1
I-85 Spur Conn.	I-85	67.2
Bishop Rd.	Bear Creek	67.3



Facility	Feature Intersected	Sufficiency Rating
SR 70	Utoy Creek	68.0
Rivertown Rd.	Line Creek	68.4
Fairburn Rd.	South Utoy Creek	68.4
US 29	SR 14 Spur	68.5
Aldredge Rd.	Wolf Creek	68.6
Fairburn Rd.	North Utoy Creek	69.2
I-285	US 29/SR 14 CSX Railroad	69.4
I-85	Morning Creek Tributary	70.0
I-85	Flint River Tributary	70.0
I-85	Flint River Tributary	70.0
Porter Terry Rd.	Little Pea Creek	70.2
Rico Rd.	Longino Creek	70.3
Rivertown Rd.	King Branch	71.5
High Point Rd.	Deep Creek	71.5
Capps Ferry Rd.	Chattahoochee River	71.7
Welcome All Rd.	Camp Creek	72.4
Willingham Dr.	I-85	72.9
North Commerce Dr.	Camp Creek	73.0
SR 154	South Utoy Creek	73.4
Cascade Rd.	CSX Railroad	73.5
I-285	Cascade Rd.	73.8
SR 6/Camp Creek Pkwy.	I-85 Ramps	74.0
SR 70/Fulton Industrial Blvd.	Morris Creek	74.1



Facility	Feature Intersected	Sufficiency Rating
Westside Rd.	Mill Branch	74.4
US 29/SR 14	Virginia Ave	74.8
Jones Bridge Rd.	Line Creek	75.2
SR 70/Fulton Industrial Blvd.	Chattahoochee River Tributary	75.3
I-85	Branch Morning Creek	75.7
SR 154	Stanton Rd.	75.8
Central Ave	I-85	75.9
US 29	SR 6/Camp Creek Pkwy.	76.2
I-285 Ramp to I-85 Southbound	SR 14 Spur Ramp	76.2
Burdette Rd.	Morning Creek Tributary	76.7
SR 154/SR 166 Northbound	Delowe Dr.	76.8
SR 154 Southbound	Stanton Rd.	76.8
Loop Rd.	I-85 Ramp	77.0
Sardis Church Rd.	Dry Branch	77.1
Hobgood Rd.	Bear Creek	77.3
Woodruff Rd.	Little Pea Creek Tributary	77.4
Old Fairburn Rd.	Camp Creek	77.5
Buffington Rd.	I-85	77.6
Oakley Industrial Blvd.	CSX Railroad	77.7
SR 74 Westbound	I-85	78.3
SR 6/Camp Creek Pkwy.	Camp Creek Tributary	78.3
International Dr.	Flint River	78.4
Cochran Mill Rd.	Bear Creek	78.4



Facility	Feature Intersected	Sufficiency Rating
SR 6/Camp Creek Pkwy.	I-85 Ramps	78.6
Washington Rd.	Camp Creek	78.8
Herndon Rd.	Bear Creek	78.8
Buffington Rd.	Shannon Creek	79.0
Central Ave	Norman Berry Dr.	79.1
SR 139/Riverdale Rd.	SR 14 CSX Railroad	79.1
Rico Rd.	Moss Creek	79.2
Buffington Rd.	SR 14 Spur	79.4
SR 6/Camp Creek Pkwy.	Camp Creek	79.4
SR 6/Camp Creek Pkwy.	Camp Creek Tributary	79.5
Fayetteville Rd.	I-85	79.7
South Fulton Pkwy.	Bear Creek	79.7

Source: GDOT, 2018

ARC's Transportation Improvement Program (TIP) outlines upcoming projects over the next five years. Upon reviewing the current TIP for FY 2019-2023, five bridge projects were identified. Below are a list of projects and their estimated construction start dates in Table 5.



Table 5: Southern Fulton Bridge Projects FY 2018-2023

Project Name	Location	Sufficiency Rating	Sponsor	PI #	Construction Year
SR/14 US 29 Bridge Upgrade	At CSX rail line 2.6 miles northeast of Union City	65.9	GDOT	0013809	2022
South Fulton Bridge Replacement Program	At Demoney Rd. at Deep Creek	12.0	City of South Fulton	0015083	2021
South Fulton Bridge Replacement Program	At Cochran Rd. at Deep Creek	15.4	City of South Fulton	0015529	2021
South Fulton Bridge Replacement Program	At Cochran Rd. at Camp Creek	39.9	City of South Fulton	0015530	2021
Oakley Rd. Bridge Replacement	At Broadanax Creek	34.7	GDOT	0015642	2023

Source: ARC Transportation Improvement Program FY 2018-2023 Project List, December 2019

2.1.4 *Transportation Demand Management*

As population and employment grow in in the study area, Transportation Demand Management (TDM) strategies will continue to play an important role in mitigating congestion and improving air quality. These strategies include encouraging commuters to carpool/vanpool, ride transit, take active modes of transportation (e.g., walking and biking) and teleworking. Much of Southern Fulton is within the Georgia Commute Options (GCO) coverage area, so this program will continue to be a valuable resource to help commuters find new ways to travel to and from work. GCO and the individual Transportation Management Associations (TMAs) that it works with can expand coverage to further incentivize alternatives to single-occupancy vehicle trips. There is currently a TMA at Hartsfield-Jackson Atlanta International Airport (Aero TMA); however, its funding is solely available for the airport itself and its employees. If other TMAs form in the area, there may be an opportunity to partner with them for additional funding. This potential partnership will be explored during the policy evaluations.

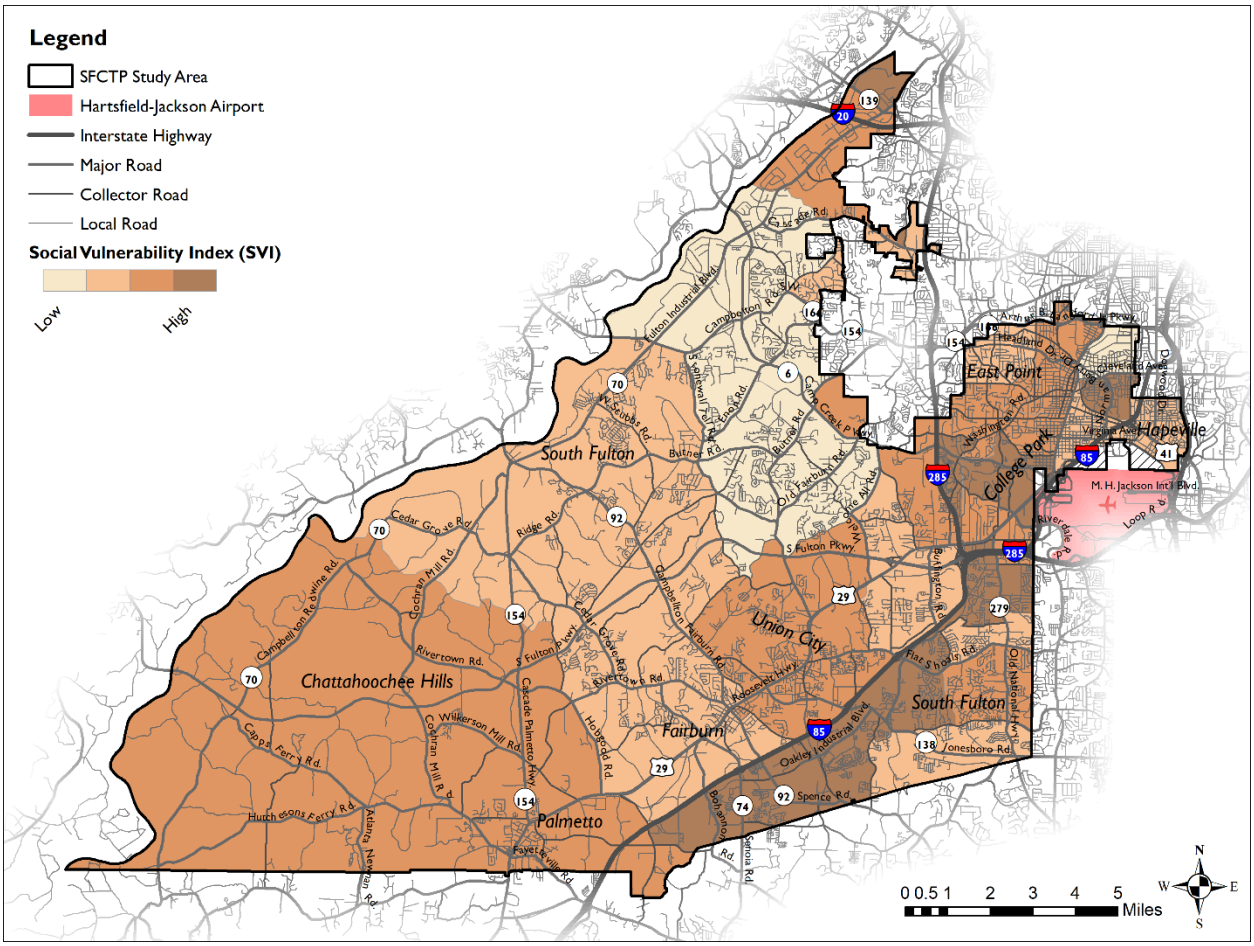
2.1.5 *System Resiliency & Reliability*

The Centers for Disease Control (CDC) and Prevention's Social Vulnerability Index (SVI) describes the resilience of communities when confronted by external stresses on human health, including stresses such as natural or human-caused disasters or disease outbreaks. It uses 15 U.S. Census variables at the census tract level and is intended to help local

officials identify communities that may need support in preparing for hazards or recovering from disaster. Higher SVI scores indicate greater vulnerability.

Figure 5 indicates that much of Southern Fulton has a higher index indicating they do not have the capabilities to bounce back from natural and human incidents and disasters. The demographic information earlier in this report, supports this index with many communities having a higher rate of poverty, a lower education level, and higher unemployment as compared to the Atlanta region. The SVI index will be used as a metric in the project prioritization process.

Figure 5: Social Vulnerability Index (SVI)



Source: U.S. Department of Health & Human Services, Agency for Toxic Substances and Disease Registry, 2016

2.1.6 *Stakeholder and Public Input on Roadway Conditions*

Stakeholders and the public are a vital resource for identifying needs in the area, as they know the area better than anyone else. Therefore, time was taken to conduct



stakeholder interviews, distribute an online survey and host a series of eight public meetings to gather local information.

Key themes identified in the stakeholder and public meetings and survey include:

- Congestion:
    a. Traffic congestion exists on most major roads. Specific locations include I-85, SR 270/Old National Hwy., SR 74/Senoia Rd., Washington Rd., SR 6/Camp Creek Pkwy., Buffington Rd., Bohannon Rd., Oakley Industrial Blvd.
    b. There is a need for alternate routes to the interstates, other than SR 6/Camp Creek Pkwy.
- Traffic Signals:
    a. There is a need to upgrade signal infrastructure throughout the area
    b. There is a need for pedestrian signals along bus routes where pedestrian crossings are lacking

2.1.7 *Roadway Needs*

Based on the quantitative and qualitative data gathered throughout the existing conditions process and stakeholder and public outreach, general short- and long-range projects are identified.

Short-Range Needs:

- Improve pavement conditions through resurfacing and full-depth reclamation, focusing on segments identified in Table 3.
- Replace and repair bridges with low to medium sufficiency ratings identified in Table 4.
- Improve traffic signal efficiency through signal technology and infrastructure upgrades and signal timing improvements, including pre-emption for emergency vehicles and priority for transit vehicles and freight (along freight corridors).

Long-Range Needs:

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

2.2 Safety

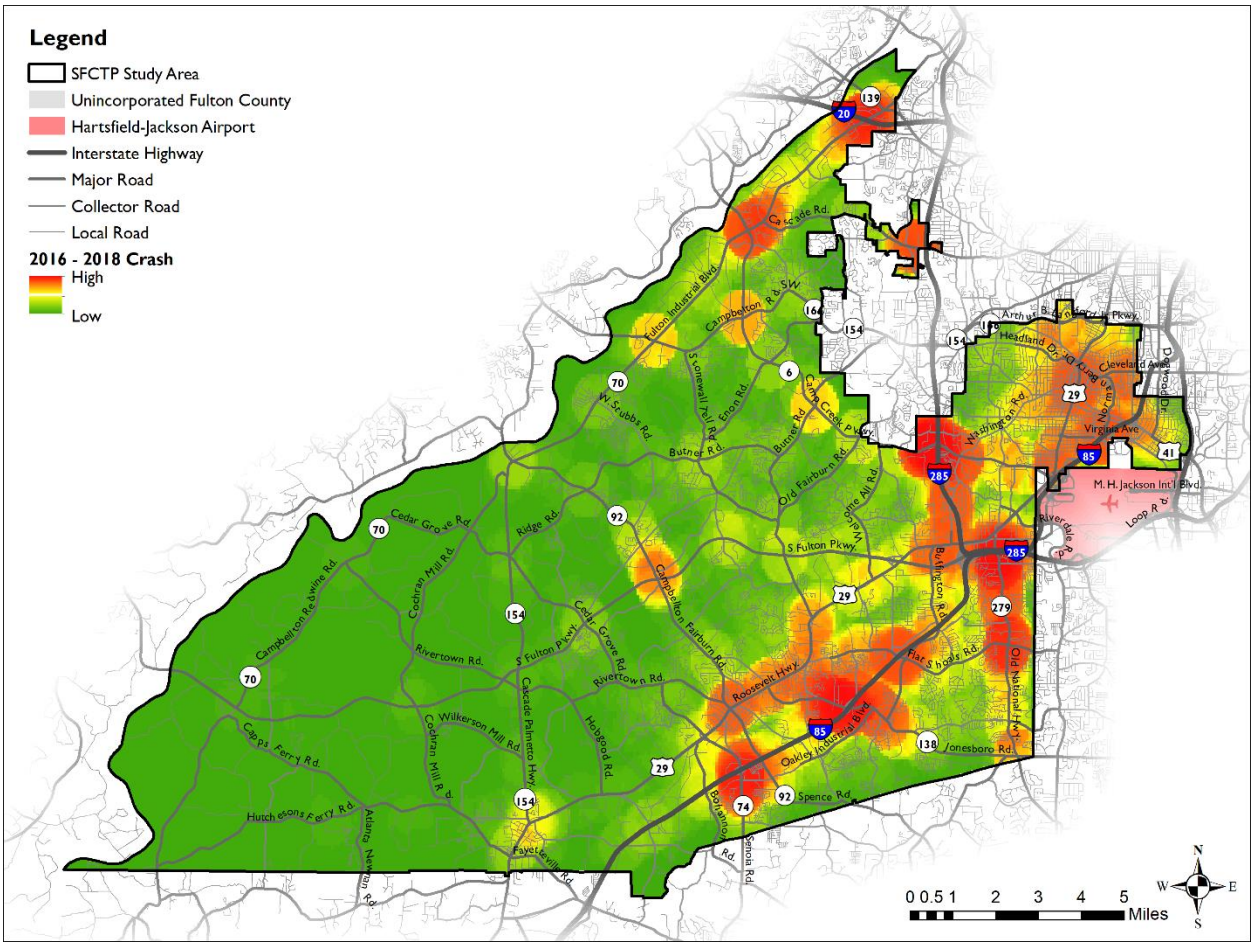
Safety is essential to the transportation system and include driver safety, but also bicycle and pedestrian safety. Project needs based on safety should be prioritized to address safety concerns such as high vehicular crash locations, pedestrian and bicycle crashes,

and safety design issues. All of these metrics will be used in the project prioritization process.

2.2.1 *High Crash Locations*

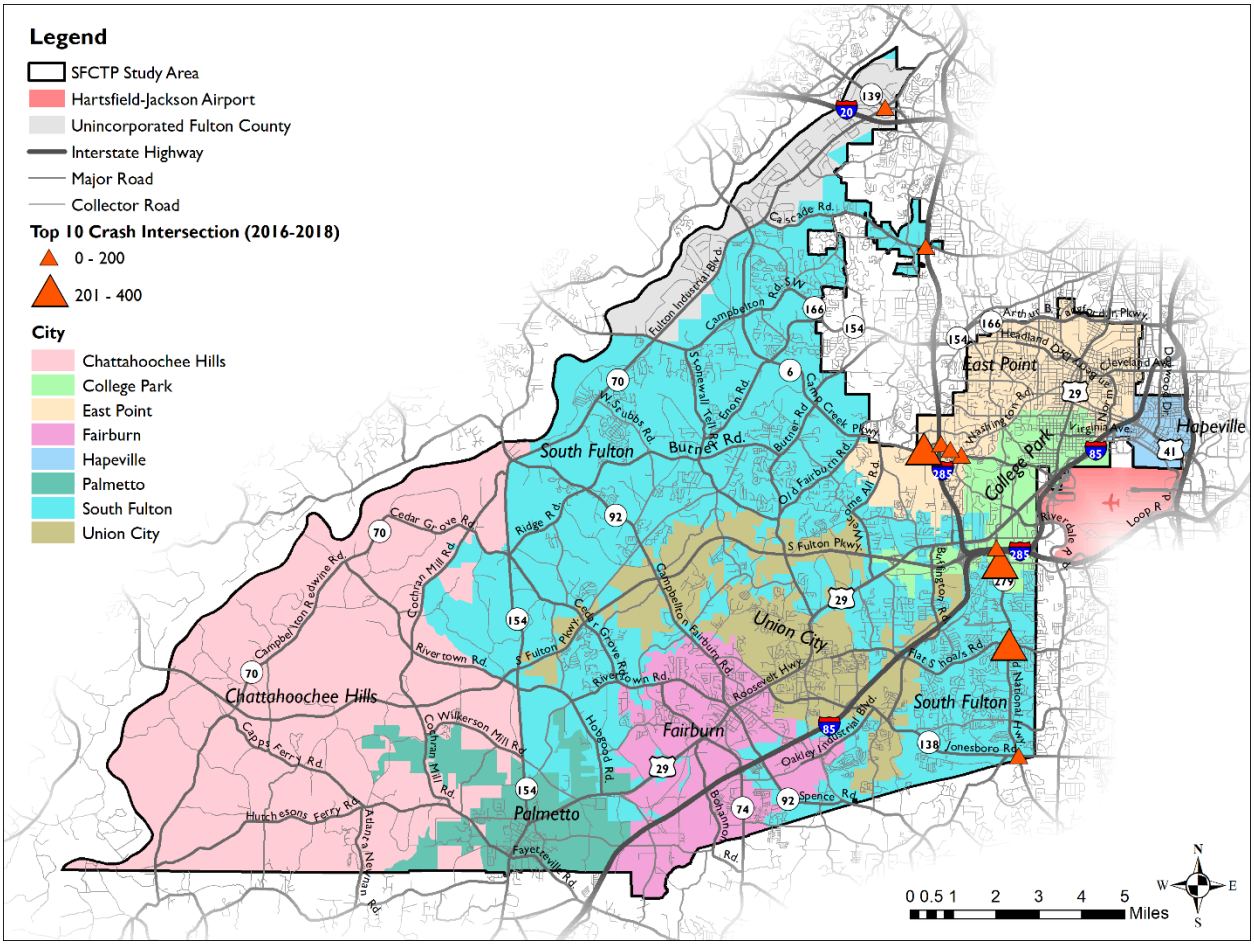
The *Existing Conditions Report* reviewed crashes between 2016 and 2018. In Southern Fulton, there were approximately 34,000 crashes during this time period. There is a high concentration of crashes along the interstate corridors (I-20, I-85, and I-285), which can be seen in Figure 6. However, there are many crashes occurring along state routes and local corridors as well. The intersections with the highest crash volumes in Southern Fulton County can be seen in Figure 7.

Figure 6: 2016 – 2018 Crashes Heat Map



Source: Georgia Electronic Accident Reporting System (GEARS), 2016-2018

Figure 7: Top 10 Intersections with Highest Number of Crashes, 2016-2018



Source: GEARS, 2016-2018

Table 6 below lists the top 10 intersection crash locations and their associated attributes. These are the intersections that have the most need for operational and safety improvements and should be the focus of safety recommendations.



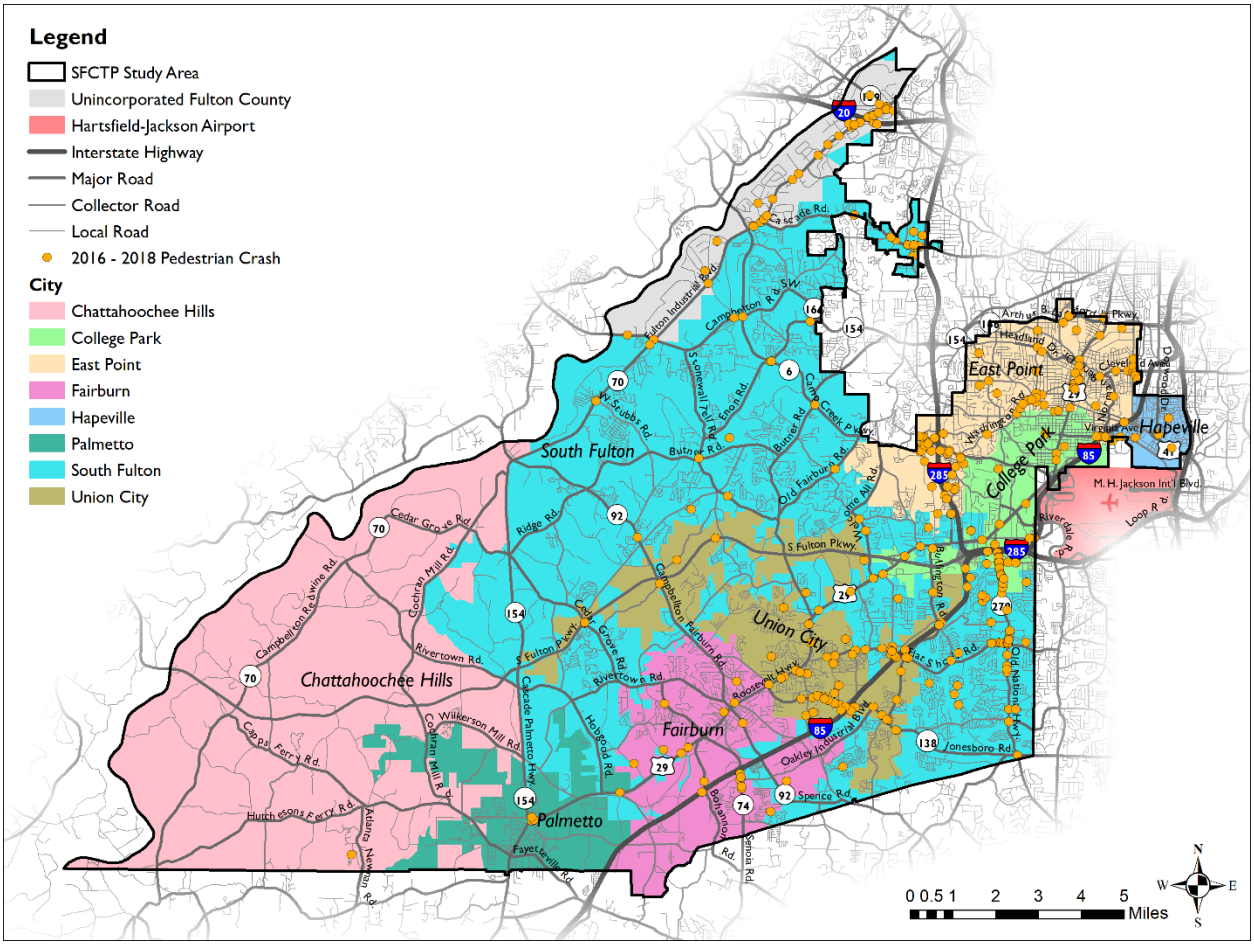
Table 6: Top 10 Intersection Crash Locations

Location	Total Crashes	Truck Crashes	Pedestrian Crashes	Fatalities
SR 279/Old National Hwy. & Godby Rd.	391	3	9	0
SR 6/Camp Creek Pkwy. & Commerce Dr.	389	17	1	0
SR 279/Old National Hwy. & Flat Shoals Rd.	387	0	7	0
SR 6/Camp Creek Pkwy. & I-285	159	34	0	0
Cascade Rd. & I-285	157	0	0	0
SR 138/Jonesboro Rd. & SR 279/Old National Hwy.	157	0	1	0
SR 279/Old National Hwy. & I-285	156	5	0	0
SR 6/Camp Creek Pkwy. & Washington Rd.	142	7	1	0
SR 139/Martin Luther King, Jr Dr. & SR 70/Fulton Industrial Blvd.	142	0	3	0
SR 6/Camp Creek Pkwy. & Desert Dr.	138	4	2	0

Source: GEARS, 2016-2018

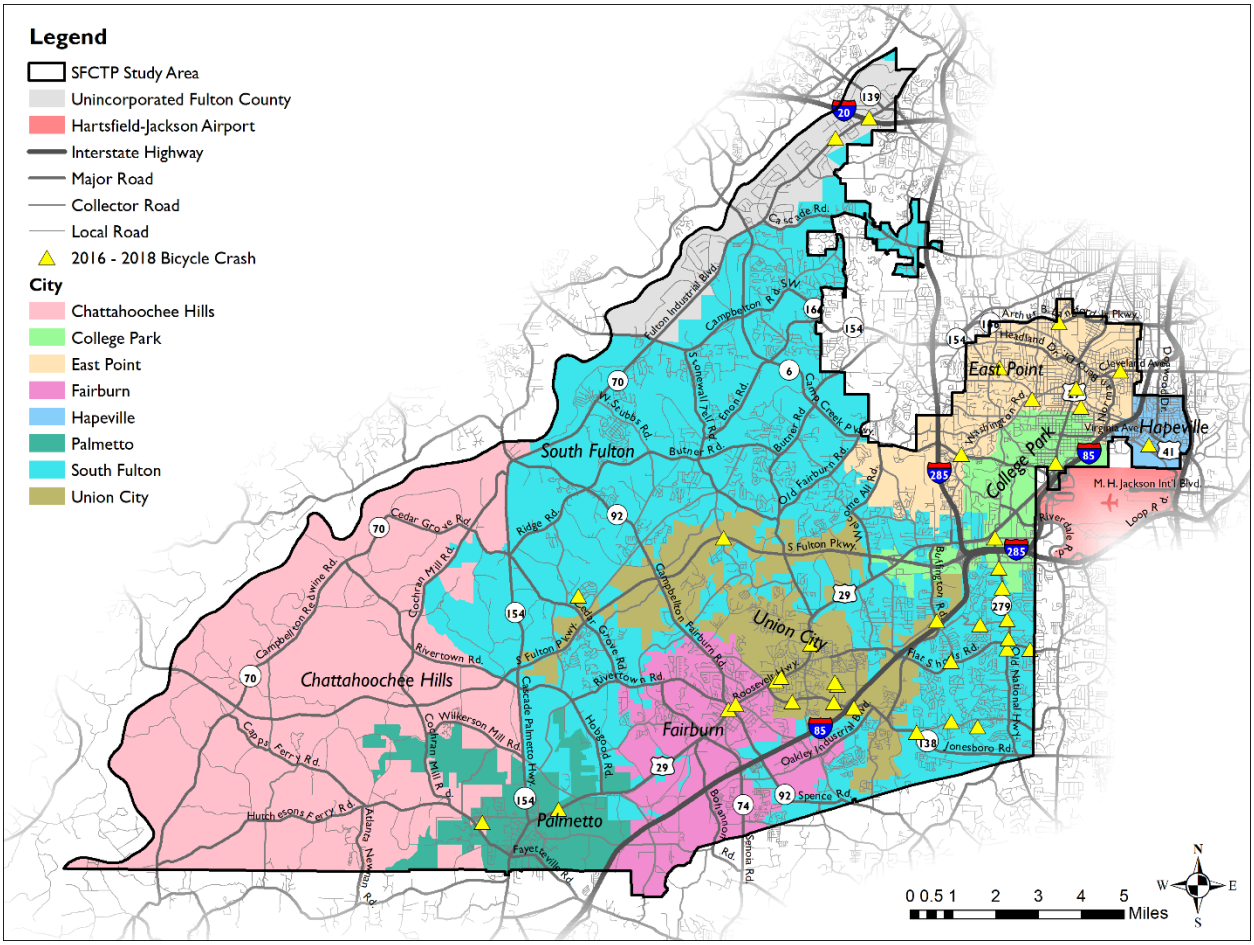
Additionally, there are high concentrations of pedestrian and bicycle crashes along state routes and bus routes. The cause of crashes varies, but includes a lack of sidewalks or trails, lack of road crossing options, and limited visibility. The highest volume of pedestrian and bicycle crashes occurred along the following corridors: SR 279/Old National Hwy., US 138/Jonesboro Rd., and US 29/Roosevelt Hwy. The locations of pedestrian and bicycle crashes can be seen in Figure 8 and Figure 9. From 2016 to 2018, 384 pedestrians have been struck by vehicles, and 39 crashes involving bicyclist have occurred in Southern Fulton. Based on these high crash corridors, projects will be identified to specifically address bicycle and pedestrian safety needs such as separated facilities and safe crossing infrastructure such as rapid flashing beacons, crosswalks, and pedestrian/bike signals.

Figure 8: 2016 - 2018 Pedestrian Crashes



Source: GEARS, 2016 – 2018

Figure 9: 2016 - 2018 Bicycle Crashes



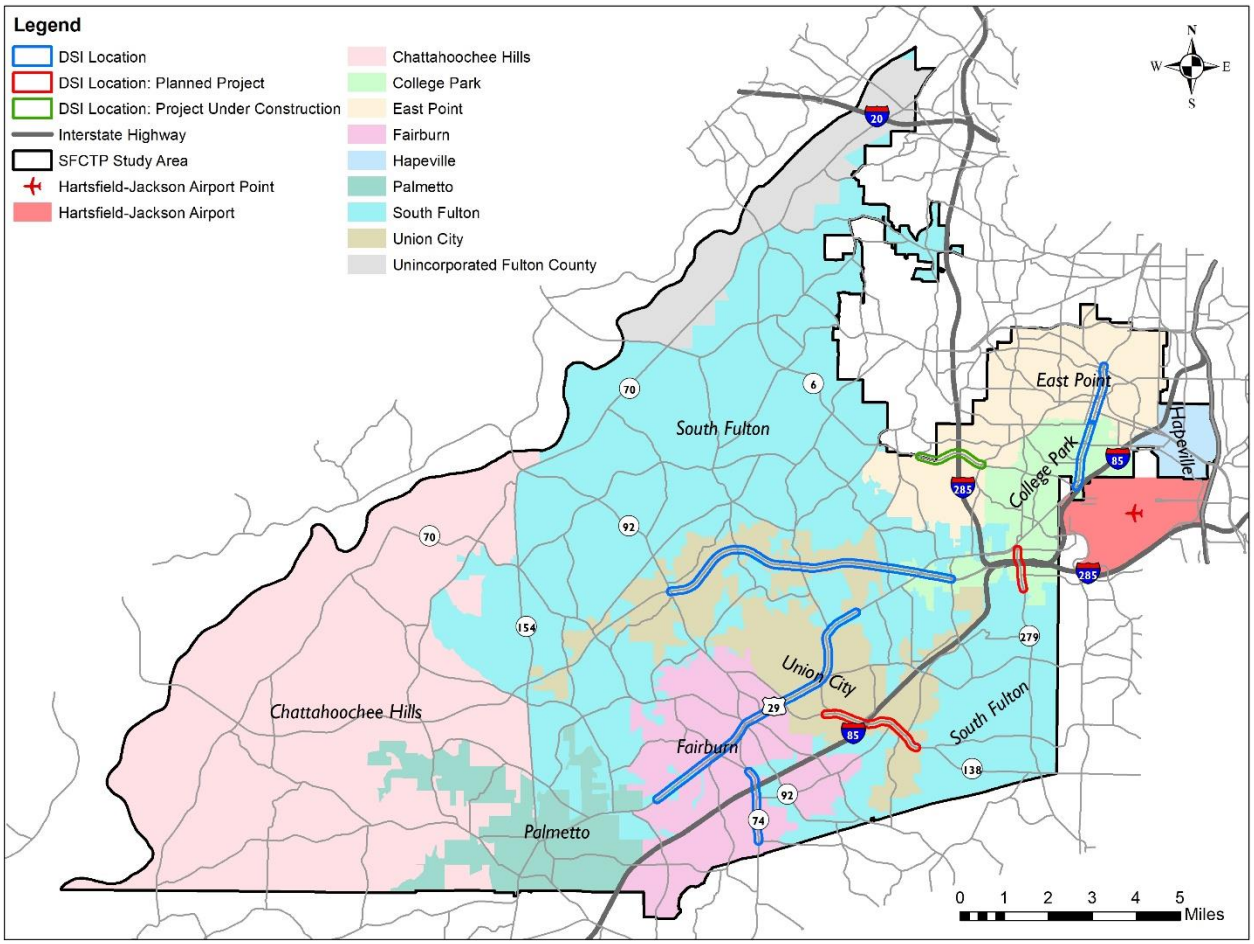
Source: GEARS, 2016 – 2018

2.2.2 *Observed Safety Design Issues*

State and federal agencies have identified specific design standards and controlling criteria, which have substantial importance to the operational and safety performance of a roadway. Roadway design incorporates a balance of factors such as safety, economics, physical constraints/environmental considerations, roadway classification, aesthetics, and access. Because each individual roadway has its own unique constraints and considerations, roadway characteristics and performance vary considerably among routes.

Many factors contribute to the safety performance of roads, and in many cases within the study area, driver behavior and operational performance (congestion) affect safety rather than a single substandard design element. Locations of observed safety design issues are shown in Figure 10.

Figure 10: Observed Design Safety Issues (DSI)



Typical design issues include access control, at-grade railroad crossings, lack of accommodations for pedestrians and bicyclists and on-street parking. The paragraphs below describe the observed design issues and include photo examples from southern Fulton.

- **Access Control:** The quantity, configuration, and spacing of intersections, streets, and driveways influences the safety and efficiency of a roadway. Several locations within Southern Fulton were found to have safety issues created from lack of access control to driveways and side roads. Better access management along these roads is needed and will be evaluated in the project recommendations.

Figure 11: Access Control Issues on SR 279/Old National Hwy.



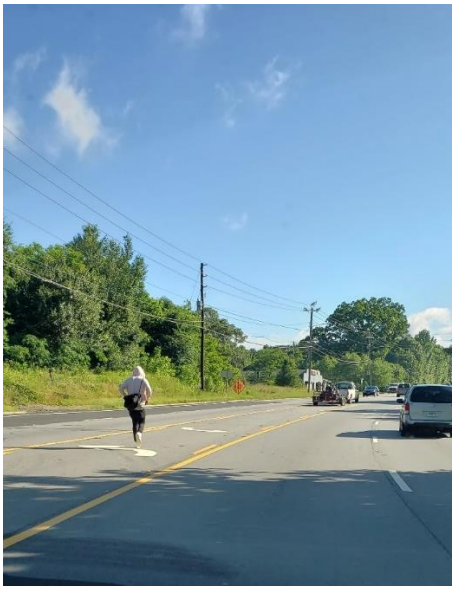
- **At-Grade Railroad Crossings:** US 29/Roosevelt Hwy. and Central Ave have many at-grade railroad crossings along the corridors. Although these crossings have warning devices such as gates, lights, and bells, their location close to the road intersections make them undesirable, especially in rural areas where vehicle speeds are higher and truck traffic is greater, resulting in more severe crashes. These needs will be evaluated to improve the safety of motorists.

Figure 12: At-Grade Railroad Crossing at Sideroad Intersection



- **Accommodations for bike/pedestrians:** Numerous corridors such as US 29/Roosevelt Hwy. and SR 6/Camp Creek Pkwy. have transit routes and stations along the corridor, but pedestrian and bicycle connectivity is lacking in many areas resulting in dangerous, unprotected mid-block crossings and general lack of pedestrian refuge areas. Projects need to be evaluated to add more pedestrian and bike facilities as well as crossing infrastructure, especially for areas with long segments between unsignalized intersections.

Figure 13: Lack of Pedestrian Facilities on US 29



- **On-street parking:** US 29/Main St has on-street parking primarily in downtown areas along the corridor. Parking is generally prohibited on arterials because it decreases through capacity, impedes traffic flow, and increases accident potential. Angled parking causes visibility issues for both vehicles and pedestrians. Projects need to be evaluated to reconfigure or remove on-street parking in downtown areas to increase the safety.

Figure 14: Angle Parking on US 29/Main St.



Below is a summary of key locations where safety design issues were observed. Refer to Figure 10 for specific location information.

- **SR 14/ South Fulton Pkwy.**: This corridor is a high-speed facility (55 mph posted) with several side road intersections that create potentially dangerous unprotected left-turns to the side roads. Truck queueing at distribution centers along corridor cause speed differentials and blockage of mainline lanes. Additionally, the location of trees in the median create obstructions in the clear zone. Operational improvements are needed to address these issues.

Figure 15: Unprotected Left Turn on SR 14/South Fulton Pkwy.



- **US 29/Roosevelt Hwy.:** Railroad tracks run adjacent to US 29/Roosevelt Hwy. for the length of the corridor. High truck volumes, high speeds (55 mph posted) and at-grade railroad crossings near unsignalized intersections with undesirable geometry creates more risk for severe accidents. Additionally, MARTA buses have stops along the corridor with no sidewalk for most of the length and limited pedestrian crossings across the road and railroad. Warning signage and crossbars for railroad crossings are present, although crossings are undesirable. Operational improvements at intersections, medians and pedestrian and bicycle facilities need to be evaluated along US 29.

Figure 16: US 29/Roosevelt Hwy.



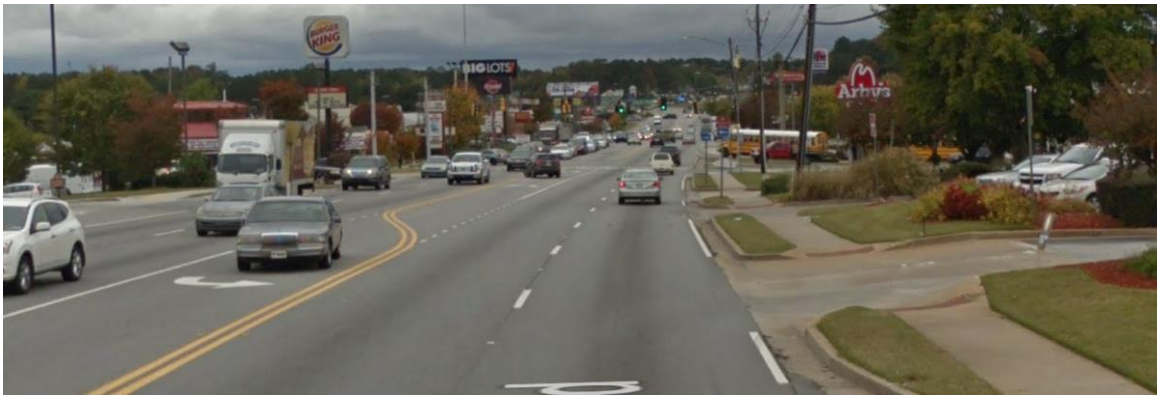
- **SR 6/Camp Creek Pkwy.:** The high-volume interchange at I-285 lacks capacity and experiences severe congestion throughout the day. A new Diverging Diamond Interchange (DDI) is currently being constructed, which should reduce conflicts and congestion. DDIs usually result in a substantial reduction in crashes. Additional safety measures should be evaluated at adjacent intersections to help support the efficiency of the DDI.

Figure 17: SR 6/Camp Creek Pkwy. at I-285 (before DDI construction)



- **SR 138/Jonesboro Rd.:** The high-volume interchange at I-85 has many closely spaced driveways accessing commercial properties along the corridor. There is a TSPLOST project planned for this interchange. The PIOH was held in March 2017 (UC-101). It is also identified in ARC's Regional Transportation Plan Long-Range Project list (FS-AR-183). This project should be evaluated to determine if any short-term solutions are feasible while the larger interchange project process is underway.

Figure 18: Access Control Issues on SR 138/Jonesboro Rd.



- **SR 279/Old National Hwy.:** Access control issues exist along this corridor close to the I-285 interchange. Many closely spaced driveways with unprotected left turns from a flush median (two-way left turn lane) currently create hazardous conditions. High pedestrian traffic and transit stops add to conflicts in this area. GDOT is currently in the scoping phase of a safety improvement project from Sullivan Rd. to Jolly Rd. (PI#0013724). TSPLOST Planning Study (CP-104) and signal timing project (CP-105) are also planned for this corridor. Other short-term operational improvements need to be evaluated for short-term solutions while these existing projects complete the project process.

Figure 19: Access Control Issues on Old National Hwy.



- **US 29/Main St (College Park):** Railroad tracks and MARTA rail tracks are adjacent to US 29/Main St. High pedestrian traffic exists around the College Park MARTA station. Warning signage and crossbars for railroad crossings are present, although at-grade railroad crossings for vehicles and pedestrians create conflicts. Angled on-street parking is present, but not recommended on arterial highways as it creates sight distance issues and increases accident potential. The design safety could be improved by reducing the posted speed limit (currently 35 mph) or re-

configuring parking. Restricting pedestrian crossings of the railroad and re-configuring parking, needs to be evaluated in the project prioritization process.

Figure 20: At-Grade Railroad Crossing on US 29/Main St. in College Park



- **US 29/Main St (East Point):** Railroad tracks and MARTA rail tracks are adjacent to US 29/Main St. High pedestrian traffic exists around the East Point MARTA station. Appropriate pedestrian warning signage and marking is present as well as a pedestrian bridge crossing. Recently, the angled on-street parking in downtown East Point was reconfigured to parallel parking. The design safety could be further improved by reducing the posted speed limit (currently 35 mph), which needs to be evaluated in the project prioritization process.

Figure 21: US 29/Main St. in East Point (before streetscape project construction)



2.2.3 *Stakeholder and Public Input on Safety*

Input from stakeholder meetings, public meetings and the public survey indicated the three main areas of safety concerns (which ranked as a top priority by the public) are



crashes/accidents, driver behavior, and pedestrian safety. Below are common themes heard during the outreach process.

High Crash Locations:

- SR 6/Camp Creek Pkwy.
- SR 279/Old National Hwy.
- SR 14/South Fulton Pkwy., especially at the intersection of SR 92

Driver Behavior Issues (speeding, recklessness):

- SR 279/Old National Hwy.
- SR 14/South Fulton Pkwy.

Pedestrian Safety Issues:

- SR 279/Old National Hwy.
- SR 92
- Downtown Fairburn
- US 29/Roosevelt Hwy.

2.2.4 *Safety Needs*

Short-Term:

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

Long-Term:

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

2.3 Freight

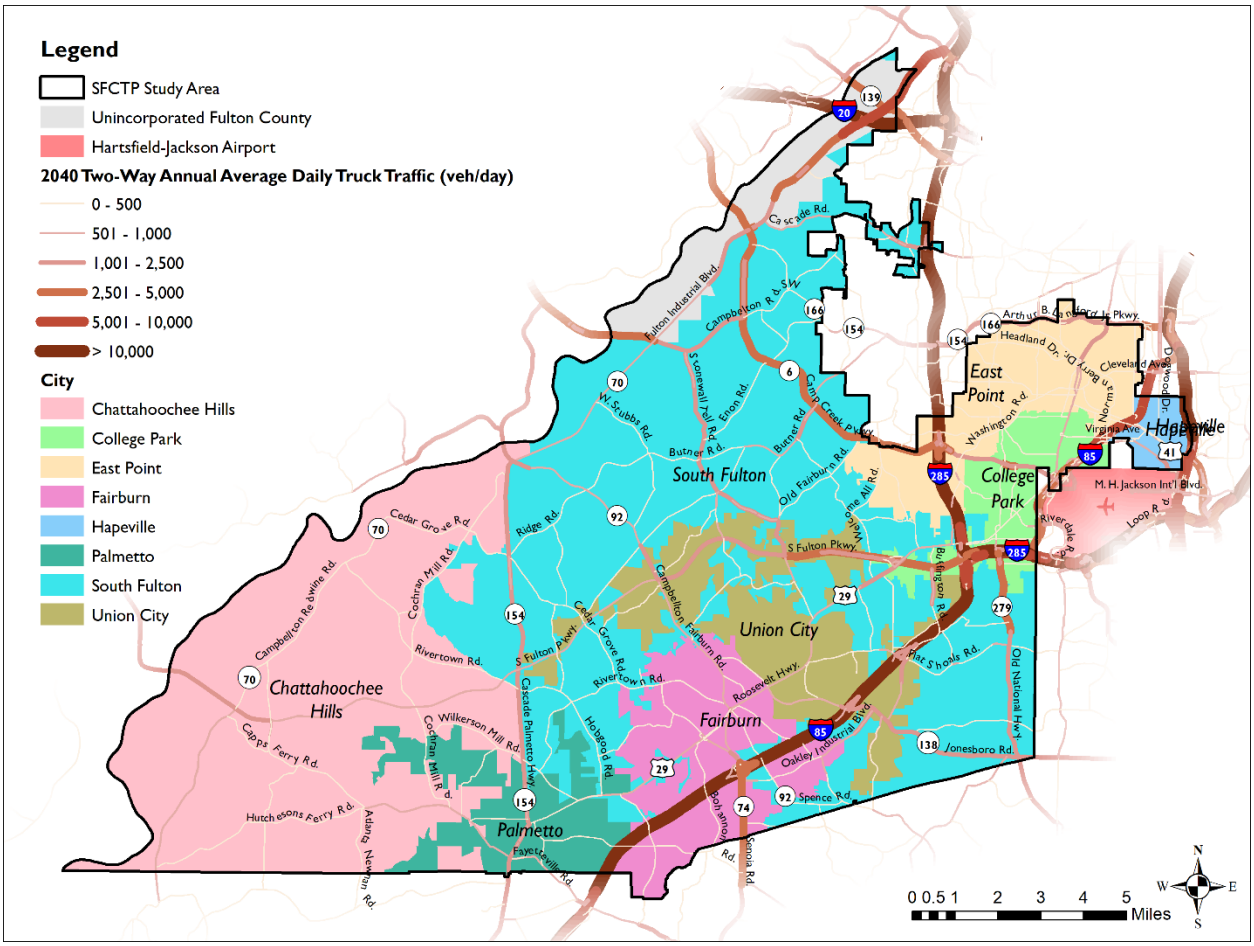
Freight is a major economic driver for the Southern Fulton area, with many warehousing and distribution centers strategically located due to Southern Fulton's proximity to interstates, Hartsfield-Jackson Atlanta International Airport (HJAIA), Atlanta's Central

Business District, and the Port of Savannah. Freight (truck, rail, and air) are anticipated to continue to grow, especially with the growing trend of e-commerce and home/business delivery. All these modes will continue to impact roadways, at-grade railroad crossings, and ingress and egress at the airport.

2.3.1 *Truck Volumes (2040)*

Truck volumes are projected to continue to be highly concentrated on the interstates. SR 6/Camp Creek Pkwy., SR 70/Fulton Industrial Blvd., SR 74/Senoia Rd., SR 14/South Fulton Pkwy., and SR 279/Old National Hwy. will continue to experience high truck volumes with at least 2,500 trucks per day. These patterns follow the warehousing and distribution land use patterns, especially on SR 70/Fulton Industrial Blvd., SR 6/Camp Creek Pkwy. and SR 14/South Fulton Pkwy. Figure 22 illustrates where high truck volumes will continue to occur.

Figure 22: 2040 Truck Volumes



Source: ARC Travel Demand Model

Examining Table 7 below, truck percentages increase primarily in through trips. However, total truck volumes are anticipated to significantly increase in all areas. The number of daily, internal truck trips (those both starting and ending within Southern Fulton) will



increase by 8.3 percent. The number of truck trips either starting or ending in southern Fulton will increase by 17.4 percent, and the number of truck through trips will increase by 37.4%.

Table 7: 2017 and 2040 Daily Truck Volumes

2017 vs 2040 Daily Truck Trips

	2017						2040					
	Trips Starting and Ending in the City (I/I)		Trips Starting or Ending in the City (IE/EI)		Vehicles Traveling Through (E/E)		Trucks Starting and Ending in the City (I/I)		Trucks Starting or Ending in the City (IE/EI)		Trucks Traveling Through (E/E)	
Chattahoochee Hills	-	2%	300	78%	100	20%	-	1%	600	73%	200	26%
College Park	100	0%	4,400	76%	1,200	23%	100	1%	5,300	74%	1,700	24%
East Point	100	1%	6,700	77%	1,900	21%	100	1%	8,400	74%	2,700	24%
Fairburn	100	2%	3,300	77%	900	21%	100	1%	4,000	74%	1,300	25%
Hapeville	-	1%	2,500	77%	700	22%	-	0%	2,700	76%	800	24%
Palmetto	-	0%	800	76%	200	24%	-	0%	900	73%	300	27%
South Fulton	500	1%	14,100	77%	3,900	22%	600	3%	17,100	73%	5,600	24%
Union City	100	0%	5,300	79%	1,500	21%	100	1%	6,600	74%	2,200	24%
Unincorporated Fulton County	300	2%	13,200	76%	3,500	21%	300	2%	13,700	75%	4,200	23%
Southern Fulton Region	1,200	2%	50,500	77%	13,900	21%	1,300	2%	59,300	74%	19,100	24%

Source: ARC Travel Demand Model

Table 8 below illustrates that the percentage of trucks is not anticipated to increase significantly through 2040; however, total volumes for traffic (cars and trucks) will, which will result in an overall volume increase of trucks. More trucks will increase the demand for capacity, and existing freight corridors will need to be evaluated for expansion to accommodate these higher volumes.



Table 8: 2017 and 2040 Truck Percentages by City

	2017	2040
Chattahoochee Hills	4%	4%
College Park	8%	8%
East Point	4%	4%
Fairburn	8%	8%
Hapeville	6%	6%
Palmetto	7%	6%
South Fulton	7%	7%
Union City	9%	9%
Unincorporated Fulton County	18%	17%
Southern Fulton Region	8%	7%

Source: ARC Travel Demand Model

Rail Freight

Rail volume forecasts are not publicly available and is proprietary information. While private rail companies such as CSX and Norfolk Southern run future forecasts, their business model tends to look primarily short-term, incorporating flexibilities for market shifts and demand. With that said, with the increase in goods at the Savannah Port, it is anticipated that more cargo will be hauled by freight for the longer-distance trips (beyond the southeastern U.S.). Within Southern Fulton, there is a CSX mainline (GDOT defines main line as more than 15 trains per day)[3] parallel to US 29/Roosevelt Hwy. Further downline, some trains are height restricted due to bridges. In order to carry more cargo, the trains are becoming longer, upwards of 10,000 feet in length (nearly two miles). This will impact railroad/roadway crossings causing not only delays, but potentially blocking emergency vehicles for extended periods of time.

There is a need to assess these crossing areas to determine if the implementation of technology to broadcast train event notifications are necessary and evaluate grade-separated crossings.

2.3.2 *Air Cargo*

Like other freight modes, air cargo is anticipated to increase over the next 20 years. The HJAIA Master Plan was published in 2015 and looks out to 2031[4]. In 2011, HJAIA had approximately 663,136 tons of cargo. The tonnage is expected to increase to 1,414,000 by 2031. This would result in a 2.7% annual increase and 53% increase over a twenty-year period. Air cargo is expected to be carried on both all-cargo (60%) and belly-cargo

[3] https://www.railfanguides.us/ga/atl/NGArail1.jpg
[4] http://www.atl.com/wp-content/uploads/2016/12/ATL_ExecSumm_2015_101415_Spreads.pdf



aircrafts (40%). Further, the number of cargo aircrafts is estimated to increase from 11,908 in 2011 to 19,200 in 2031(increase of 61%).

HJAIA is assessing moving all air cargo to south of the main terminal which will have an impact on the surrounding road network. HJAIA is already trying to combat increased truck traffic congestion through the recently implemented Cargo Community at ATL, a network of logistics providers which receive notification when cargo is ready for pick up. It is intended to help reduce truck dwell times at the cargo facilities and result in a more efficient flow of truck traffic. The program began in November 2019 and definitive results are still to be determined.

2.3.3 *Stakeholder and Public Input on Freight*

Stakeholders and the public acknowledge the large volumes of truck traffic in Southern Fulton. The highest volumes were noted along SR 6/Camp Creek Pkwy., SR 14/South Fulton Pkwy., SR 155/Campbellton Rd., Union City and Fairburn. In many cases, trucks are using residential streets, which are not designed for trucks and interfere with other uses such as walking and biking. Stakeholders and the public are concerned about the trucks' effects on road conditions and overall safety.

2.3.4 *Freight Needs*

Short-term

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

Long-term

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

2.4 Transit

Transit is one of the fastest growing modes of transportation nationally and within the State of Georgia. Recent years have seen a new wave of interest and funding for transit including the recent passage of the More MARTA initiative (increased sales tax in the City of Atlanta), the GoTransit statewide bond ($50 million), and the introduction of the Atlanta-transit Link Authority (ATL), a regional transit planning agency.



As described in the *Inventory of Existing Conditions and Trends Technical Report*, the Southern Fulton region has a substantial number of public transit users. As the population ages, there will be a growing number of seniors who may not drive and who may depend on transit. Likewise, as younger people begin to enter the workforce, it is likely that choice transit ridership will continue to increase. For cities to remain attractive to these young cohorts of workers, investments in transit will be necessary. Also, with the trends of on demand and door-to-door services such as transportation network companies (Uber, Lyft, etc.), expectations for transit will evolve to a more customized, shared service to connect to higher capacity fixed-route services such as the heavy rail lines. Some of this is already being realized through shared mobility options (e.g., scooters, bicycles). Southern Fulton should improve existing sidewalk and road infrastructure (e.g., striping) for these services to be safe for riders.

The future of transit is optimistic for Southern Fulton as the vision and goals for transit is established and there are already planned and programmed projects underway. This section outlines the planned and programmed projects and then focuses on additional transit needs.

2.4.1 *Planned and Programmed Projects: Transit*

2.4.1.1 Planned Bus Improvements

The *Fulton County Transit Master Plan*, published in 2018, identifies four major transportation corridors in Southern Fulton County, targeting these routes for increased transit investment. The plan recommends the addition of Bus Rapid Transit (BRT) along SR 14/South Fulton Pkwy. from the College Park MARTA station to State Route 92 and along US 29/Roosevelt Hwy from the College Park MARTA station to Palmetto. The other two routes identified are along SR 70/Fulton Industrial Blvd from I-20 to SR 154/Cascade Palmetto Hwy and along SR 6/Camp Creek Pkwy. from the College Park MARTA station to SR 70/Fulton Industrial Blvd. The recommendation suggests adding Arterial Rapid Transit (ART) to these routes.

These four projects are projected to have total capital costs around $395 million. Operating costs are estimated at an additional $22.3 million annually[5]. In 2018, MARTA agreed to fund these operating costs out of Fulton County's existing 1% transit tax. Capital funds have not been identified or allocated. None of these projects are included in the ARC's most recent Transportation Improvement Plan (TIP) update, released December 2019.

The City of Atlanta's More MARTA program has identified several bus routes for frequency improvements. Though most of these routes are exclusive to the City of Atlanta, there are three routes that travel through the study area. Routes 71 and 165 briefly cross the study area near the intersection of Cascade Rd. and Fairburn Rd. Additionally, the program includes ART on Metropolitan Pkwy. and Cleveland Ave., which extend beyond the Atlanta city limits into Southern Fulton through Hapeville.

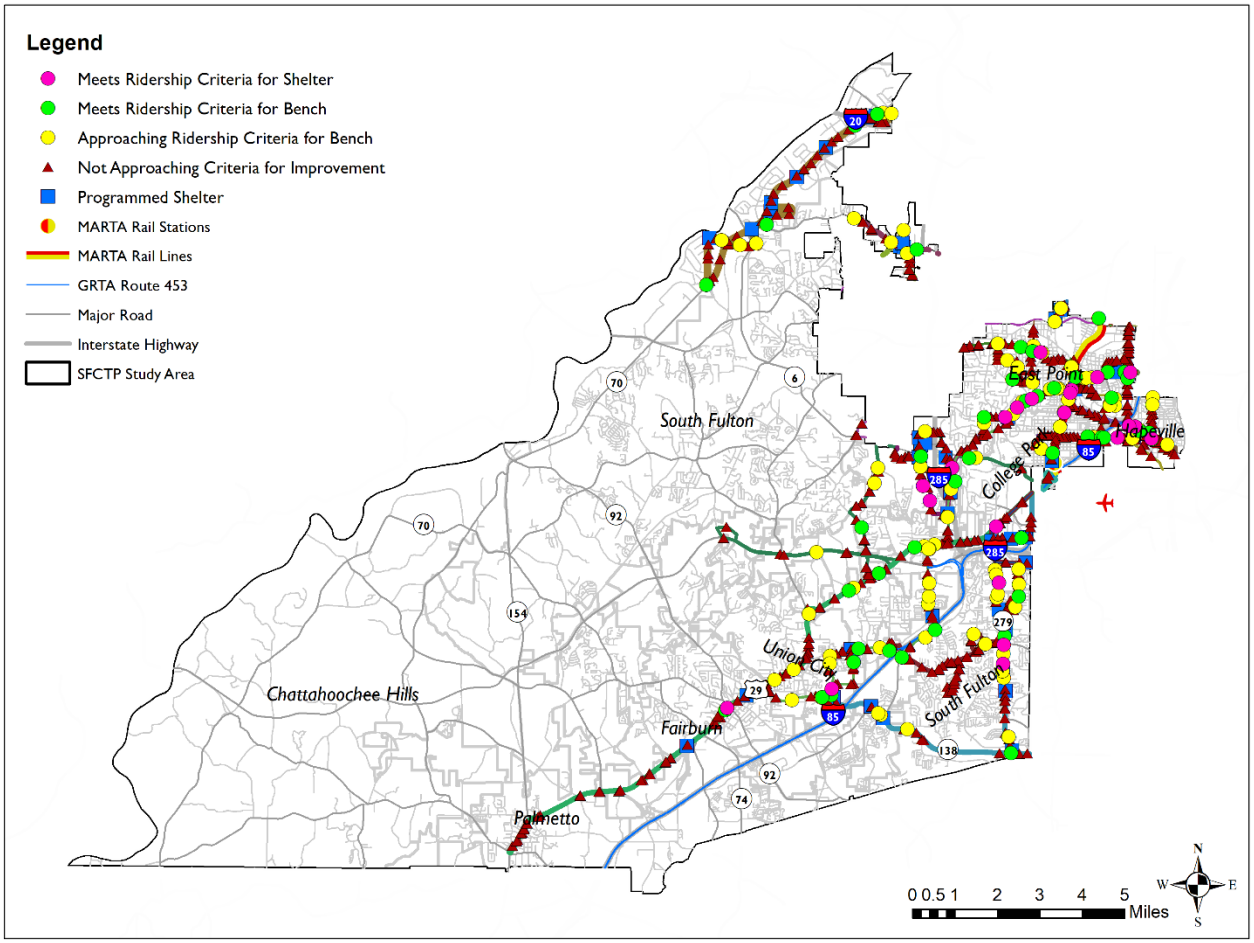
[5] Fulton County, *Fulton County Transit Master Plan,* 2018.

The *Aerotropolis Transit Feasibility Study* recommended a circulator transit service connecting the HJAIA International Terminal to the College Park MARTA station through East Point and Hapeville as a Phase I service, and then subsequently extend around the southern side of the airport property, completing a full loop of the Aerotropolis area in Phase II. This project applied for TIP funding in fall 2019.

2.4.1.2 Bus Stop Analysis

Analysis of all bus stops in the SFCTP study area was completed in order to develop recommendations for bus stop improvements such as shelters and benches. Based on the total number of daily boardings and alightings, three categories were established: meets ridership criteria for shelters, meets ridership criteria for bench, and approaching ridership criteria for bench. These categories are shown in Figure 23.

Figure 23: MARTA Bus Stop Ridership Analysis for Southern Fulton

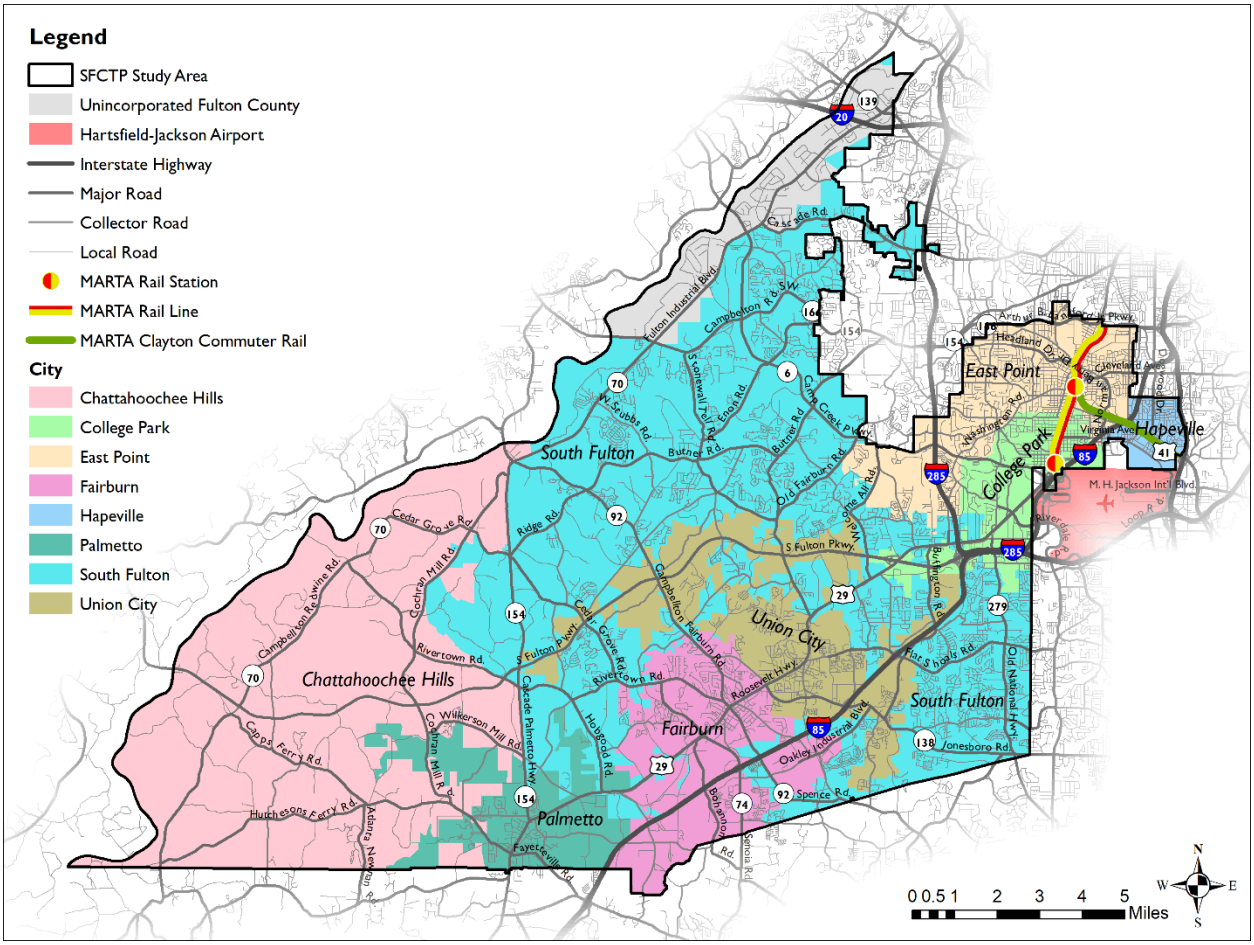


Source: MARTA

2.4.1.3 Clayton Commuter Rail

The Clayton Commuter Rail is a 22-mile commuter rail from the East Point MARTA station to Lovejoy, GA. The commuter rail project is currently in the design phase and is estimated to begin operations around 2030. The corridor seeks to expand the regional rail network into Clayton County, create connections between seven major activity centers along the corridor and provide greater access to jobs and education centers. Of the 22 miles, approximately 3.25 miles are in Southern Fulton. The corridor's locally preferred alternative, shown in Figure 24, travels through East Point and Hapeville before traversing into Clayton County east of the airport.

Figure 24: Clayton Commuter Rail Locally Preferred Alternative



Source: MARTA Clayton Rail Expansion, Locally Preferred Option, 2019

2.4.2 Station-Area Planning

As the Atlanta region is expected to grow and more people move into existing urban cities, transit-hubs will provide increasingly high economic, environmental, and social value. To meet these demands, early planning, collaboration, and a truly holistic outlook are all needed. This means prioritizing not only transportation, economic, and



environmental investments, but also demonstrating how these investments have public health advantages and will benefit overall quality of life.

Transit-oriented development maximizes residential, office, and leisure space in walking distance to transit hubs in order to increase transit ridership. However, Mobility Oriented Development (MODe) is a performance-driven holistic approach for creating mixed-use and multi-modal urban environments at and around transportation hubs. The MODe analysis provides a tool for the cities and stakeholders to create the highest possible outcome for the prosperity and health of the community and maximizes the return on investment and transit efficiency in urban mobility.

The MODe Benchmarking Index (MODex) was used to assess two transit hubs in Southern Fulton, College Park and East Point MARTA stations, by comparing them to global best practices in transit stations *and* station areas. MODex addresses four key values: Transit-hub Connectivity, Urban Environment, Social Placemaking, and Economic Development. The index uses 10 indicators to measure the quality of the key elements that bring value to the transit station and the transit station area. The MODex analysis reveals the potential of future investments by providing:

- The ability to find out where there is room for improvement.
- The quantification of qualitative measures.
- A global performance comparison of multi-modal urban environments according to a range of transit-hub key values.
- The ability to investigate how investment in a transit-hub contributes to the success of the multi-modal urban environment, including property values, public spaces, and increased revenue for local businesses.



Table 9: MODex Indicators

Values	Indicators
Transit Hub Connectivity	Proximity
	Transit Quality
	Hub Facilities
Urban Environment	Urban Form & Public Space
	Environmental Sustainability
Social Placemaking	Public Amenities
	Safety & Security
Economic Development	Prosperity
	Business Employment
	Property Value

2.4.2.1 College Park MARTA Station

The MODex indicators are shown in Figure 25 for the College Park MARTA station area. The closer the orange line is to the outer edge of the web, the better the transit hub is performing relative to global best practices. The closer the orange line is to the center of the web, the weaker the transit hub is performing relative to global best practices.

Figure 25: College Park MODex



The College Park transit station and transit station areas of achievement include:

- Safety and security - The station houses necessary safety equipment, wayfinding, access routes for emergency services, safe stairways and platforms, security cameras, good visibility and sight lines, and has a low vulnerability to natural disaster.
- Hub facilities - Includes restroom facilities, real time information, step-free and disabled access, safe waiting areas, serviced ticket machines, car and bike parking.
- Proximity - Very short travel times to international airport, downtown of a large central city (Atlanta), and car parking.
- Environmental Sustainability - Station area includes public green space and significant trees and tree cover.

The areas of opportunity include:

- Business Employment - Generation of more jobs in the station area.
- Prosperity - As with most American cities benchmarked in MODex, GDP per inhabitant and incomes perform quite low compared to other major global cities.

- Property Value - Lower property values compared to other major global city stations reflect an opportunity to improve the area as a desirable attraction for living, working, and investing.
- Public Amenities - The addition of more health care, childcare, cultural amenities, theatres, sporting activity, and nightlife would improve the station area.

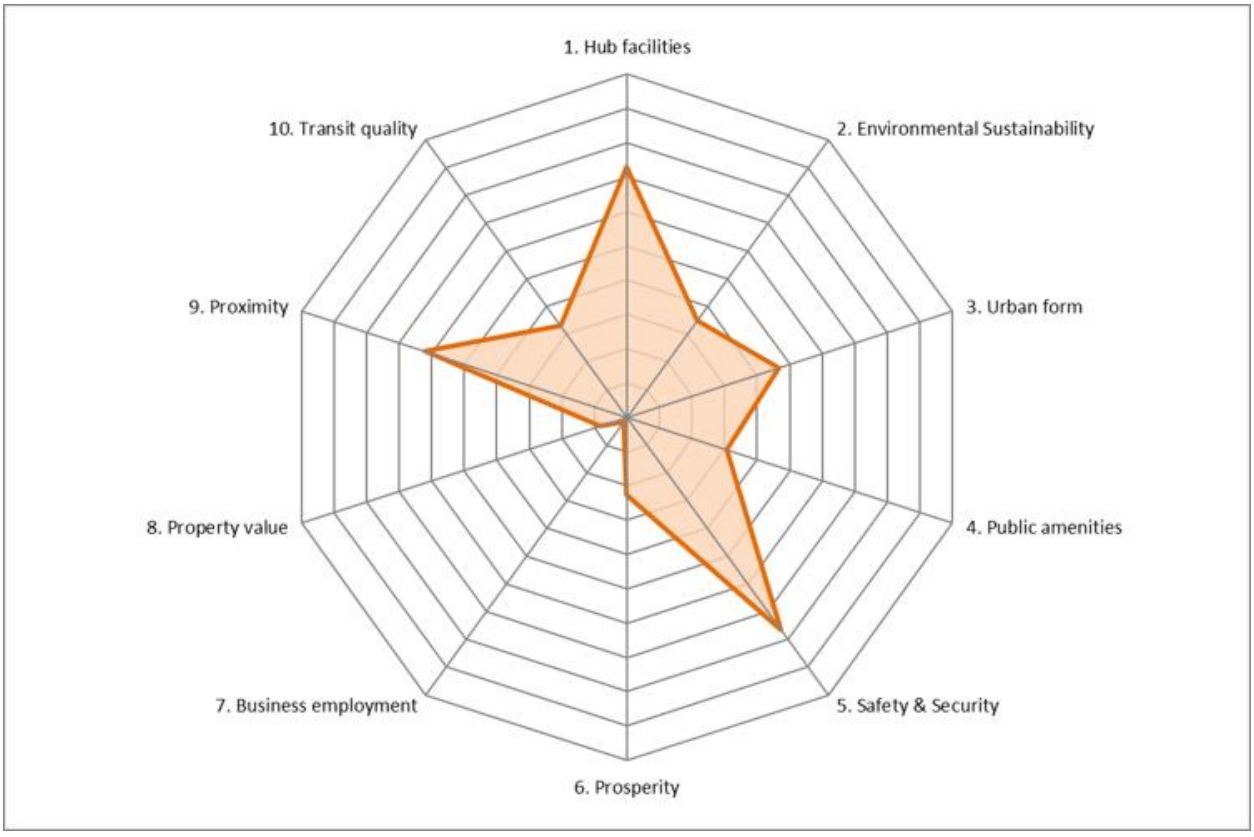
Transportation opportunities in the transit station area include:

- Increasing modal choices through expansion and maintenance of high-quality bicycle and pedestrian infrastructure, and connectivity to bus-rapid transit.
- Encouraging density and mobility-oriented development.
- Transit station upgrades and transit area redevelopment to incorporate green infrastructure and seamless connection to be a leader.

2.4.2.2 East Point MARTA Station

The MODex indicators are shown in Figure 26 for the East Point MARTA station area, which features vehicle and bicycle parking, bus connections, and close proximity to the airport as well as the central city of Atlanta. Surrounding the station are a number of restaurants, government facilities, offices, and residences.

Figure 26: East Point MODex





The areas of achievement include:

- Hub facilities - Includes safe waiting areas, serviced ticket machines, real time information, step-free and disabled access, public art, and car and bike parking.
- Safety and security - The station houses necessary safety equipment, wayfinding, access routes for emergency services, safe stairways and platforms, security cameras, good visibility and sight lines, and has a low vulnerability to natural disaster.
- Proximity - Very short travel times to international airport, downtown of a large central city (Atlanta), and car parking.
- Urban Form - Good mix of uses in the transit station area, open spaces and plazas for human contact and social interaction.

The areas of opportunity include:

- Property Value - Lower property values compared to other major global city stations reflect an opportunity to improve the area as a desirable attraction for living, working, and investing.
- Business Employment - Generation of more jobs in the station area.
- Prosperity - As with most American cities benchmarked in MODex, GDP per inhabitant and incomes perform quite low compared to other major global cities.
- Environmental Sustainability - Improve energy efficiency of the station and station area through production and distribution of renewable energy sources and green building processes and increase climate resiliency.
- Public Amenities - The addition of more health care, cultural amenities, theatres, hotels, and nightlife would improve the station area.

Transportation opportunities in the transit station area include:

- Increasing modal choices through expansion and maintenance of high-quality bicycle and pedestrian infrastructure, and connectivity to commuter rail.
- Encouraging density and mobility-oriented development.
- Transit station upgrades and transit area redevelopment to incorporate green infrastructure and seamless connection to be a leader.

The complete analysis, *MODex Analysis for College Park and East Point Transit Station Hubs,* including quantification of measures, areas of opportunity, key actions, and a performance comparison to transit hubs nationwide is included in the Appendix.

2.4.3 *Stakeholder and Public Input on Transit*

The topic of transit resulted in numerous comments, indicating its importance to stakeholders and the public. Below are key themes:

- MARTA needs to expand heavy rail south of the airport to Palmetto, in and through Hapeville and east and west of the College Park MARTA station.



- There is little to no public transportation in the western part of Southern Fulton County.
- There are not enough bus stops.
- There is a need to improve safety, comfort, and accessibility of bus stops (bus shelters, benches, trash cans) and improve and add more sidewalks and crosswalks.
- Explore light rail and BRT options.
- Need more park-and-ride lots.

2.4.4 *Transit Needs*

These needs are in addition to the planned and programmed transit improvements.

Short-term

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

Long-term

- Plan and design additional fixed route transit such as light rail and BRT/ART along corridors including SR14/South Fulton Pkwy., SR 6/Camp Creek Pkwy., and US 29/Roosevelt Hwy.
- Upgrade transit facilities to accommodate additional modes, access, and parking, among other modernization improvements.

2.5 Active Transportation

The *Existing Conditions and Trends Technical Report* included a figure from the PATH Foundation, who has developed over 260 miles of trail in Georgia since 1991, with the goal of transforming Metro Atlanta into the most trail-connected city in the U.S. The push for active transportation continues to grow both in the City of Atlanta and throughout the suburbs. The Aerotropolis Atlanta CIDs published a master trail plan (*AeroATL Greenway Master Plan*), proposing over 300 miles of trails, bike lanes, and multi-use facilities throughout southern Fulton. Implementing these recommendations will greatly increase the connectivity between residential areas and major activity centers, as well as better connect transit services. An active transportation network is also thought to increase the livability and attractiveness to the cities for new residents and employees and reduce the rate of obesity, heart disease and high blood pressure.

In addition to transit, Southern Fulton has several planned active transportation projects, which are outlined below. Additional needs are identified at the end of the section.

2.5.1 *Planned Active Transportation Projects*

2.5.1.1 Planned Bicycle Projects

Several bicycle facilities are planned for the southern Fulton area. The *AeroATL Greenway Plan* includes multi-use trails, cycle tracks, and bike lanes in East Point, College Park, Hapeville, and South Fulton. The South Fulton TrailNet from the *Greenway Trail Masterplan for Unincorporated South Fulton* includes an extensive trail system throughout the Southern Fulton area. Additionally, cities throughout Southern Fulton have identified multi-use trails as priority projects since the *2013 Comprehensive Transportation Plan*. Figure 27 illustrates these locally identified facilities.

Figure 27: Planned Bicycle Improvements

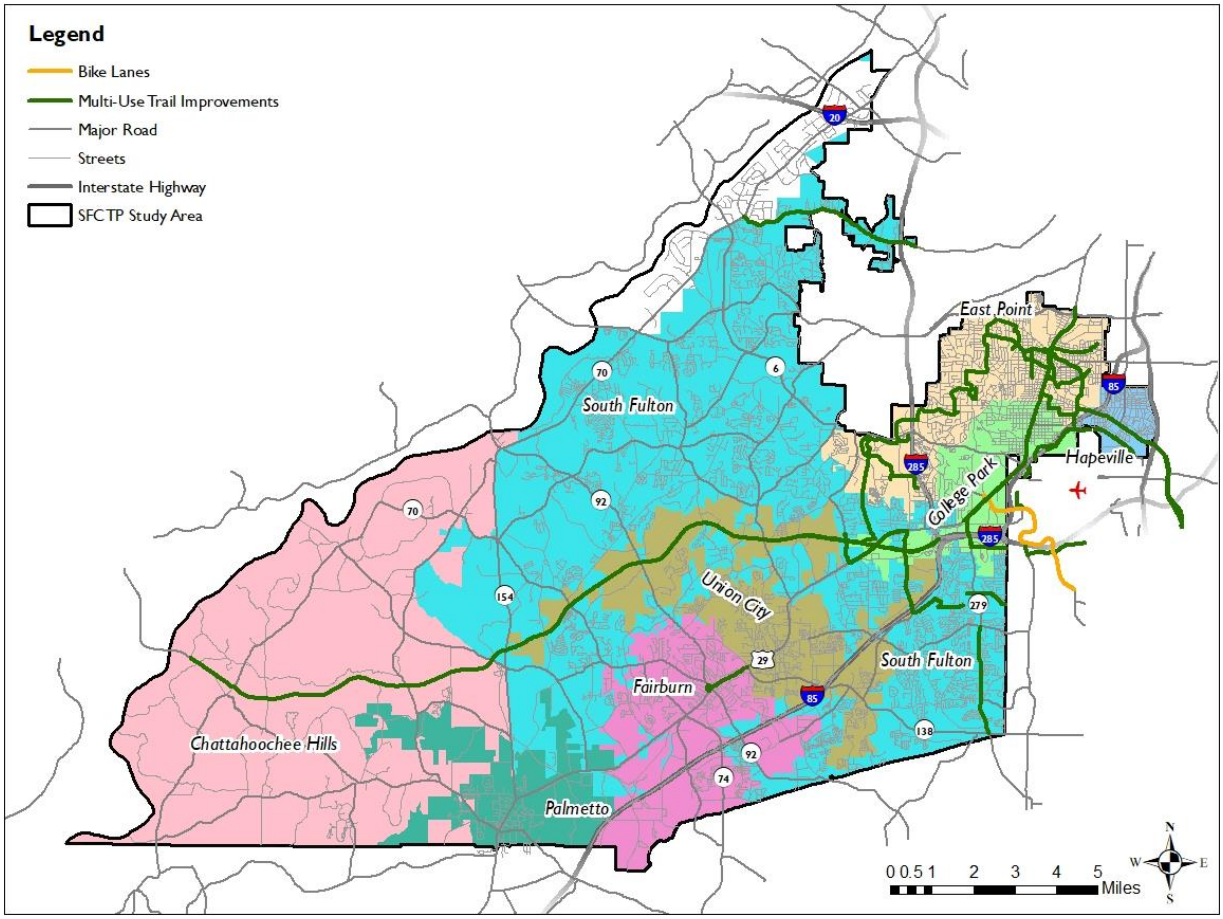


Table 10: Planned Bicycle Facilities



Plan	Category	Location	Description
Chattahoochee Hills Comprehensive Plan (2016)	Multi-use Trail	South Fulton Pkwy., I-285 to Chattahoochee River	10' multi-use trail parallel to road but with large buffer in between
South Fulton CTP (2013)	Bike lanes	Riverdale Rd. from Roosevelt Hwy to Flat Shoals Rd.	4' bike lanes striped on street
South Fulton CTP (2013)	Multi-use trail	Cascade Rd. from Atlanta city limits to Fulton Industrial intersection	8' – 10' wide off-street trail
South Fulton CTP (2013)	Multi-use trail	East Point – Main street to Lakewood MARTA station	Greenway trail to connect to proposed trail in Lakewood/Ft McPherson LCI
South Fulton CTP (2013)	Multi-use trail	Old National Hwy from Flat Shoals to SR 138	8' – 10' wide multi-use trail
ARC Regional Transportation Plan (2017)	Multi-use trail	East Point - Semmes St from Washington Rd. to Norman Berry Dr.	
ARC Regional Transportation Plan (2017)	Multi-use trail	Fairburn – West Broad St from Smith St to SR 138	
City of East Point Trail System Master Plan & Implementation Strategy	Multi-use trail	Throughout East Point	Sixteen proposed 10'wide mixed-use paths totaling 24.5 miles of trail
City of Hapeville Comprehensive Plan (2017)	Multi-use trail / bike lanes	Throughout Hapeville	Proposed network of connecting downtown, parks, and schools with connections to outside bike/ped networks.
AeroATL Greenway Plan	Multi-use trail	H-JAIA	The Airport Loop is a proposed 15-mile trail that would circle Hartsfield-Jackson Atlanta International Airport and serve as the nexus for the AeroATL Greenway.



Plan	Category	Location	Description
AeroATL Greenway Plan	Multi-use trail	East Point, College Park, Hapeville, Forest Park, Airport City, GICC, Mountain View, Old National Hwy, Phoenix Blvd	The Downtown Loop is a proposed trail that would connect the downtowns and activity centers of communities making up the AeroATL study area.
AeroATL Greenway Plan	Multi-use trail	East Point, College Park, South Fulton, Flat Shoals Rd., Forest Park, Mountain View, Hapeville, City of Atlanta	The Outer Loop is a proposed trail approximating the boundaries of the AeroATL study area. This trail will connect the AeroATL Greenway to other greenway and bike/ped networks in the region.

2.5.1.2 Planned Pedestrian Projects

The *AeroATL Greenway Plan* and *South Fulton TrailNet* as well as city comprehensive plans, LCIs, and trail plans identify numerous pedestrian improvements throughout Southern Fulton. Figure 28 below illustrates the locations of planned pedestrian improvements followed by Table 11 with additional information. Figure 29 shows the *AeroATL Greenway Plan and* Figure 30 *shows the South Fulton TrailNet from the Greenway Trail Masterplan for Unincorporated South Fulton*.

Figure 28: Planned Pedestrian Improvements

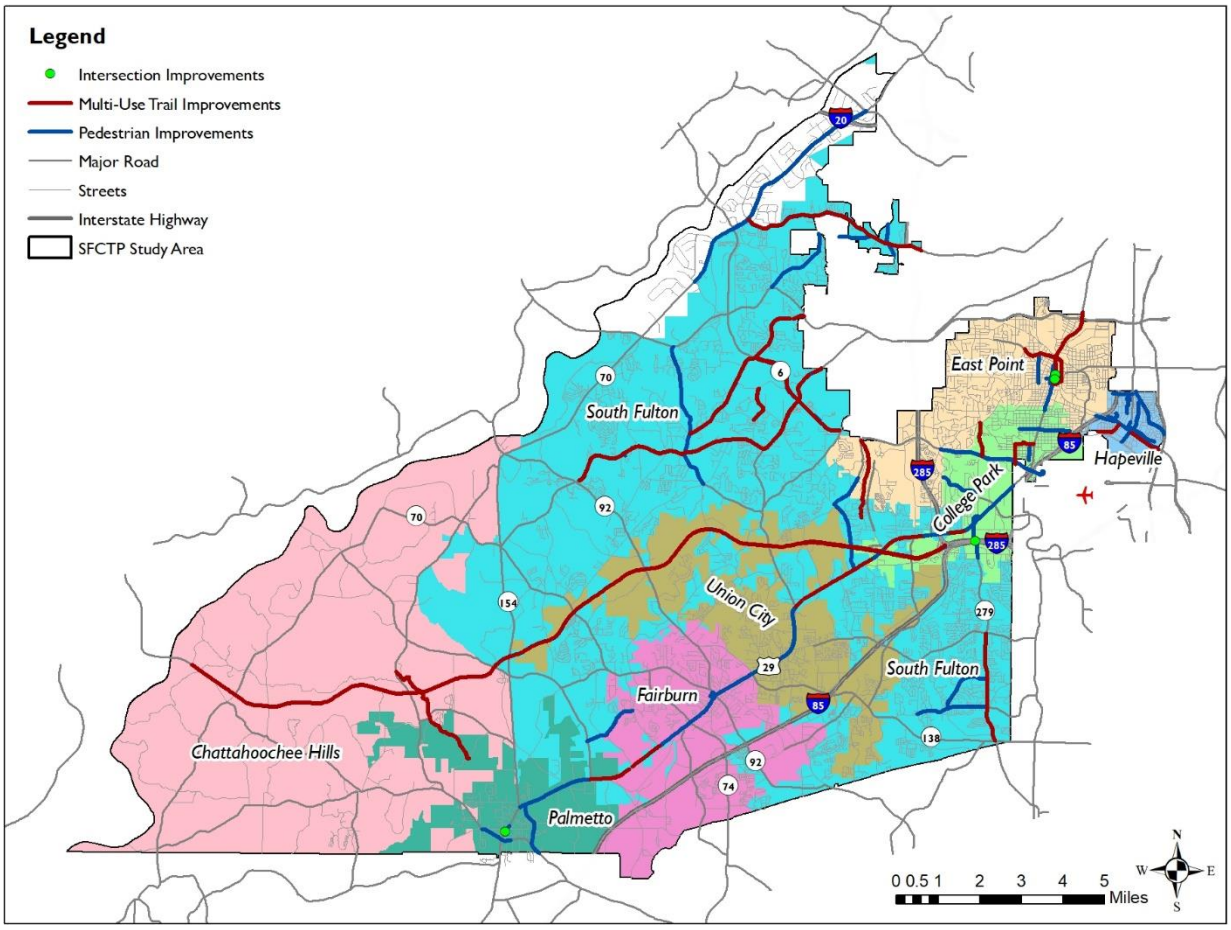


Table 11: Planned Pedestrian Improvements

Plan	Category	Location	Description
ARC Regional Transportation Plan (2017)	Last Mile Connectivity/ Complete Street RetroFit	East Point	Downtown East Point/MARTA Station Multimodal Improvements
ARC Regional Transportation Plan (2017)	Last Mile Connectivity/ Joint Bike-Ped Facilities	East Point	Semmes Street Bicycle and Pedestrian Improvements - Phase 1 from Washington Rd. to Norman Berry Dr.
ARC Regional Transportation Plan (2017)	Joint Bike-Ped Facilities	Fairburn	West Broad Street Bicycle and Pedestrian Facilities



Plan	Category	Location	Description
ARC Regional Transportation Plan (2017)	Pedestrian Facilities	South Fulton	New Hope Rd. Pedestrian Facilities
ARC Regional Transportation Plan (2017)	Pedestrian Facilities	South Fulton	SR 279 (Old National Hwy.) Sidewalks – Phase II from Flat Shoals Rd. to Jonesboro Rd.
ARC Regional Transportation Plan (2017)	Sidepaths and Trails	Chattahoochee Hills/Palmetto	South Fulton Scenic Byway Multi-Use Trail – Phase I from Cochran Mill Park to Phillips Rd.
South Fulton CTP (2013)	Multi-Use Trail	South Fulton	Cascade Rd. from Atlanta city limits to intersection w/ FIB
South Fulton CTP (2013)	Multi-Use Trail	East Point	Main St from downtown to Lakewood MARTA station
South Fulton CTP (2013)	Pedestrian Connectivity	East Point	Main St/ SR 14 and White Way intersection
South Fulton CTP (2013)	Pedestrian Connectivity	East Point	Main St/ SR 14 and Dorsey Ave (just north of the intersection)
South Fulton CTP (2013)	Pedestrian Connectivity	College Park	Old National Hwy and I-285 interchange
South Fulton CTP (2013)	Multi-Use Trail/ Sidewalk	South Fulton	Old National Hwy from Flat Shoals to SR 138
South Fulton CTP (2013)	Pedestrian Connectivity	Fairburn	Roosevelt Hwy/ Broad Street (US 29) from Smith St to SR 138
South Fulton CTP (2013)	Bike/Ped	Palmetto	US 29 at Thornton Ave.
South Fulton CTP (2013)	Bike/Ped	Palmetto	US 29 between Thornton Ave. and Jackson Ave.
South Fulton CTP (2013)	Pedestrian Connectivity	South Fulton	Fulton Industrial Blvd from Frederick Dr. to Riverside Dr.
South Fulton CTP (2013)	Multi-Use Trail	South Fulton	Camp Creek Pkwy. and Butner Rd., Merk Rd. and Enon Rd.



Plan	Category	Location	Description
South Fulton CTP (2013)	Pedestrian Connectivity	Palmetto, Union City, College Park, South Fulton	Roosevelt Hwy. Entire Length
South Fulton CTP (2013)	Pedestrian Connectivity	College Park	Camp Creek Pkwy.
South Fulton CTP (2013)	Multi-Use Trail	College Park, Union City, Chattahoochee Hills, South Fulton	South Fulton Pkwy. from I-285 to Chattahoochee River
South Fulton CTP (2013)	Pedestrian Connectivity	Fairburn, South Fulton	Herndon Rd. from Hobgood Rd. to John River Rd.
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	East Point	Sumner Park to Tri-Cities
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	East Point	Main Street/US 29 Trail
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	East Point	Wagon Works to Downtown Trail
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	Hapeville	South Central Ave./Porsche Ave.
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	Hapeville	Virginia Ave.
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	College Park	Airport City connectivity, from the GICC through Airport City to downtown College Park
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	College Park	Hershel Rd. from Washington Rd. to Camp Creek Pkwy.



Plan	Category	Location	Description
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	College Park	Main Street/US-29
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	South Fulton	Wolf Creek Trail, extending from the existing Camp Creek Pkwy. Trail to Enon Rd.
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	South Fulton	Welcome All Trail from Camp Creek Pkwy. to Will Lee Rd.
AeroATL Greenway Plan (2018)	Pedestrian trail improvements	South Fulton	Roosevelt Hwy./US-29
Chattahoochee Hills Comprehensive Plan (2016)	Pedestrian Plan	Chattahoochee Hills	Determine if the Chattahoochee Hill Country Greenway Trail is feasible as currently planned, or if the resources could be used for other similar purposes.
Chattahoochee Hills Comprehensive Plan (2016)	Pedestrian Plan	Chattahoochee Hills	Expand the current Parks, Recreation and Trails Plan and promote awareness of its recommendations to the community
College Park Comprehensive Plan (2016)	Pedestrian Improvements	College Park	Develop Signage, Landmarks, and Crosswalks for Walking Tour of Downtown/Historic College Park
College Park Comprehensive Plan (2016)	Pedestrian Plan	College Park	Greenway Trails Plan, to include Connection to Atlanta BeltLine through Bike and Pedestrian Trails
College Park Comprehensive Plan (2016)	Pedestrian Improvements	College Park	Old National Hwy. Transit Oriented Sidewalk Installation
College Park Comprehensive Plan (2016)	Pedestrian Improvements	College Park	Pkwy. Trail Phase IV
Hapeville Comprehensive	Pedestrian Plan	Hapeville	Evaluate development of a Hapeville Gateway and Downtown Overlay District and Design



Plan	Category	Location	Description
Plan/LCI Study Update (2017)			Guidelines as described in this report. Design Standards/Guidelines may include streetscape standards, block sizes, setbacks, etc. Align guideline with recommendations as found within this report. Encourage the incorporation of functional art into streetscapes, including creative streetlights, crosswalks, benches, etc.
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Additional streetscape and sidewalk enhancements to North Central, including coordination with adjacent property owners to identify potential for easements or landscaping improvements on private property that can accomplish streetscape objectives.
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Construct a more extensive streetscape and fill sidewalk gaps in the eastern portion of the Central Ave. corridor.
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Construct a sidewalk on at least one side of Lake Ave. between North Ave. and Cofield Dr. Costs will vary depending on ultimate location.
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Construct a sidewalk on at least one side of Cofield Dr. between Dogwood Dr. and the I-85 bridge and from the I-85 bridge to Springdale Rd.
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Enhance sidewalks on Atlanta Avenue between Airport Loop Rd. and S. Central Avenue to add streetscape and tree canopy (either in or out of right-of-way) and to allow a continuous sidewalk on the east side of the street past the Hapeville United Methodist Church property.



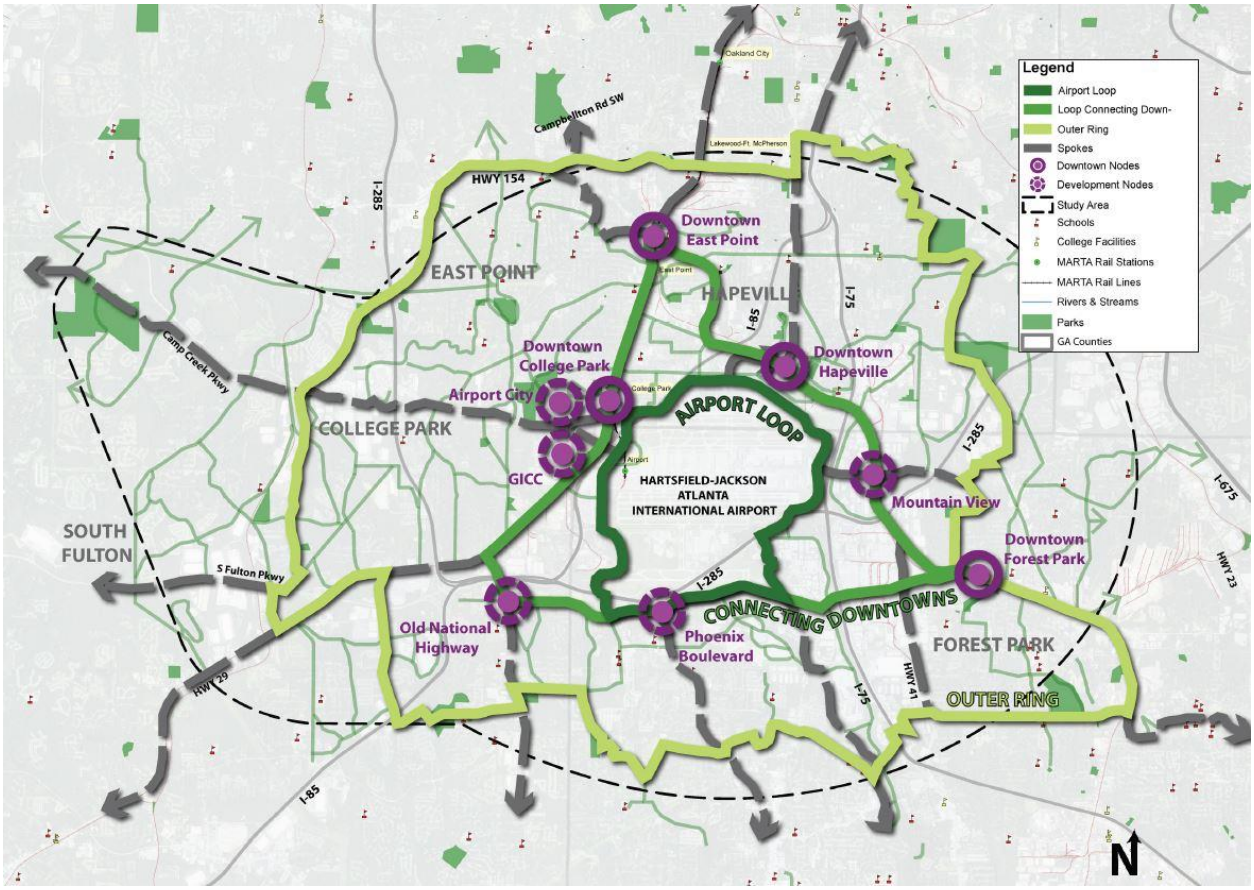
Plan	Category	Location	Description
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Construct sidewalk on the west side of Stillwood Dr. and enhance existing sidewalk on the east side to improve access to a future MARTA rail corridor.
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Enhance N Fulton Avenue streetscape, sidewalks and intersections to improve pedestrian and bicyclist safety, including substitution of select parking spaces with bulb-out islands to add street trees and provide comfort and increased separation for pedestrians.
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Coordinate with private property owners to identify easement opportunities or other potential ways to increase functional sidewalk width and improve pedestrian passage on Dogwood Dr. between North Central Avenue and Marina Street.
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Construct a protected, off-street bicycle and pedestrian path on Willingham Dr. between S. Central Avenue and the Hapeville City limits. This would enhance pedestrian conditions for the relatively high volume of users on this corridor, and should be coordinated with the City of East Point for connections to the Main Street corridor and on to the East Point MARTA rail station.
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Install traffic calming devices and intersection enhancements along the Old Jonesboro Rd. and King Arnold Street corridors to slow traffic, improve pedestrian and bicycle safety, and establish a bicycle route through the city. Add signage and wayfinding to designate this route and to direct



Plan	Category	Location	Description
			bicycles and pedestrians to nearby destinations.
Hapeville Comprehensive Plan/LCI Study Update (2017)	Pedestrian Improvements	Hapeville	Install new sidewalks throughout the city.
East Point Comprehensive Plan Update (2017)	Pedestrian Improvements	East Point	East Point Street and West Cleveland Avenue streetscape and pedestrian improvements
East Point Comprehensive Plan Update (2017)	Pedestrian Improvements	East Point	Installation of downtown bike/ped amenities (benches, trash cans, bike racks, banners)
Fairburn Comprehensive Plan 2035	Pedestrian Plan	Fairburn	Develop a pedestrian transportation plan that includes addition of new sidewalks, fixing existing sidewalks, community connections through trails/paths, etc. This plan should be developed in coordination with the Green-space Plan.
Fairburn Comprehensive Plan 2035	Pedestrian Plan	Fairburn	Work with DOT to design and implement streetscape improvements on Hwy. 29/Broad Street.
Fairburn Comprehensive Plan 2035	Pedestrian Improvements	Fairburn	Seek funding for Broad Street (Hwy 29) Streetscape.
Union City Comprehensive Plan (2015)	Pedestrian Improvements	Union City	Work with organizations such as PEDS to coordinate safe routes to school programs and PATH for and pedestrian connections.
Union City Comprehensive Plan (2015)	Pedestrian Improvements	Union City	Adopt development regulation amendments requiring installation of bicycle and pedestrian amenities with new development.

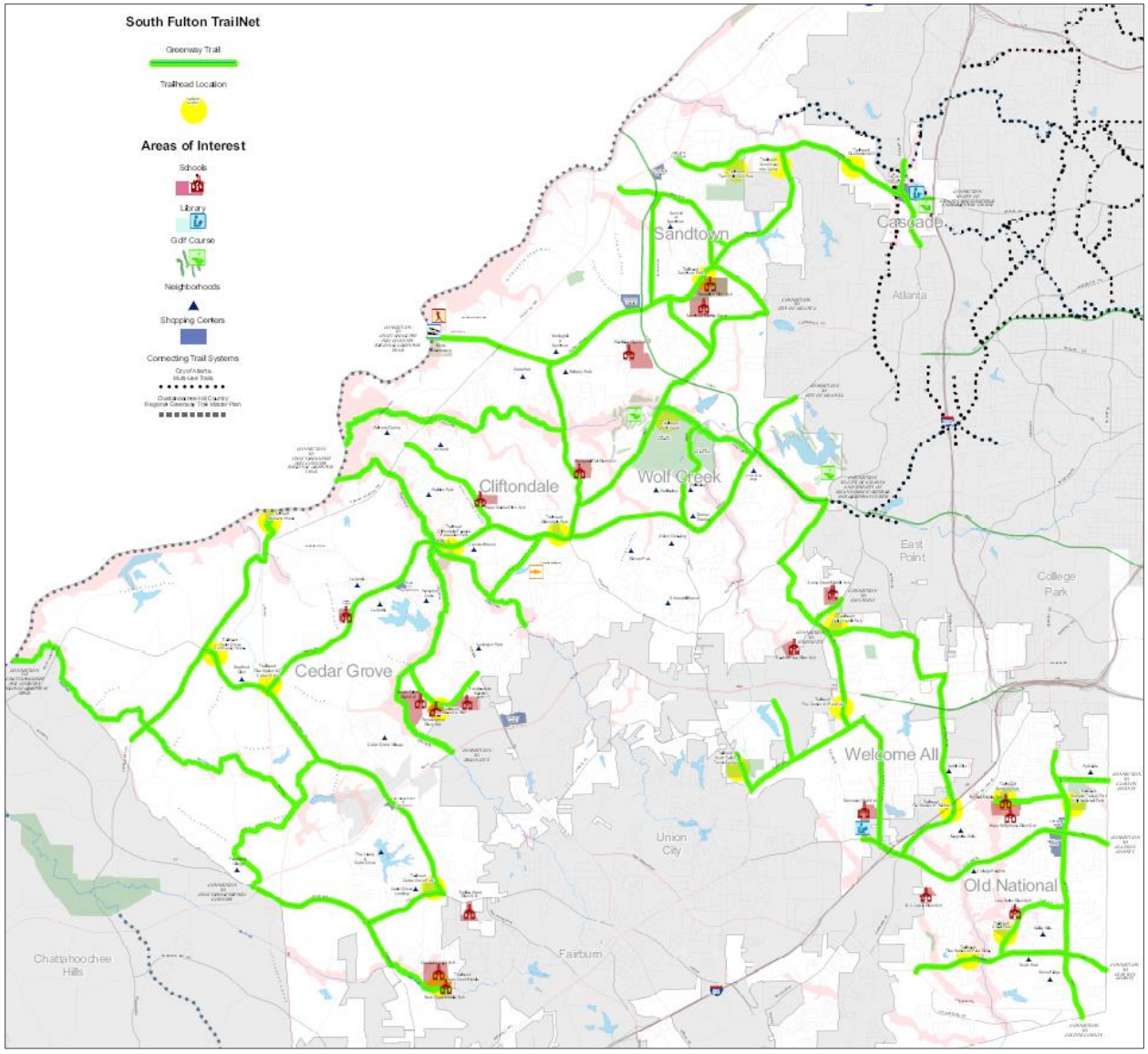
Plan	Category	Location	Description
Union City Comprehensive Plan (2015)	Pedestrian Improvements	Union City	Create a new bicycle and pedestrian friendly roadway corridor that connects the Downtown/City Hall area to Shannon Pkwy.
2035 Fulton County Comprehensive Plan	Pedestrian Plan	Fulton County	Plan and design multi-use trails and/or sidewalks during the development or renovation of any Fulton County facility to enhance opportunities for walkability.

Figure 29: AeroATL Greenway Plan Planned Multi Use Trail Facilities



Source: *AeroATL Greenway Plan*

Figure 30: South Fulton TrailNet



Source: South Fulton TrailNet from the *Greenway Trail Masterplan for Unincorporated South Fulton*

2.5.2 *Stakeholder and Public Input on Active Transportation*

Stakeholders and the public survey indicate that pedestrian improvements are a top concern for the area, citing the need for additional sidewalks, especially in areas of fixed route transit. In addition to the overall need for additional sidewalks and pedestrian accommodates, stakeholders and the public agree that multi-use paths are preferred to move pedestrians (and bicyclists) away from vehicular traffic. They also indicate that a connection to the Atlanta BeltLine is needed just north of Southern Fulton in the City of Atlanta. Finally, they request that more lighting be provided on sidewalks and paths.



2.5.3 *Active Transportation Needs*

These needs are in addition to the planned active transportation projects outlined in this section.

Short-term

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

Long-term

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

3 Corridor Analysis

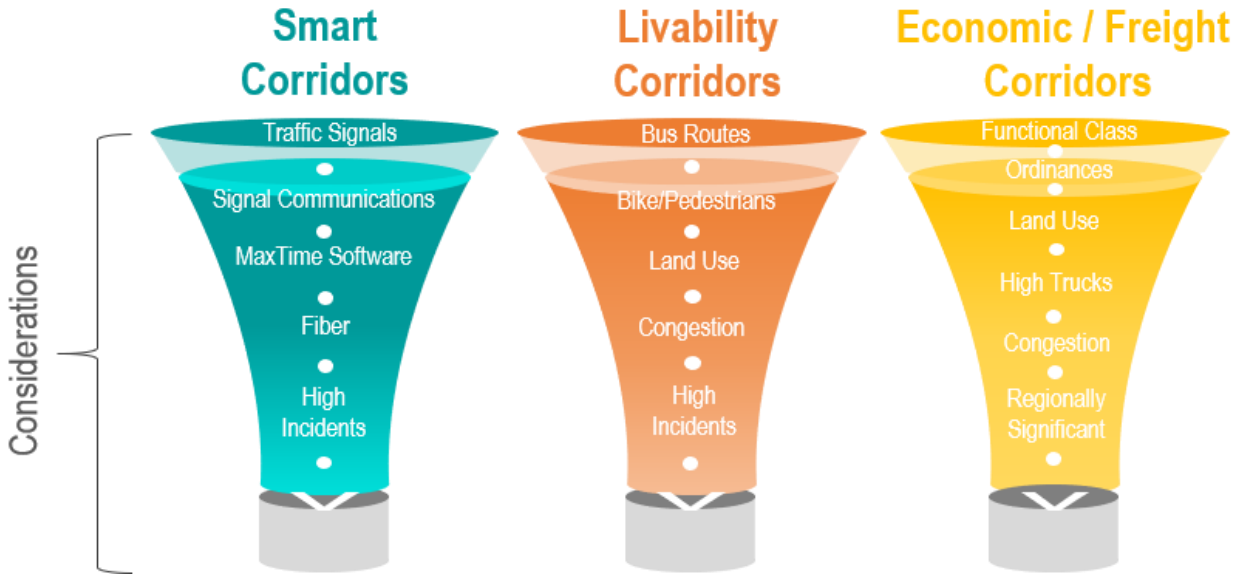
3.1 Corridor Analysis Overview

The purpose of the corridor analysis is to identify corridors having certain characteristics and that serve key functions. These corridors can be broadly categorized into distinct categories. While the Southern Fulton area in its entirety is included in the Short- & Long-Range Needs Assessment analysis and evaluated for potential projects, the corridors identified in the corridor analysis have specific characteristics suited to certain improvement recommendations.

3.2 Corridor Analysis Criteria

Three corridor types were identified for the corridor analysis: Smart, Freight/Economic, and Livability. The following considerations were used in selecting the Smart, Freight/Economic, and Livability corridors, as shown in *Figure 30*.

Figure 31: Corridor Framework



Corridor Profiles

Figure 32 illustrates the identified corridors in Southern Fulton with speicifc smart, freight/economic and livability characteristics.

Figure 32: Smart, Freight/Economic, and Livability Corridors

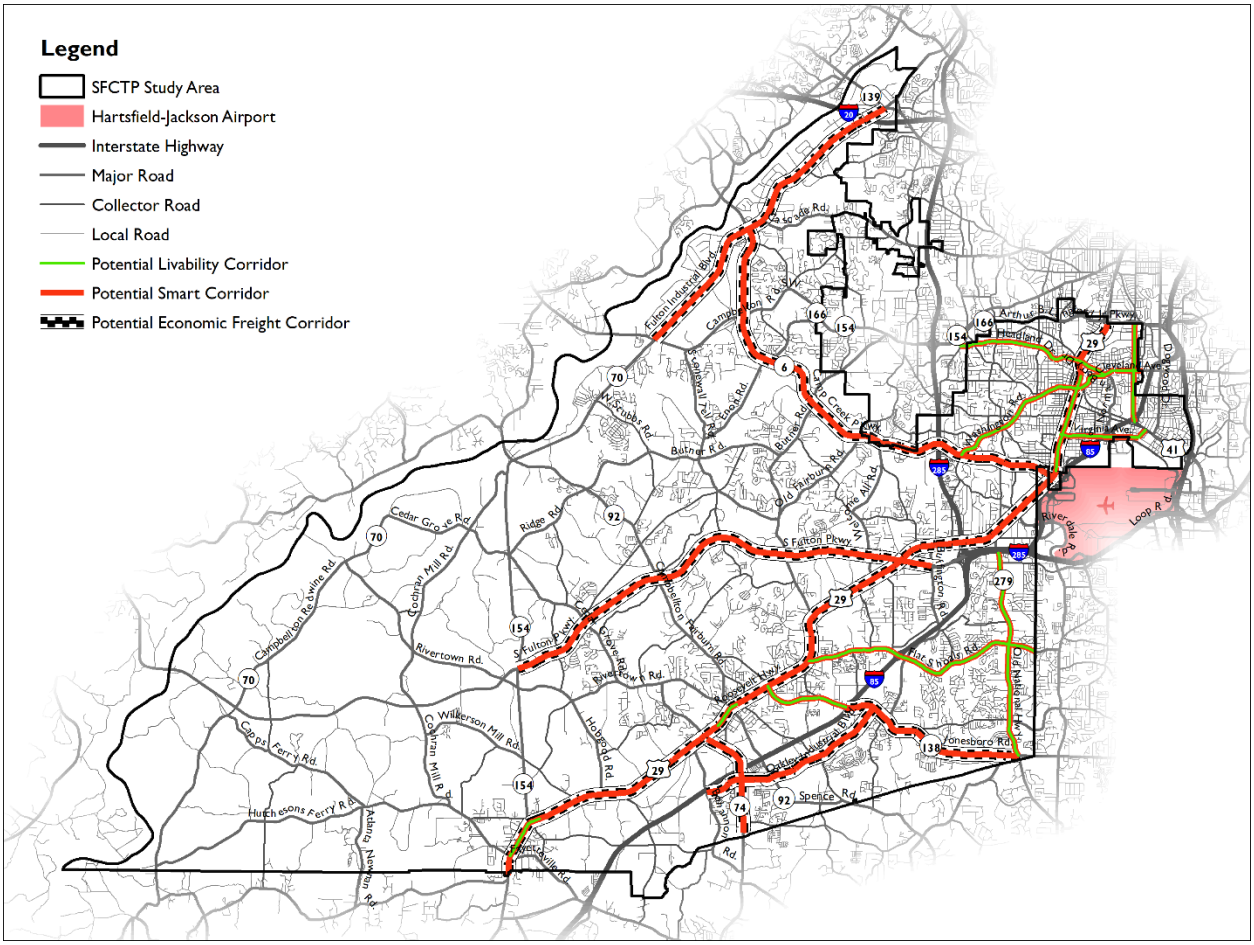


Table 12 lists each of these corridors and identifies the corridor focus and its associated cities.



Table 12: SFCTP Corridor Matrix

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

For each of the corridors, a series of maps illustrating the locations of certain characteristics is shown such as traffic lights, transit, average annual daily traffic counts (AADT) and level of service (LOS) as a congestion metric. Following the maps is a snapshot profile for each corridor and a list of identified needs for that corridor.



3.2.1 *SR 6/Camp Creek Pkwy.*

SR 6/Camp Creek Parkway, from SR 70/Fulton Industrial Blvd. to US 29, has been designated as a smart freight corridor. Figure 33 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 34 shows the existing transit service along the corridor, while Figure 35 depicts current average daily truck volumes, and Figure 36 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Economic/Freight
- Corridor length: 11.17 miles
- Functional class: Principal Arterial
- Number of general-purpose lanes (two-way): 4
- Transit facilities: MARTA Bus Route 82
- Traffic signals and signal technology: Thirteen signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Fifteen currently have MaxView software, and 15 have DSRC technology.
- Traffic volumes & LOS: 25,000 to 55,000 vehicles/day, LOS A to F
- Truck volumes: 1,001 to 10,000 trucks/day
- Crashes (2016 – 2018): 292 crashes, 1 fatality
- Unified Growth Policy Map Regional Area Type: Regional Employment Corridor, Established Suburb, Developing Rural
- Internet access: 0 to 30 percent of households have no internet access

Figure 33: SR 6/Camp Creek Pkwy. Traffic Signals

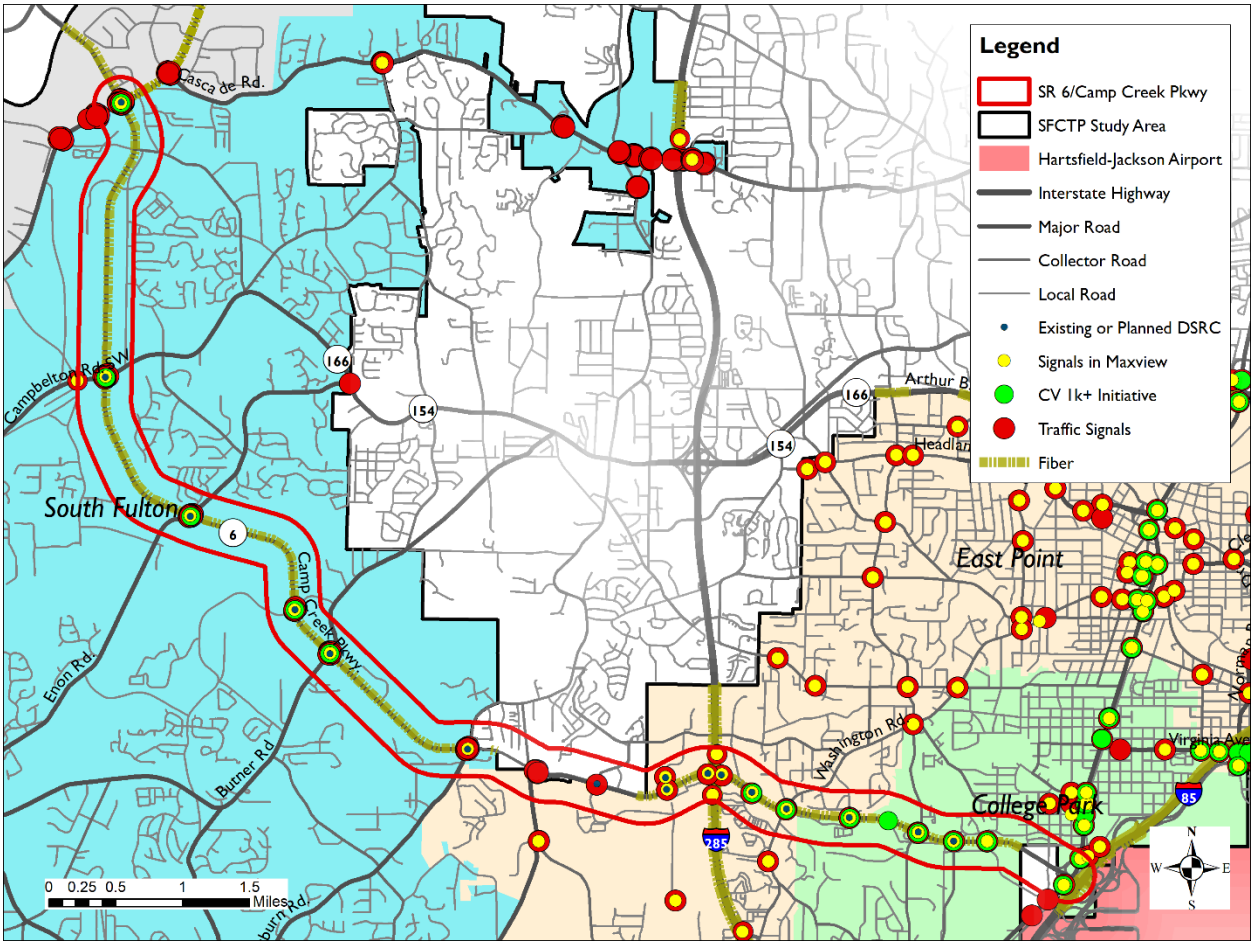


Figure 34: SR 6/Camp Creek Pkwy. Transit

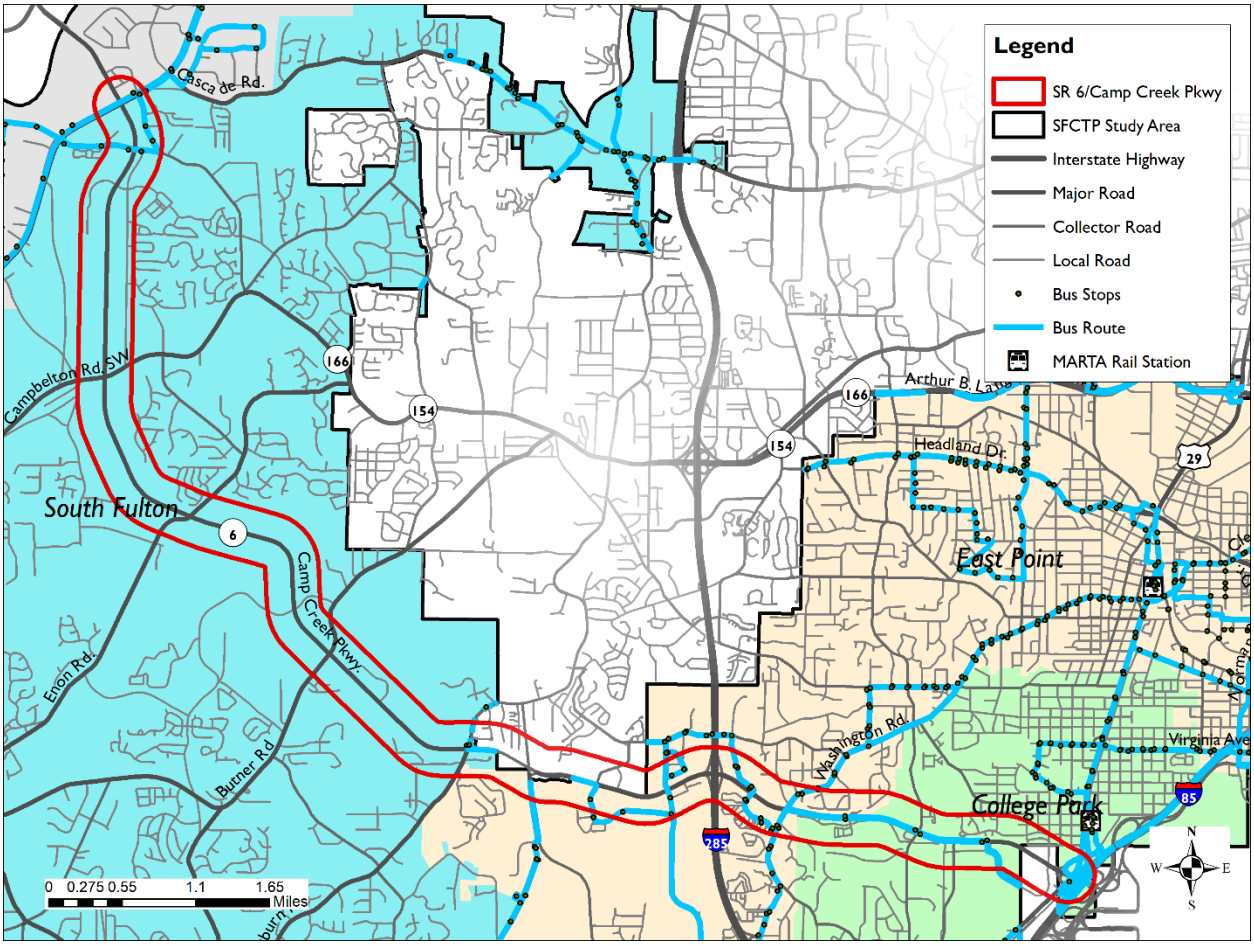


Figure 35: SR 6/Camp Creek Pkwy. AADT

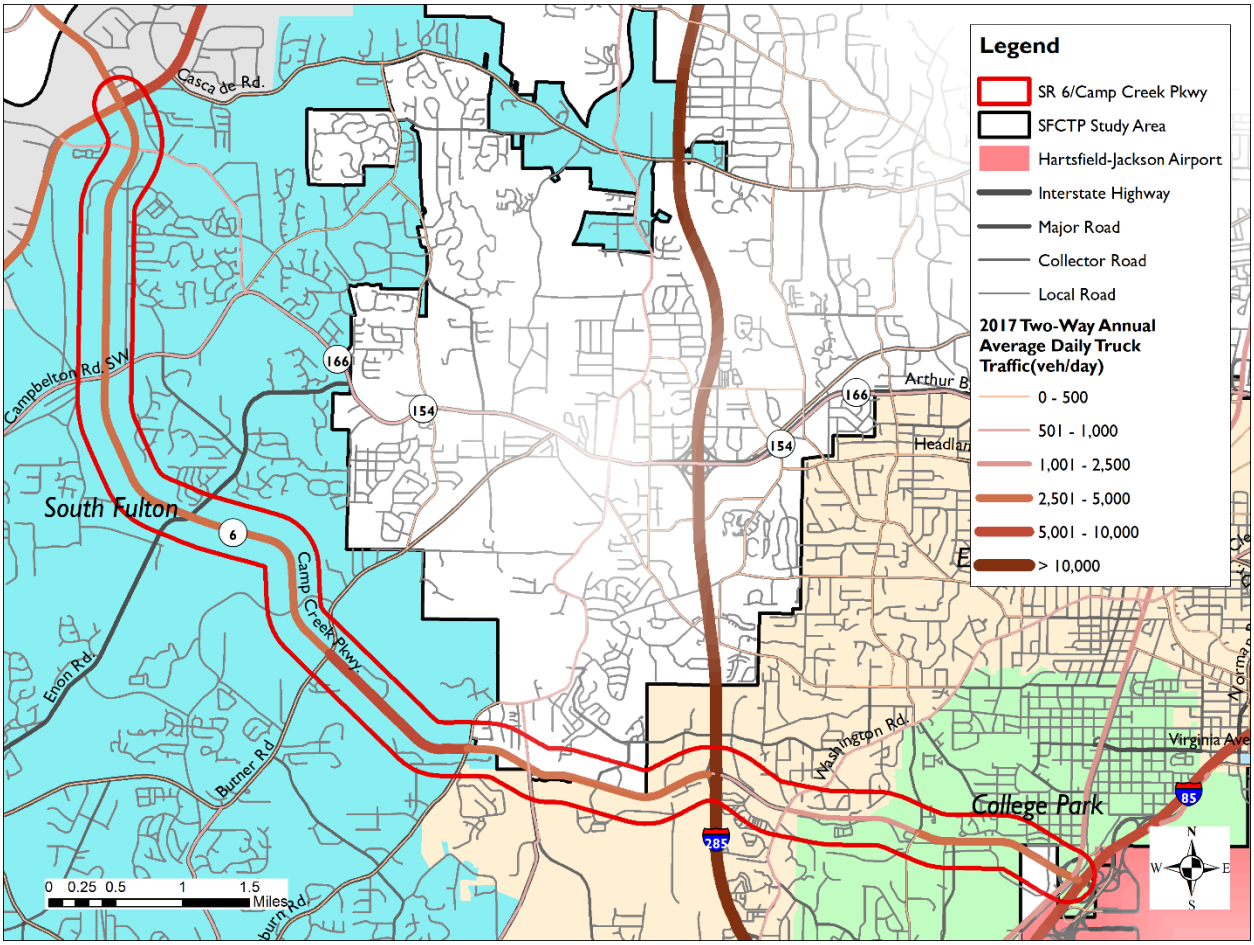
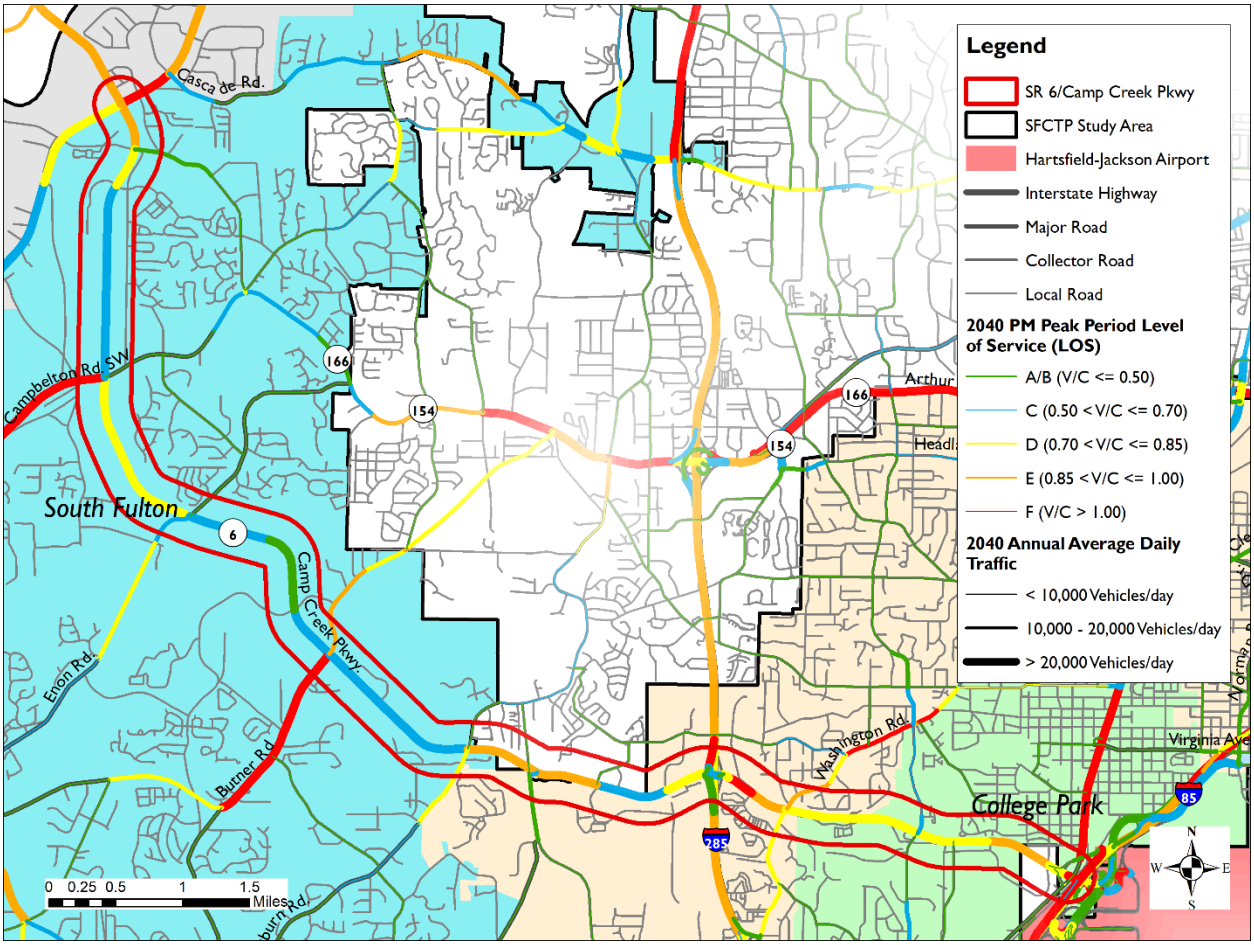


Figure 36: SR 6/Camp Creek Pkwy. LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Freight priority
    b. Emergency vehicle preemption
    c. Transit priority
    d. Connected vehicles
- Intersection operations improvements, focusing on safety and freight efficiencies
- Assess driveway access and modify or eliminate access points for safety
- Install a raised median along corridor for safety
- Provide pedestrian improvements to connect to transit stops



- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Assess raising height of traffic signals for improved sight distance
- Address any bridge replacement/rehabilitation

Long-term:

- Install multi-use path along corridor connecting residential with commercial activities
- Implement high capacity transit such as ART
- Widen certain segments to address congestion
- Increase frequency of paving or consider installing concrete



3.2.2 *SR 70/Fulton Industrial Blvd.*

SR 70/Fulton Industrial Blvd. from SR 139/MLK Jr. Dr. to SR 154/Campbellton Rd. has been designated as a smart freight corridor. Figure 37 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 38 shows the existing transit service along the corridor, while Figure 39 depicts current average daily truck volumes, and Figure 40 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Economic/Freight
- Corridor length: 7.85 miles
- Functional class: Minor Arterial
- Number of general-purpose lanes: 4 to 6
- Transit facilities: MARTA Bus Route 73
- Traffic signals and signal technology: one signal is part of the CV1k+ initiative, which will provide communication devices at these intersections. Two currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 20,000 to 68,000 vehicles/day, LOS A to F
- Truck volumes: 500 to 10,000 trucks/day
- Crashes (2016 - 2018): 460 crashes, 1 fatality
- UGPM Regional Area Type: Regional Employment Corridor, Established Suburb, Developing Rural
- Internet access: 0 to 50 percent of households have no internet access

Figure 37: SR 70/Fulton Industrial Blvd Traffic Signals

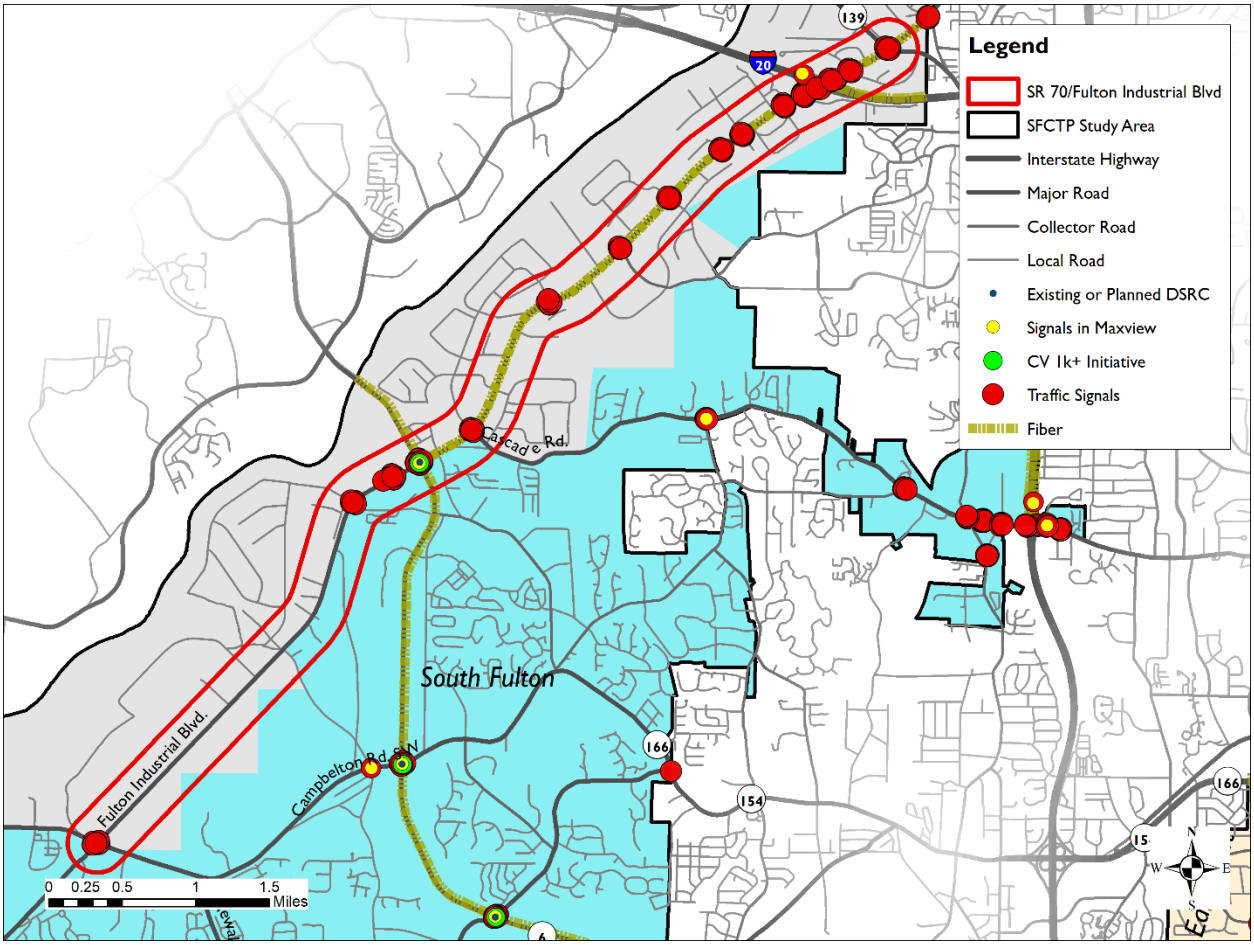


Figure 38: SR 70/Fulton Industrial Blvd Transit

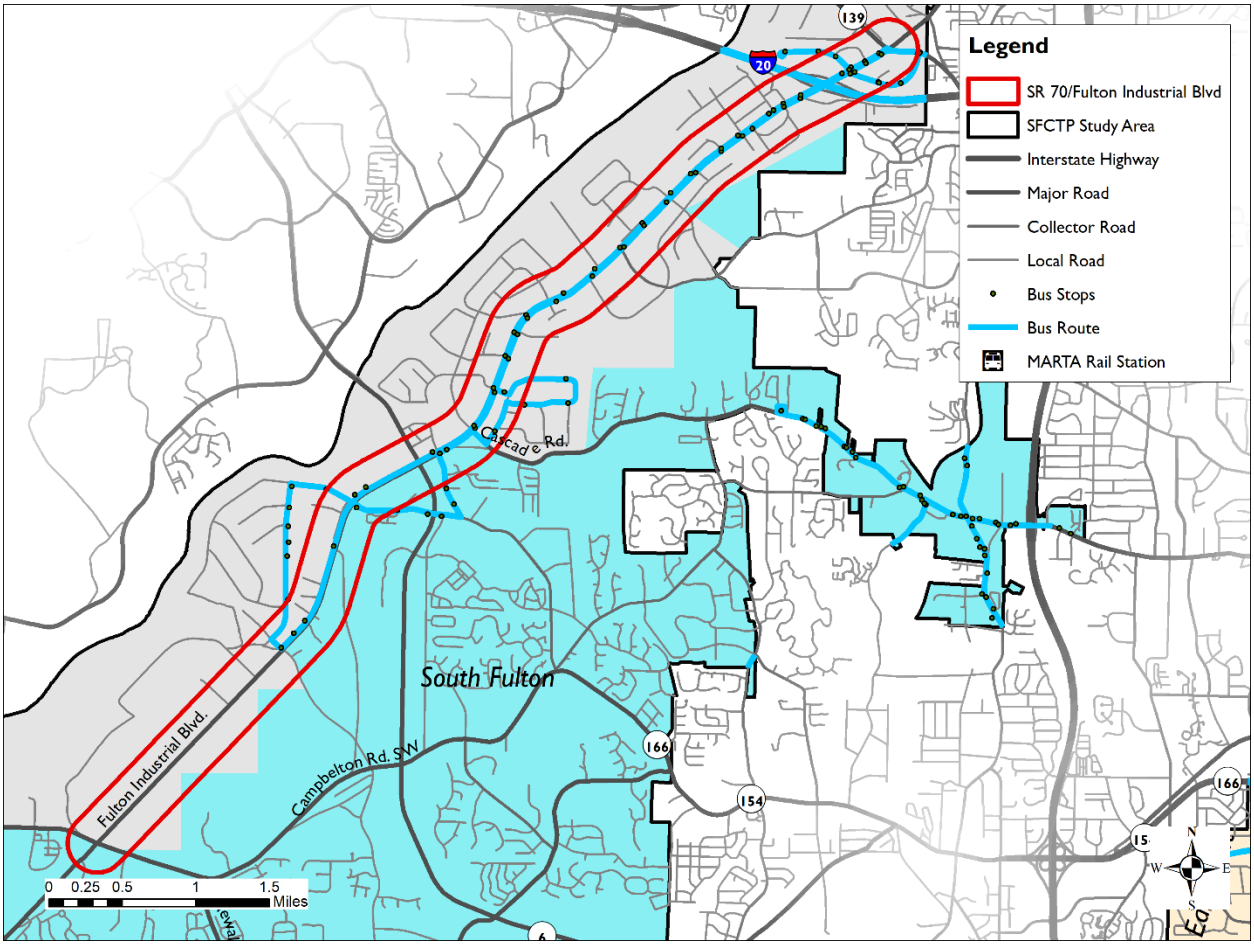


Figure 39: SR 70/Fulton Industrial Blvd AADT

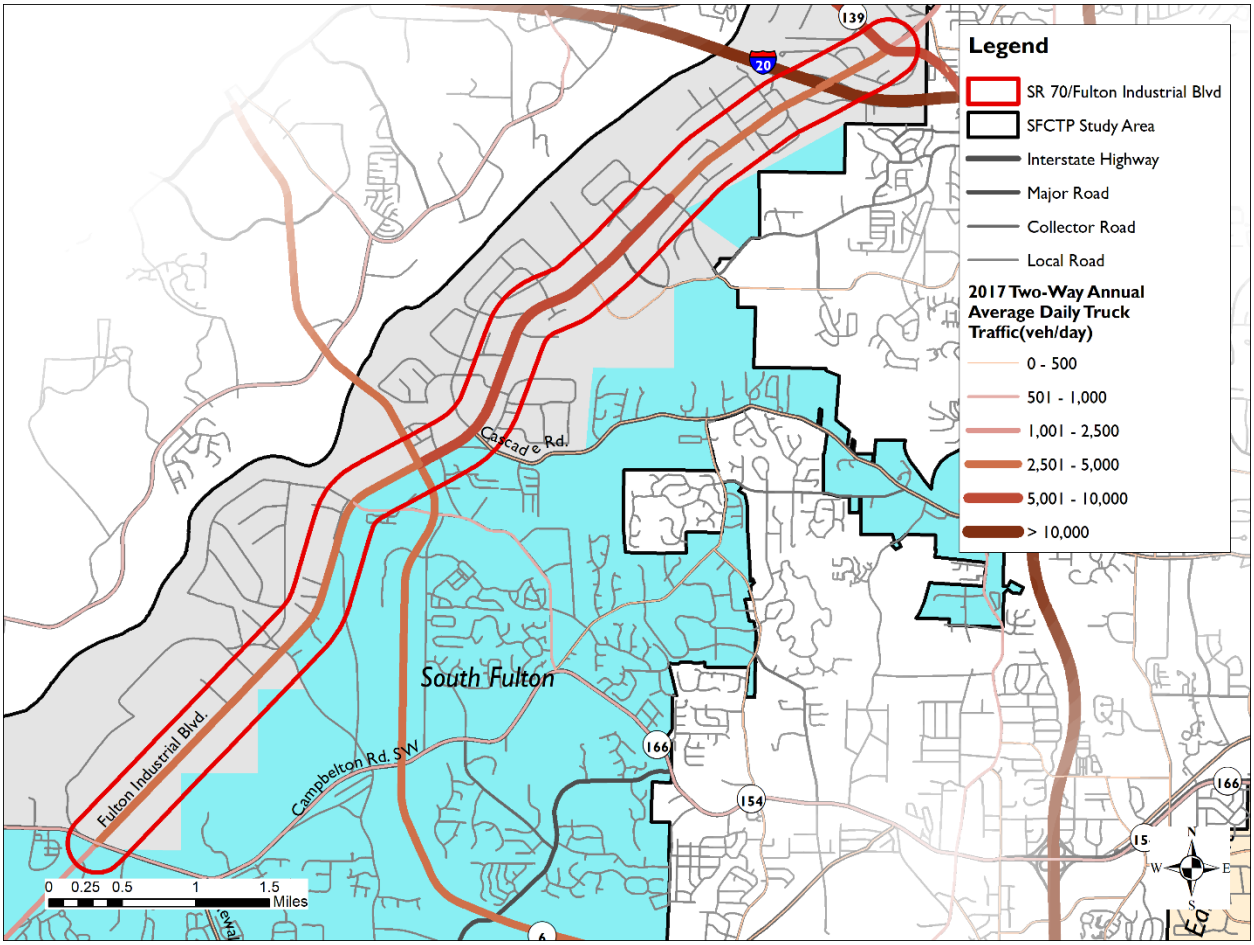
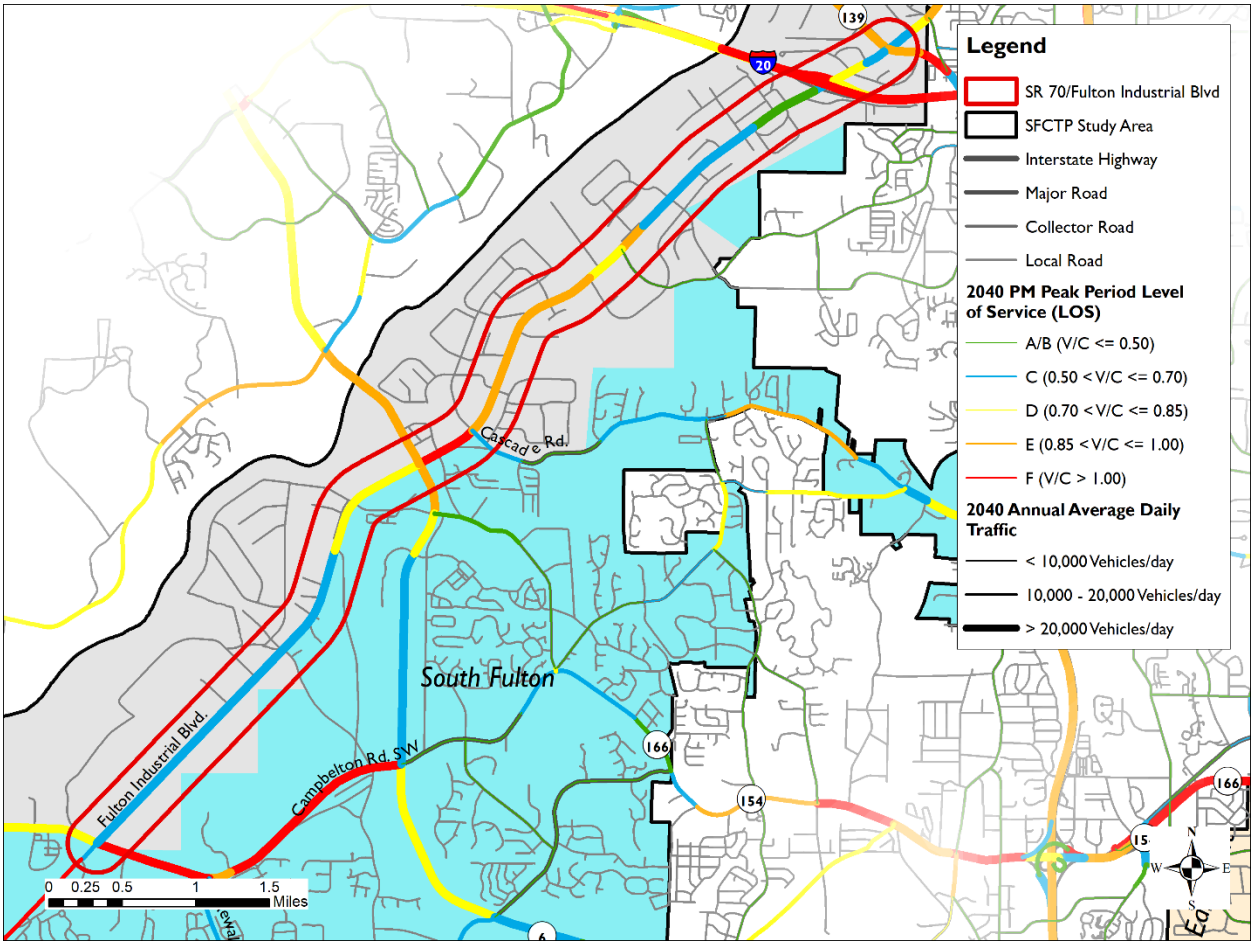


Figure 40: SR 70/Fulton Industrial Blvd LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Freight priority
    b. Emergency vehicle preemption
    c. Transit priority
    d. Connected vehicles
- Intersection operations improvements, focusing on safety and freight efficiencies
- Assess driveway access and modify or eliminate access points for safety
- Assess raising height of traffic signals for improved sight distance
- Install a raised median along corridor for safety



- Provide pedestrian improvements to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Address any bridge replacement/rehabilitation

Long-term:

- Widen certain segments to address congestion
- Implement high-capacity transit such as ART
- Increase frequency of paving or consider installing concrete



3.2.3 *Virginia Ave.*

Virginia Ave. from US 29/Main St. to S. Central Ave. has been designated as a smart livability corridor. Figure 41 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 42 shows the existing transit service along the corridor, while Figure 43 depicts current average daily truck volumes, and Figure 44 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Livability
- Corridor length: 2.07 miles
- Functional class: Major Collector, Local Road
- Number of general-purpose lanes: 2 to 5
- Transit facilities: MARTA Bus Route 172
- Traffic signals and signal technology: Six signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. One currently has MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 500 to 12,000 vehicles/day, LOS A/B
- Truck volumes: 0 to 500 trucks/day
- Crashes (2016 - 2018): 122 crashes, 0 fatality
- UGPM Regional Area Type: Regional Employment Corridor, Maturing Neighborhood
- Internet access: 10 to 40 percent of households have no internet access

Figure 41: Virginia Ave. Traffic Signals

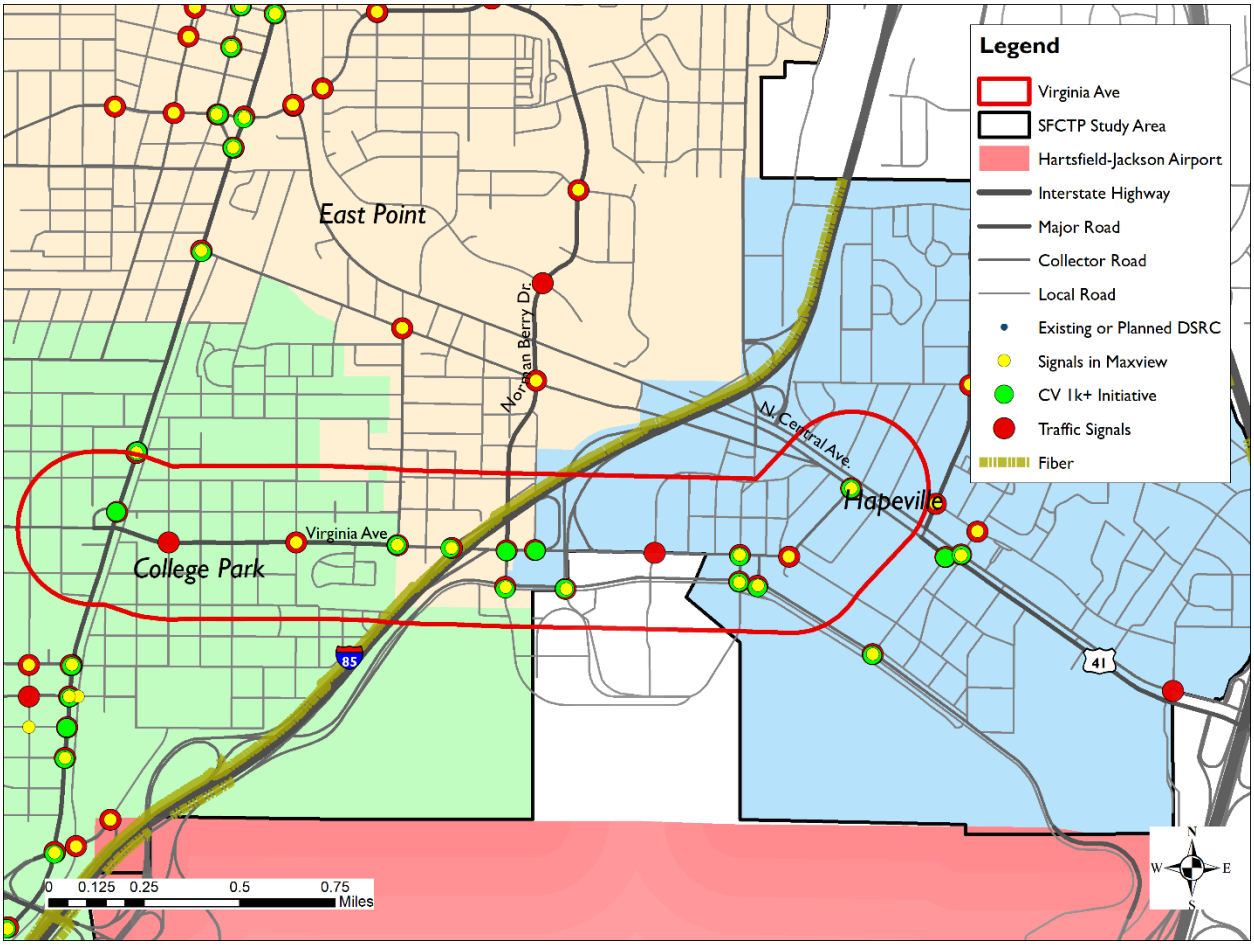


Figure 42: Virginia Ave. Transit

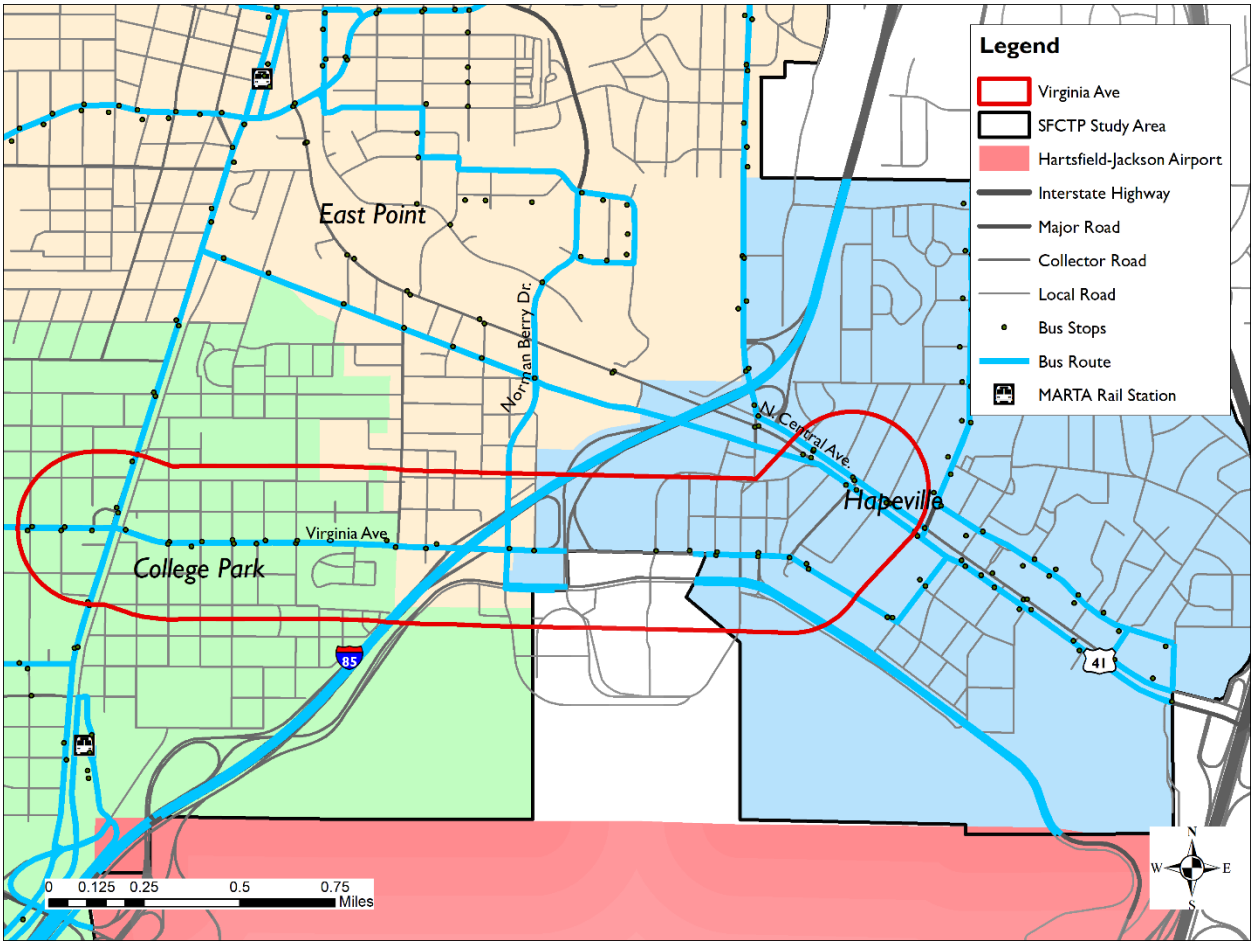


Figure 43: Virginia Ave. AADT

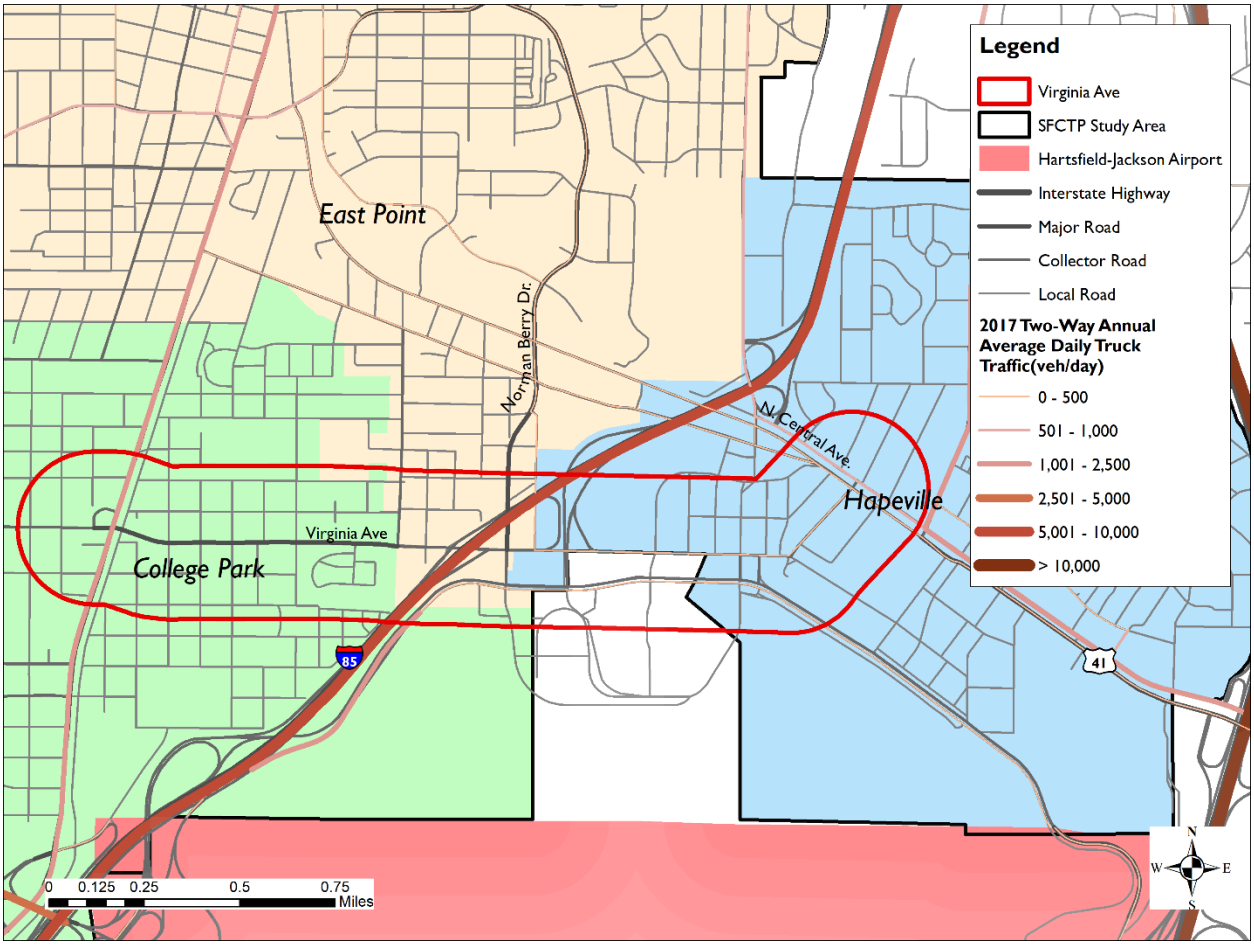
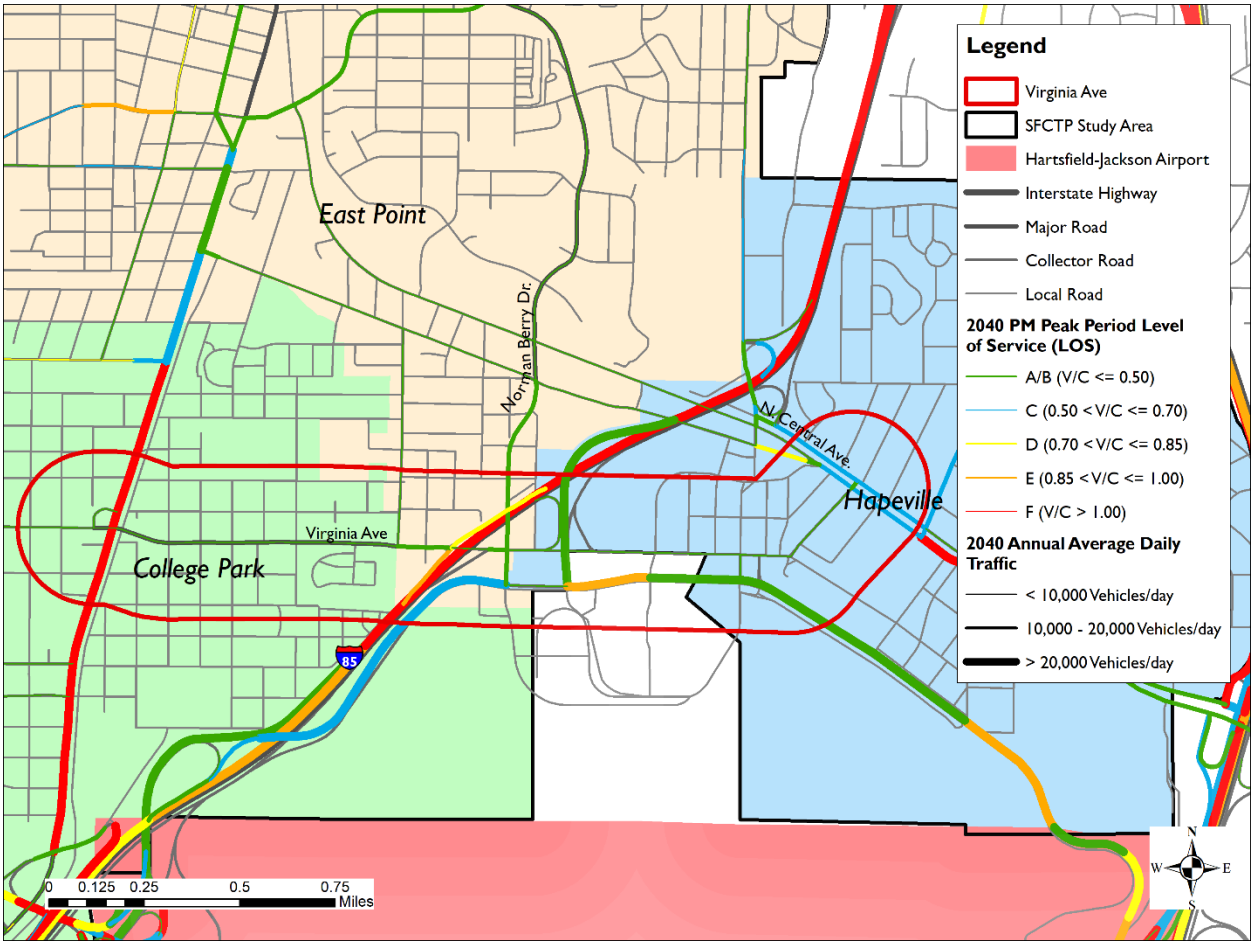


Figure 44: Virginia Ave. LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Emergency vehicle preemption
    b. Transit priority
    c. Connected vehicles
- Assess driveway access and modify or eliminate access points for safety
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Install railroad event broadcasting to notify drivers of trains at Virginia Avenue and CSX railroad.

Long-term:



- Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes
- Implement circulator system with automated vehicles
- Remove raised median along corridor for safety



3.2.4 *Washington Rd./Cleveland Ave.*

Washington Rd./Cleveland Ave. from Springdale Rd. to SR 6/Camp Creek Plwy. has been designated as a smart livability corridor. Figure 45 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 46 shows the existing transit service along the corridor, while Figure 47 depicts current average daily truck volumes, and Figure 48 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Livability
- Corridor length: 4.97 miles
- Functional class: Minor Arterial
- Number of general-purpose lanes: 2 to 4
- Transit facilities: MARTA Bus Route 78, 84, and 181
- Traffic signals and signal technology: Three signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Three currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 6,000 to 40,000 vehicles/day, LOS A to F
- Truck volumes: 500 to 1,000 trucks/day
- Crashes (2016 - 2018): 77 crashes, 0 fatality
- UGPM Regional Area Type: Maturing Neighborhood
- Internet access: 10 to 40 percent of households have no internet access

Figure 45: Washington Rd./Cleveland Ave. Traffic Signals

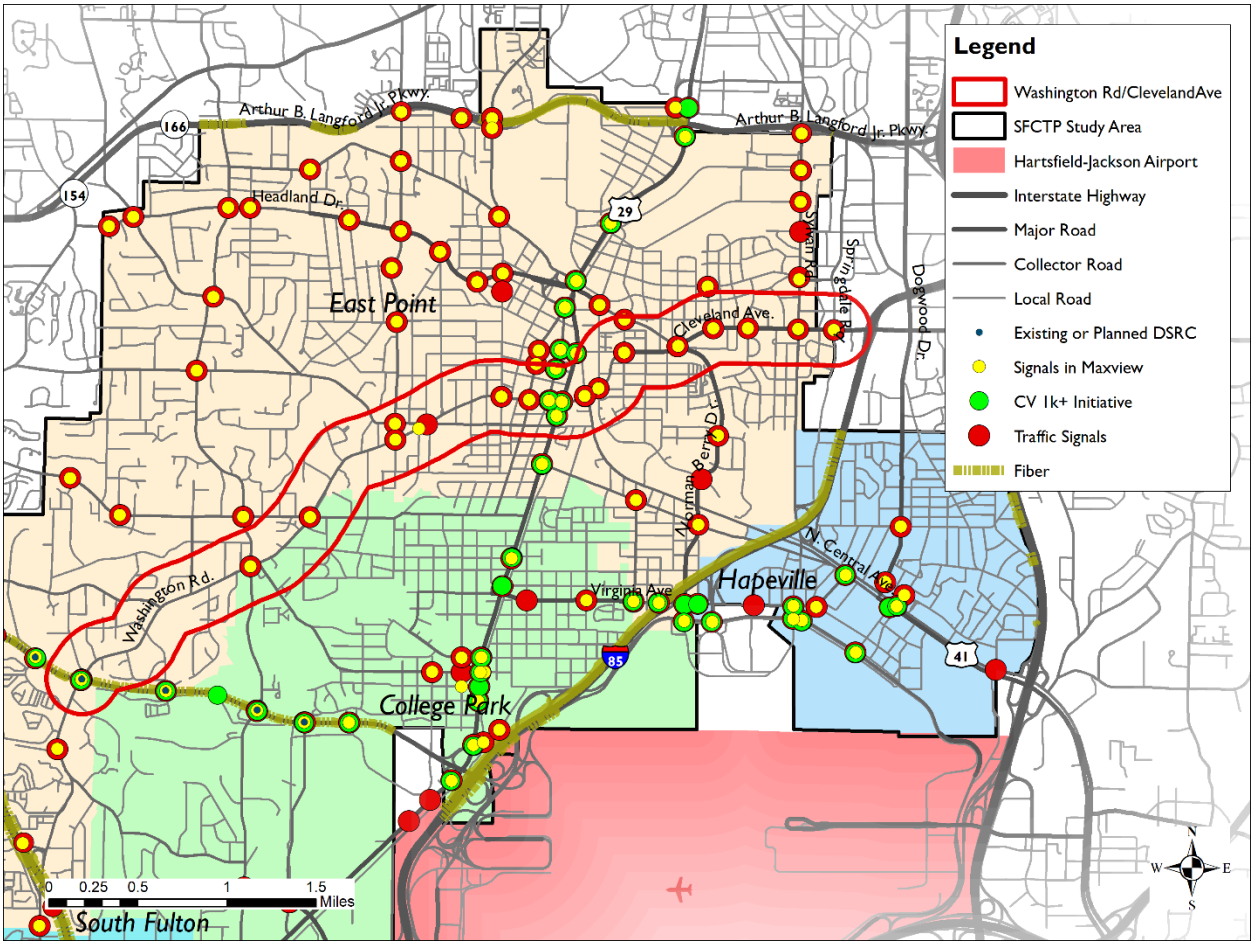


Figure 46: Washington Rd./Cleveland Ave. Transit

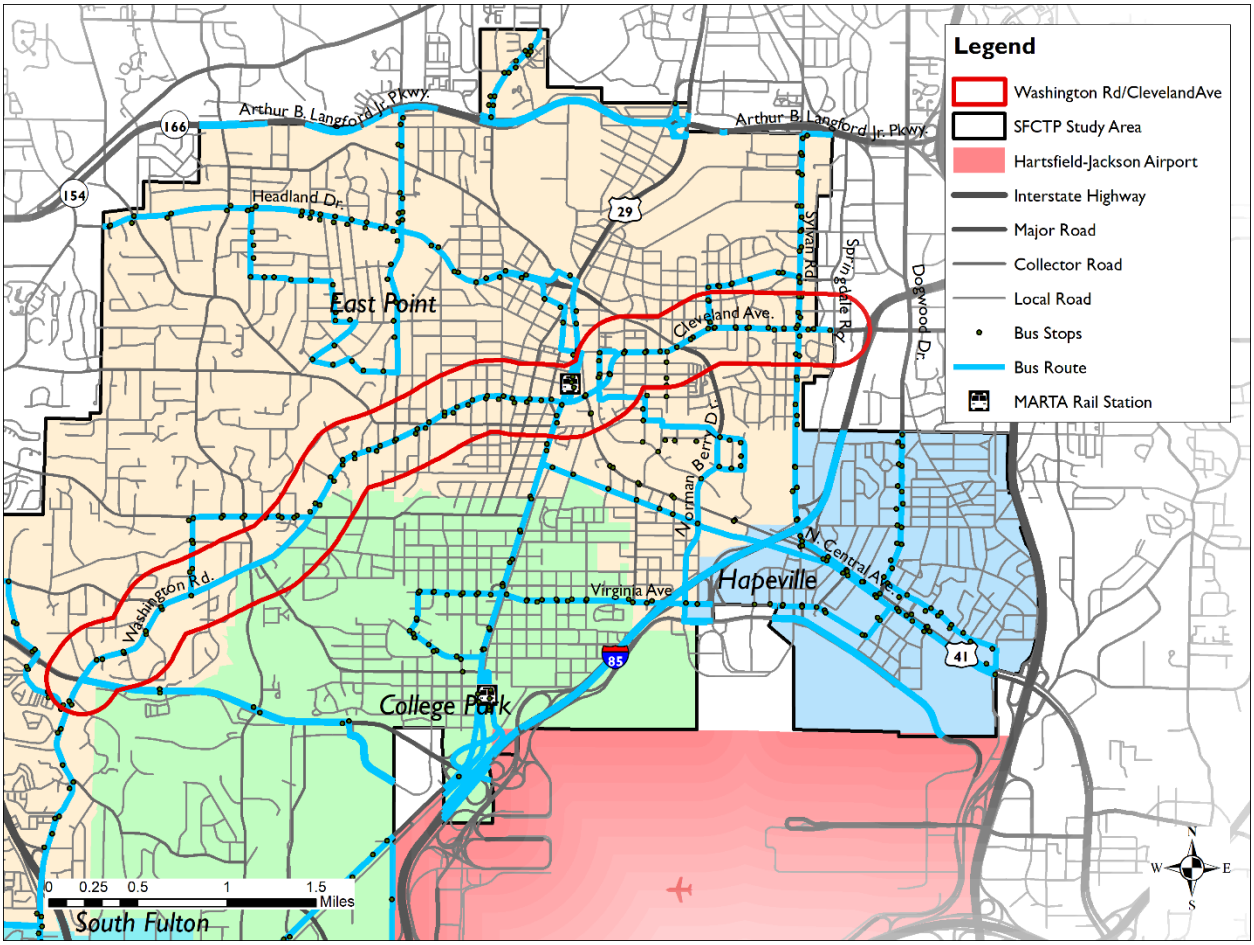


Figure 47: Washington Rd./Cleveland Ave. AADT

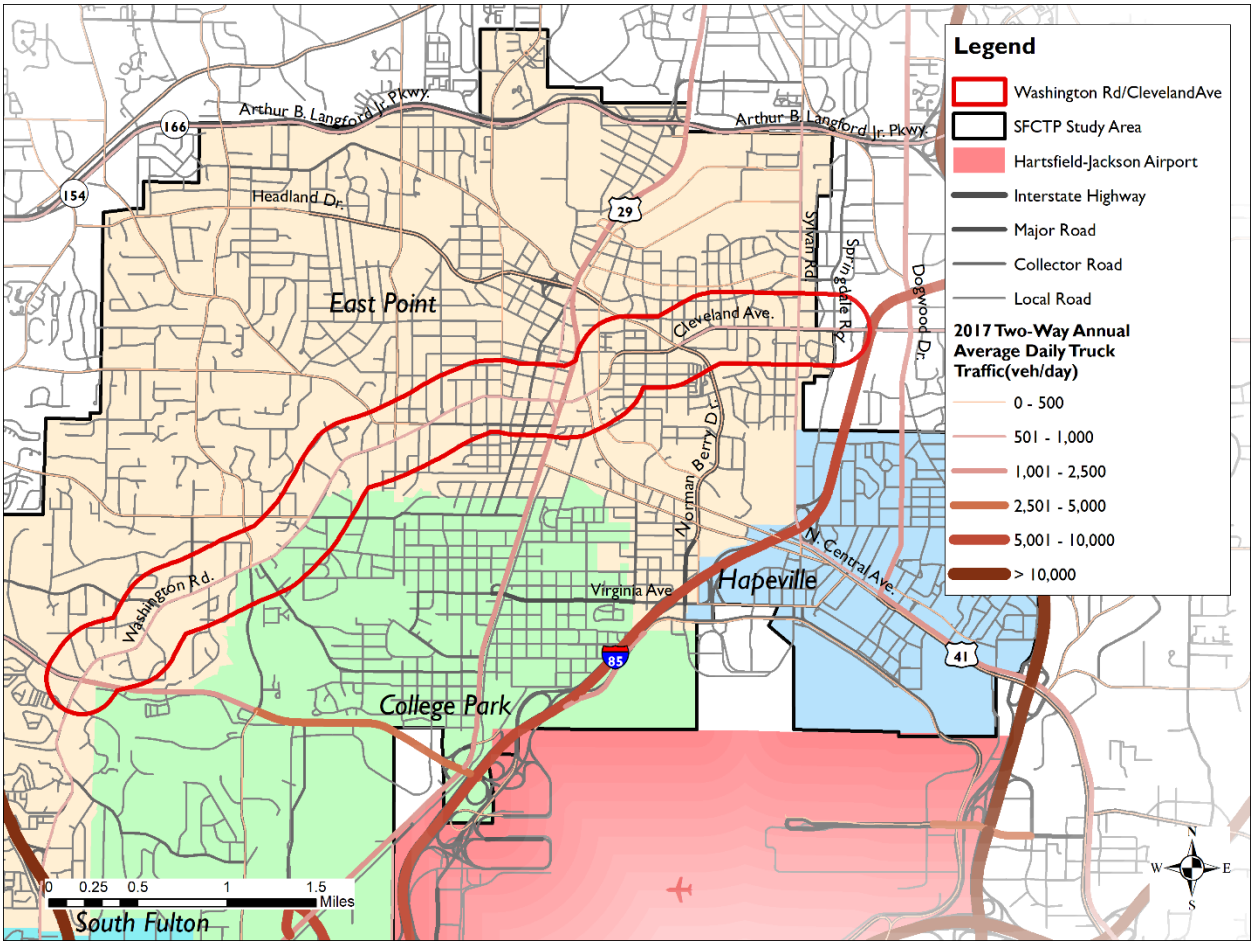
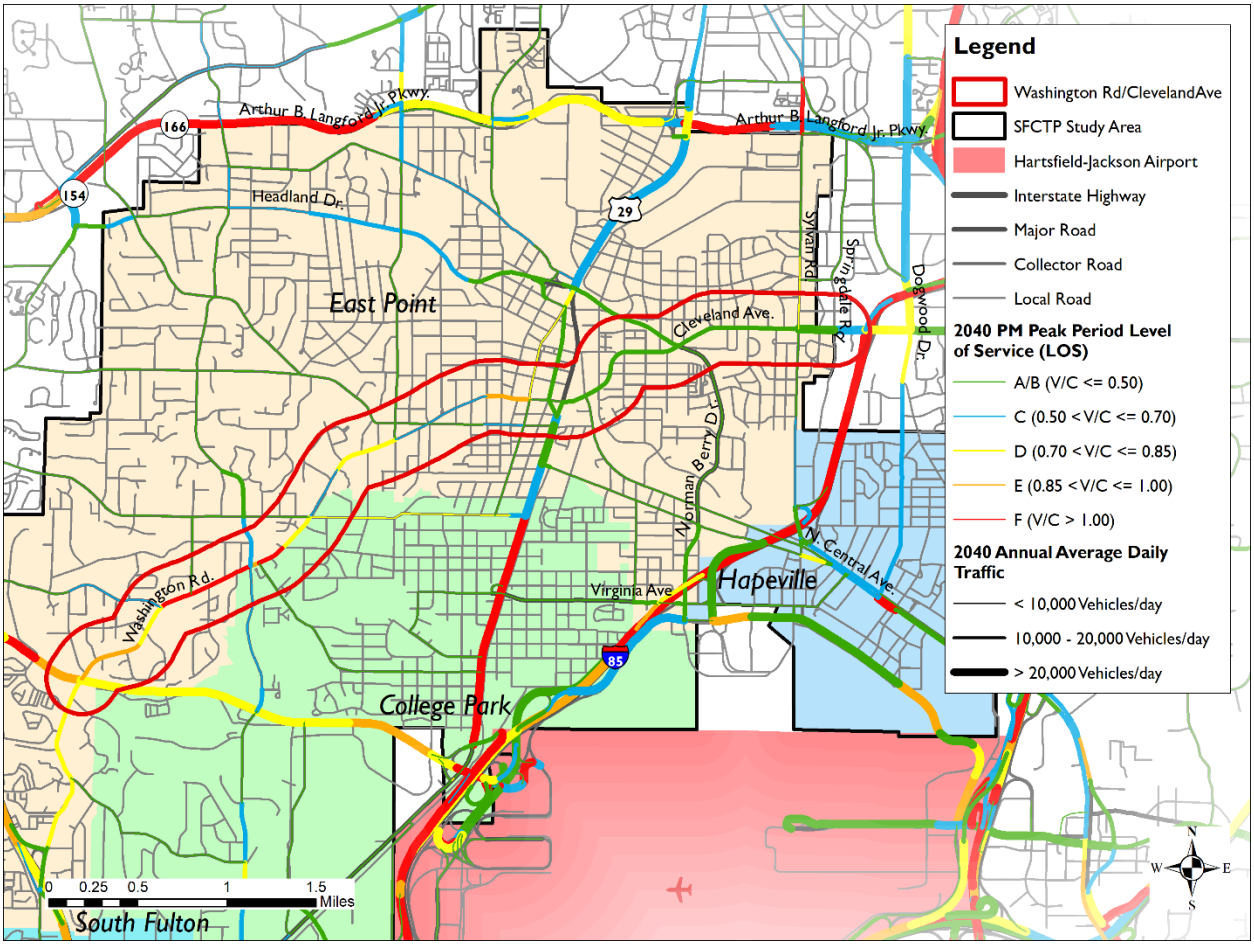


Figure 48: Washington Rd./Cleveland Ave. LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Emergency vehicle preemption
    b. Transit priority
    c. Connected vehicles
- Assess driveway access and modify or eliminate access points for safety
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)

Long-term:

- Widen segments to relieve congestion
- Address any bridge replacement/rehabilitation



3.2.5 *Sylvan Rd.*

Sylvan Rd. from SR 166/Langford Pkwy. to N. Central Ave. has been designated as a smart livability corridor. Figure 49 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 50 shows the existing transit service along the corridor, while Figure 51 depicts current average daily truck volumes, and Figure 52 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Livability
- Corridor length: 2.29 miles
- Functional class: Minor Arterial
- Number of general-purpose lanes: 2 to 4
- Transit facilities: MARTA Bus Route 172
- Traffic signals and signal technology: None of the signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Two currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 4,000 to 14,000 vehicles/day, LOS A to D
- Truck volumes: 500 to 1,000 trucks/day
- Crashes (2016 - 2018): 53 crashes, 0 fatality
- UGPM Regional Area Type: Maturing Neighborhood
- Internet access: 30 to 40 percent of households have no internet access

Figure 49: Sylvan Rd. Traffic Signals

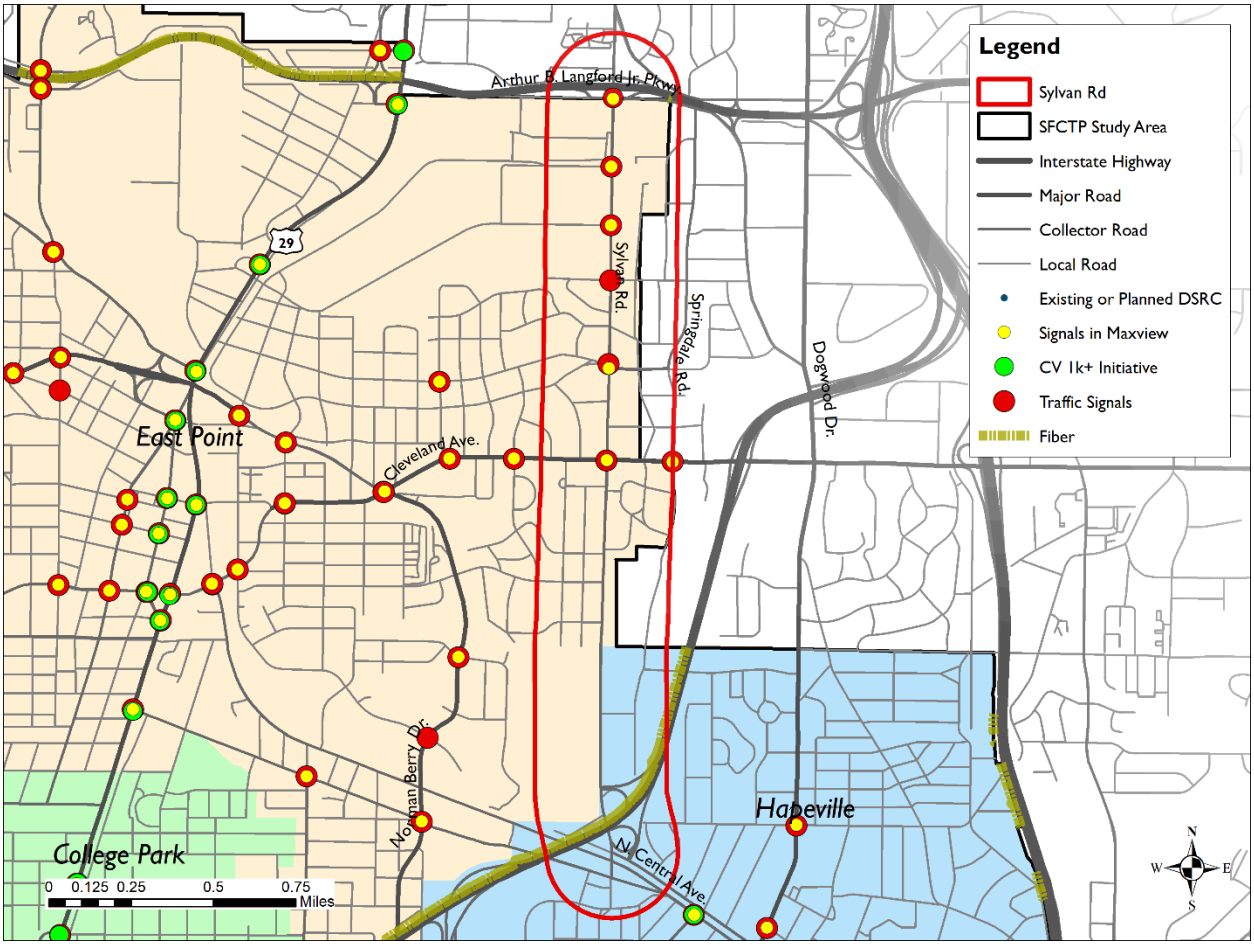


Figure 50: Sylvan Rd. Transit

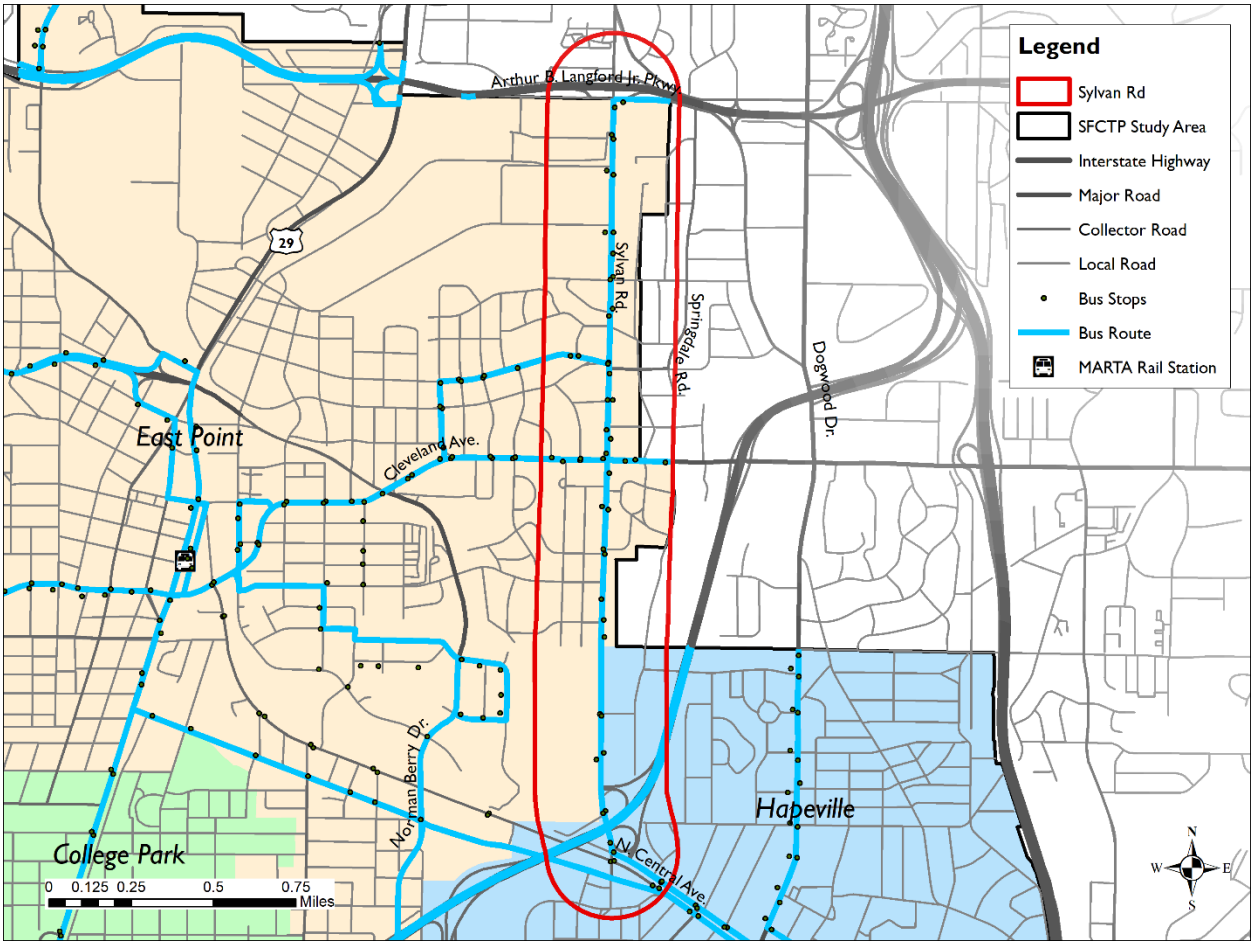


Figure 51: Sylvan Rd. AADT

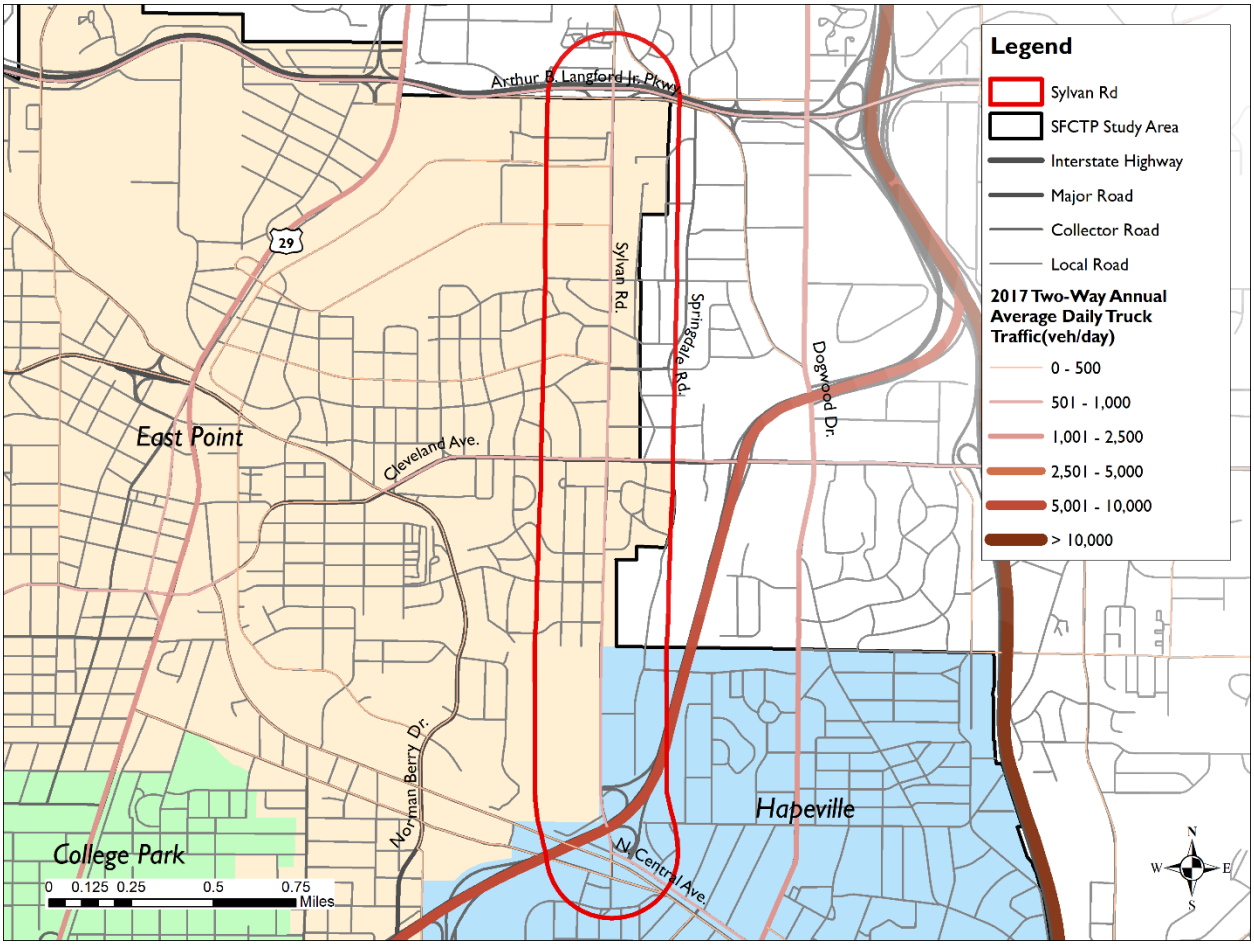
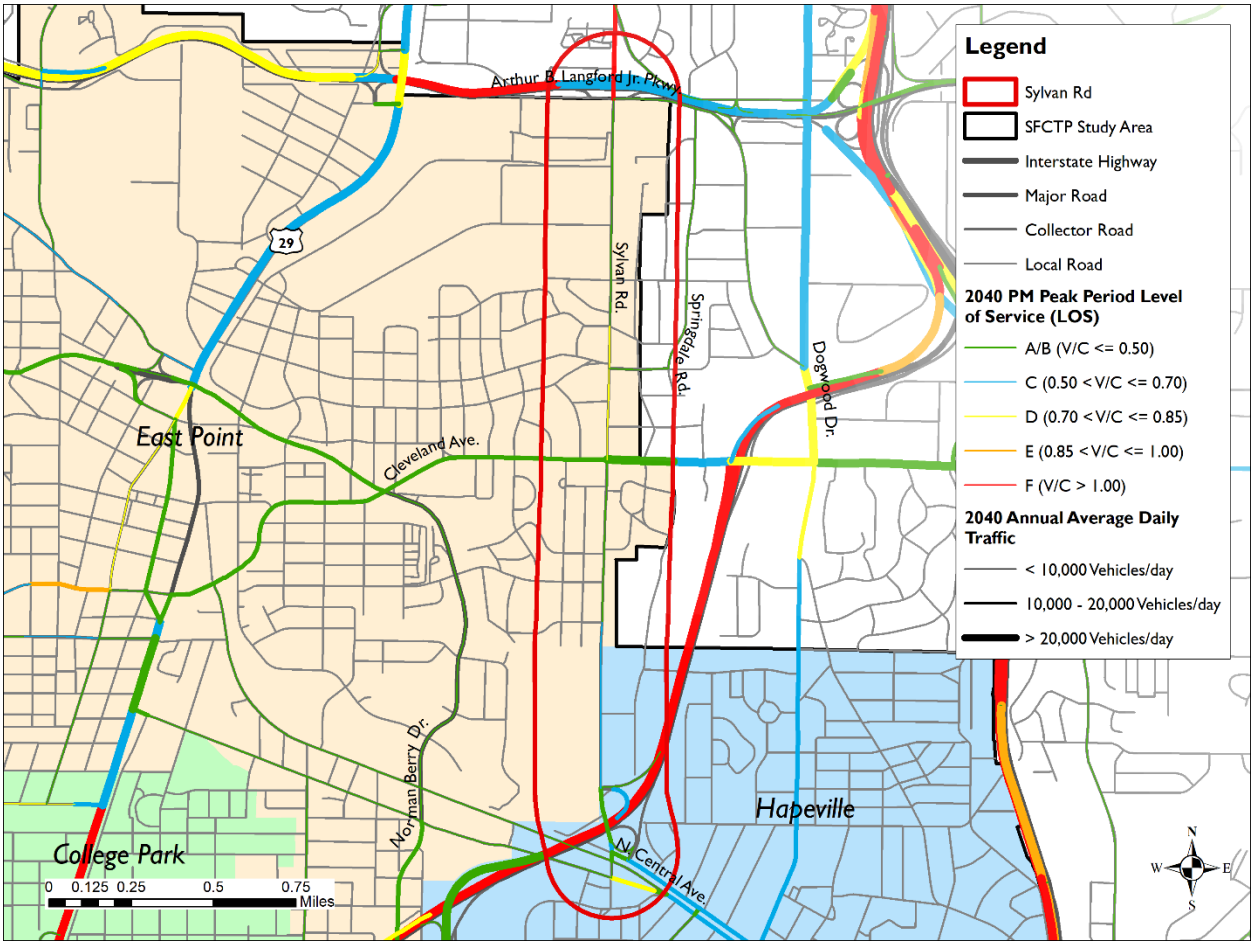


Figure 52: Sylvan Rd. LOS



Corridor Needs:

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Emergency vehicle preemption
    b. Transit priority
    c. Connected vehicles
- Intersection operations improvements, focusing on safety
- Provide pedestrian improvements to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)

Long-term:



- Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes



3.2.6 *SR 279/Old National Hwy.*

SR 279/Old National Hwy. from SR 138/Jonesboro Rd. to I-285 has been designated as a smart livability corridor. Figure 53 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 54 shows the existing transit service along the corridor, while Figure 55 depicts current average daily truck volumes, and Figure 56 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Livability
- Corridor length: 7.14 miles
- Functional class: Minor Arterial
- Number of general-purpose lanes: 4
- Transit facilities: MARTA Bus Route 89 and 189
- Traffic signals and signal technology: None of the signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Two currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 20,000 to 60,000 vehicles/day, LOS C to F
- Truck volumes: 500 to 1,000 trucks/day
- Crashes (2016 - 2018): 885 crashes, 3 fatalities
- UGPM Regional Area Type: Established Suburb, Developing Suburb
- Internet access: 10 to 30 percent of households have no internet access

Figure 53: SR 279/Old National Hwy Traffic Signals

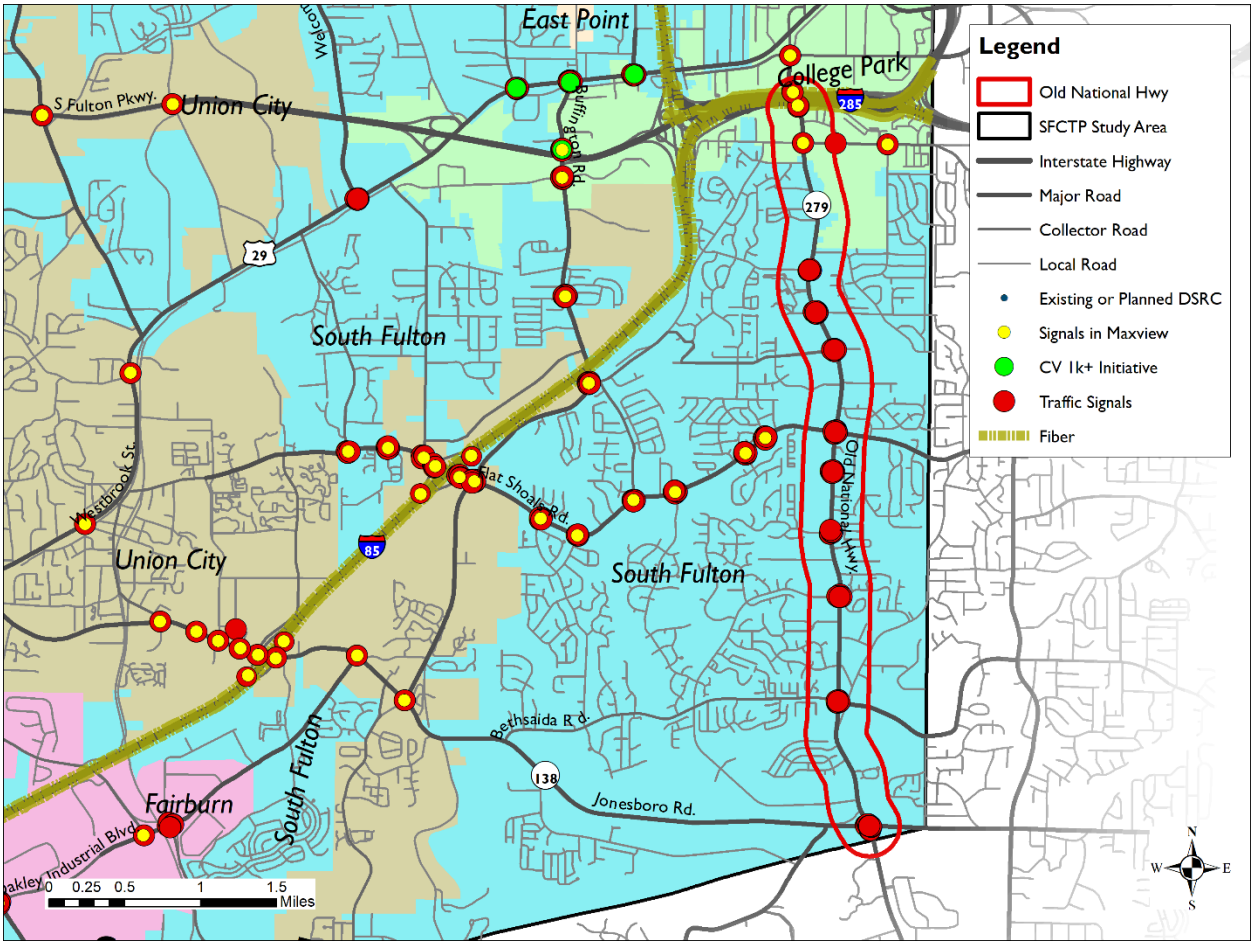


Figure 54: SR 279/Old National Hwy Transit

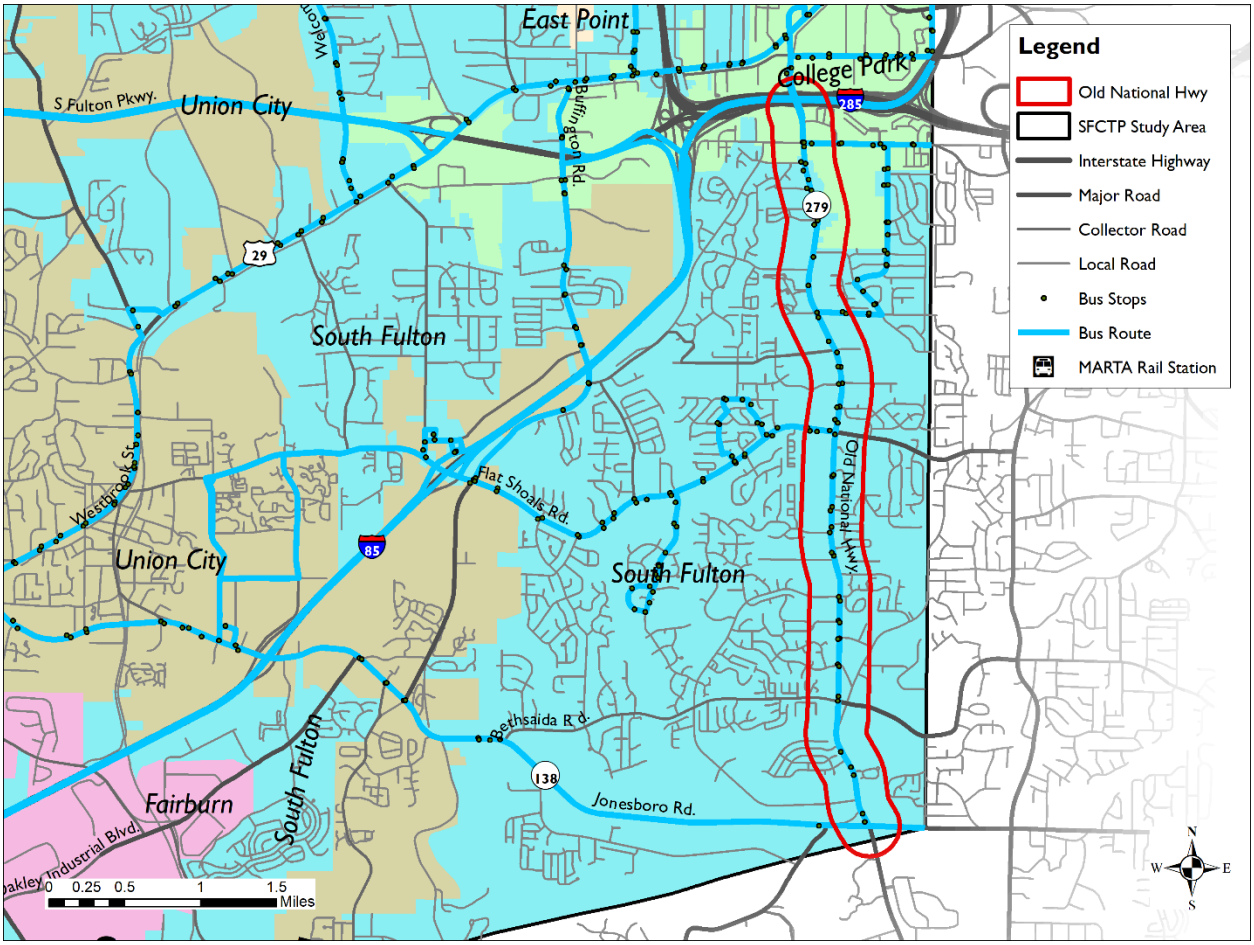


Figure 55: SR 279/Old National Hwy AADT

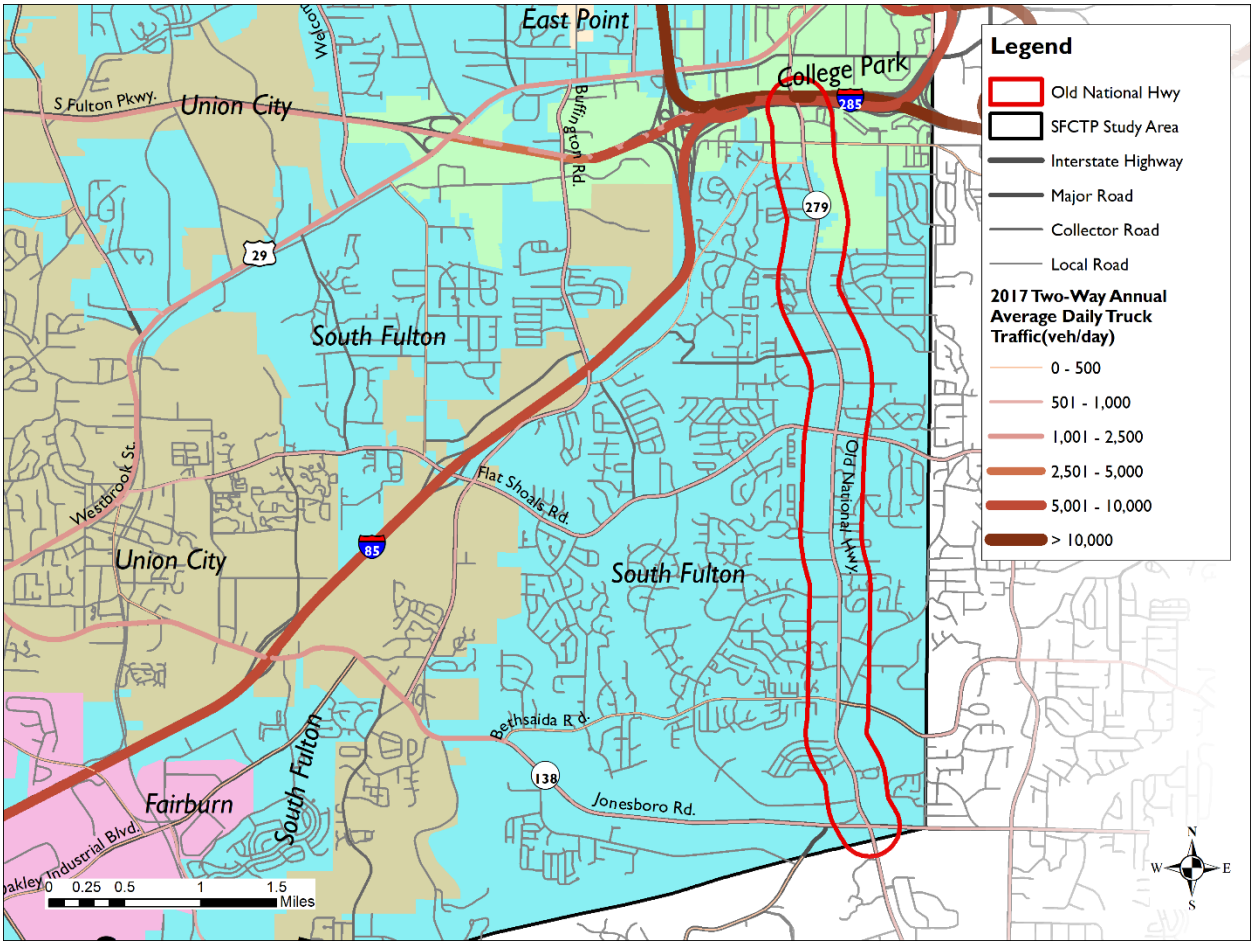
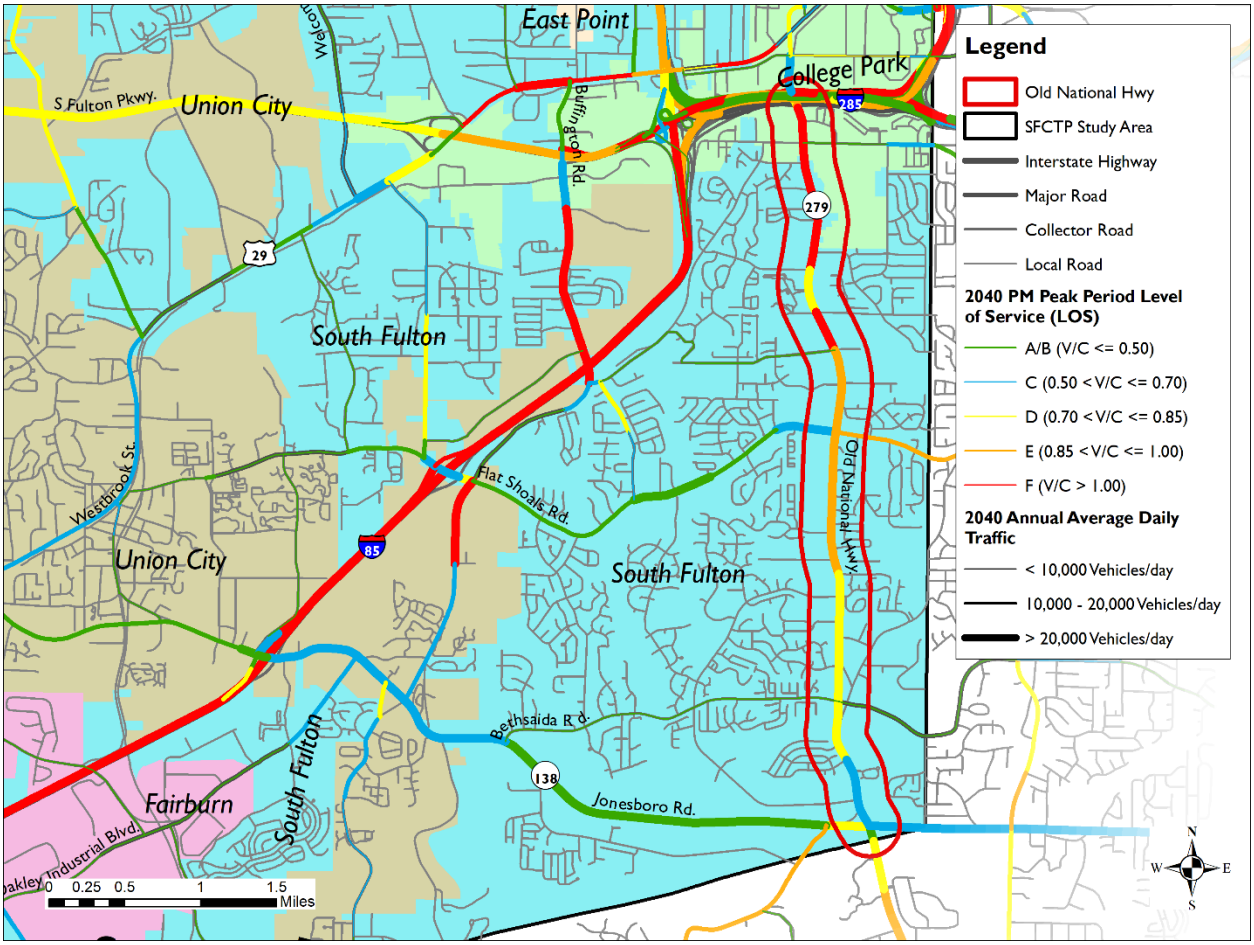


Figure 56: SR 279/Old National Hwy LOS



Corridor Needs:

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Emergency vehicle preemption
    b. Transit priority
    c. Connected vehicles
- Assess driveway access and modify or eliminate access points for safety
- Intersection operations improvements, focusing on safety
- Install a raised median along corridor for safety
- Install wider sidewalks to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)



- Address any bridge replacement/rehabilitation

Long-term:

- Install multi-use path along corridor connecting residential with commercial activities



3.2.7 *Flat Shoals Rd.*

Flat Shoals Rd. from Westbrook St. to the Clayton County line has been designated as a smart livability corridor. Figure 57 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 58 shows the existing transit service along the corridor, while Figure 59 depicts current average daily truck volumes, and Figure 60 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Livability
- Corridor length: 5.71 miles
- Functional class: Minor Arterial
- Number of general-purpose lanes: 2 to 4
- Transit facilities: MARTA Bus Route 181 and 189
- Traffic signals and signal technology: None of the signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Twelve currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 4,000 to 40,000 vehicles/day, LOS A to E
- Truck volumes: 500 to 1,000 trucks/day
- Crashes (2016 - 2018): 355 crashes, 1 fatality
- UGPM Regional Area Type: Established Suburb, Developing Suburb
- Internet access: 10 to 30 percent of households have no internet access

Figure 57: Flat Shoals Rd. Traffic Signals

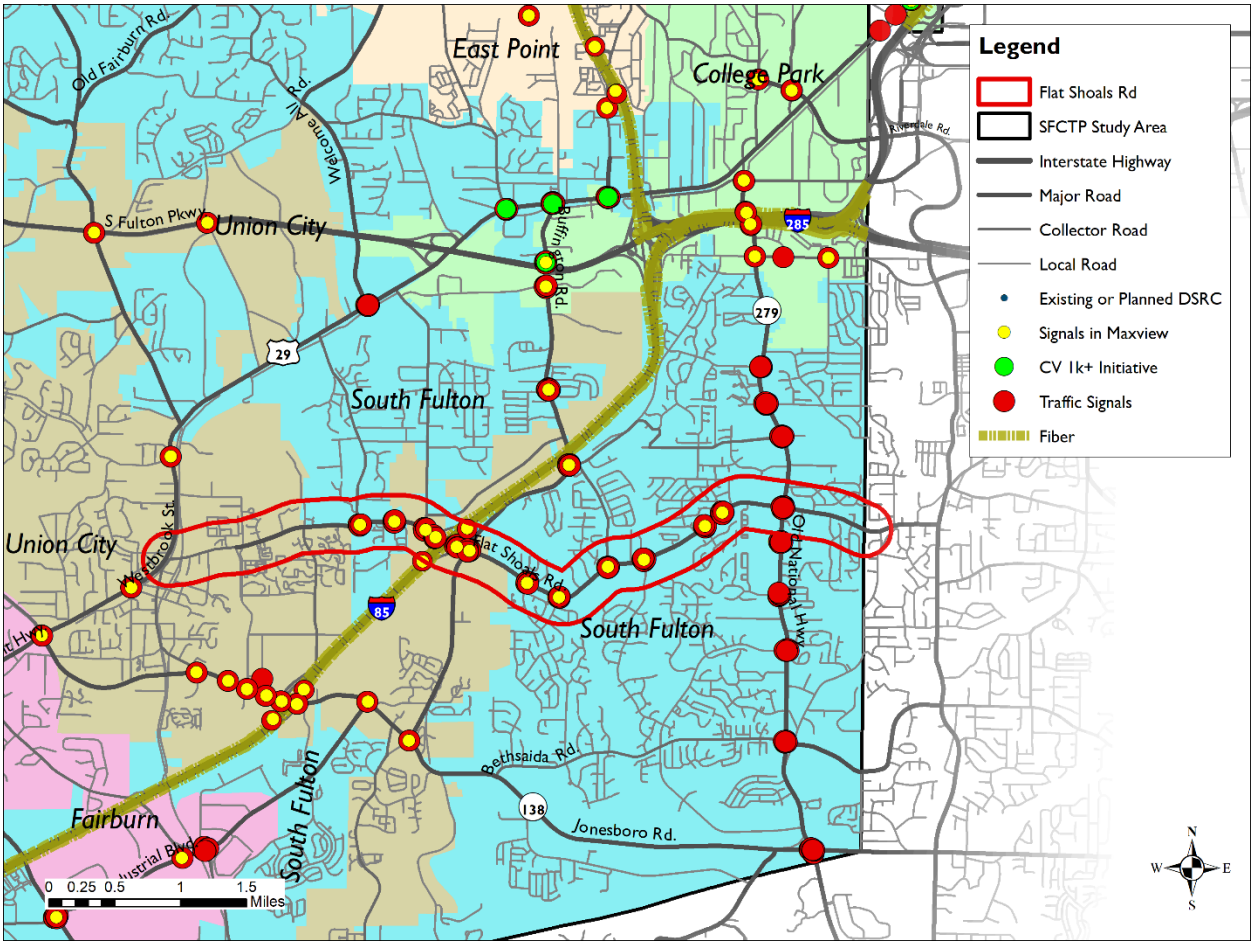


Figure 58: Flat Shoals Rd. Transit

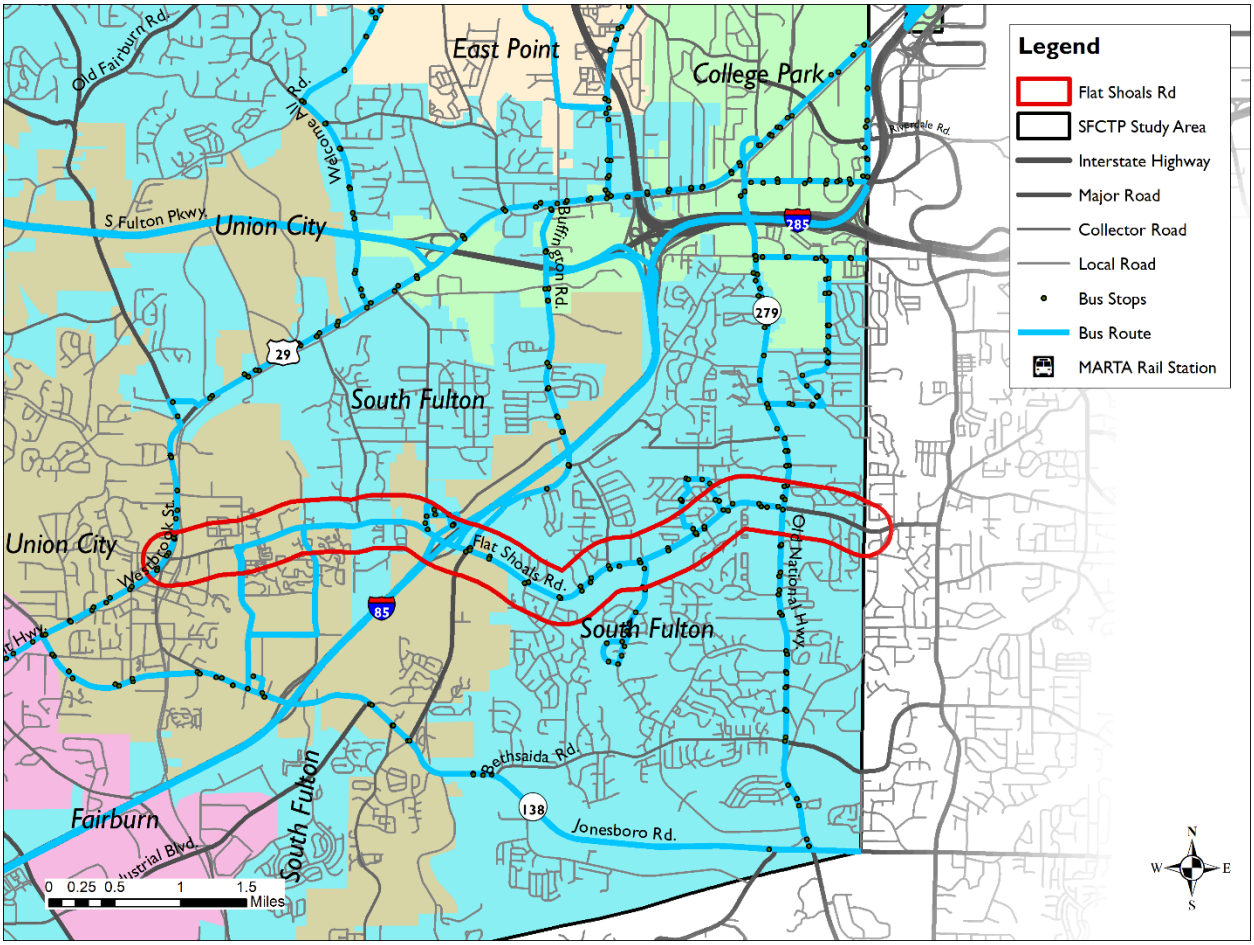


Figure 59: Flat Shoals Rd. AADT

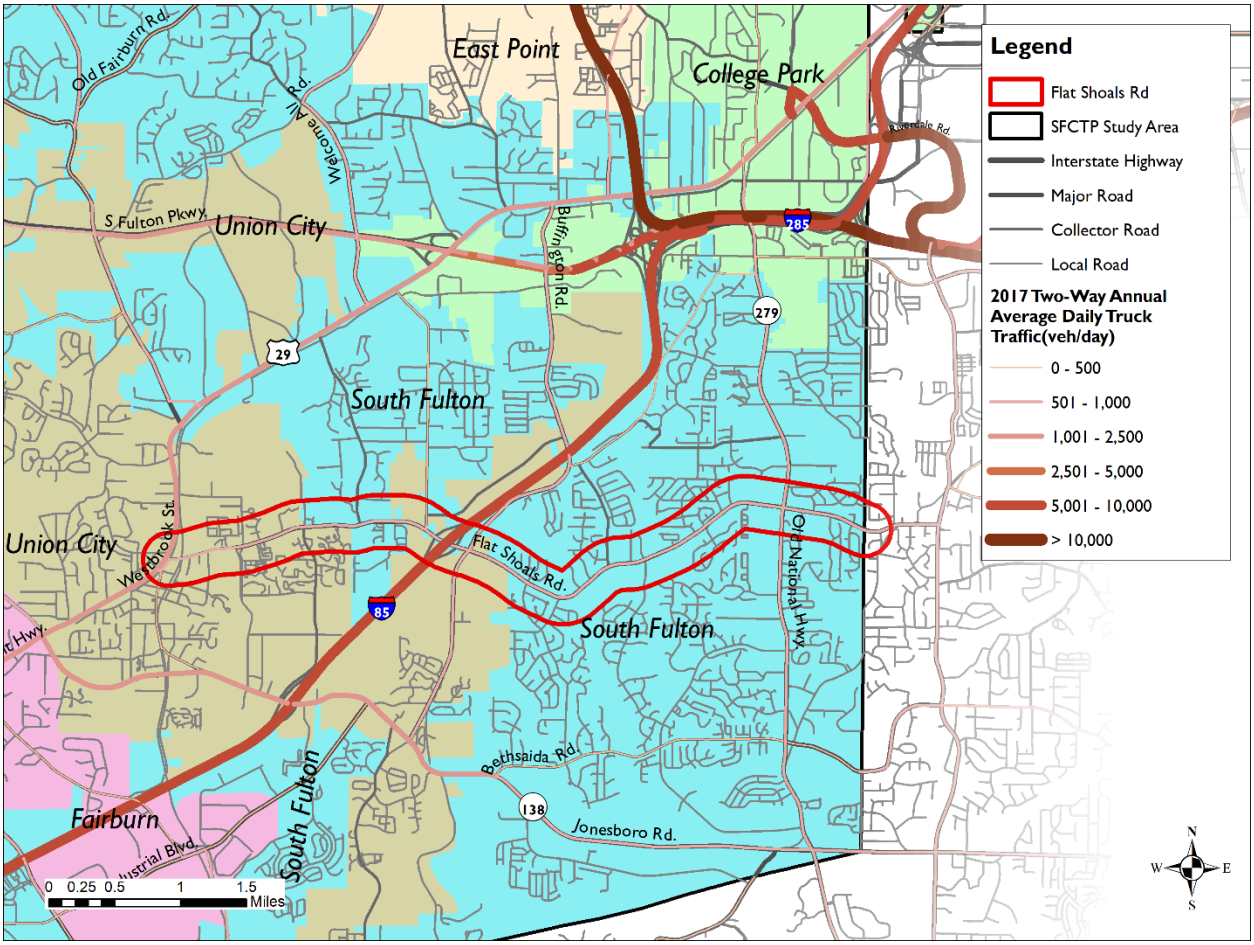
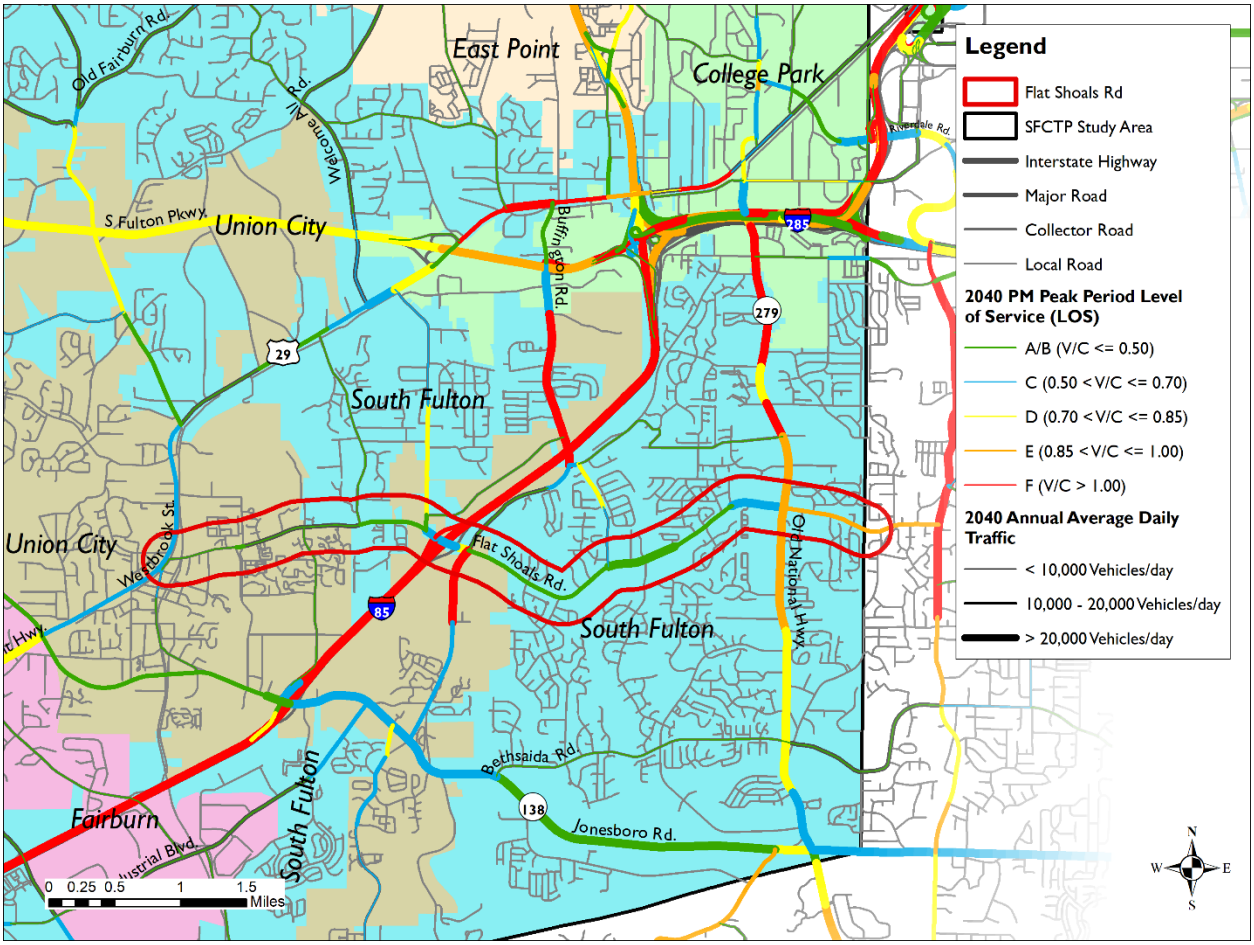


Figure 60: Flat Shoals Rd. LOS



Corridor Needs:

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Emergency vehicle preemption
    b. Transit priority
    c. Connected vehicles
- Intersection operations improvements, focusing on safety and freight efficiencies
- Provide bicycle and pedestrian facilities/improvements to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Address any bridge replacement/rehabilitation

Long-term:



- Assess transit line enhancements (e.g., queue jumpers)
- Install multi-use path along corridor



3.2.8 *SR 74/Senoia Rd./Fairburn Industrial Blvd*

SR 74/Senoia Rd./Fairburn Industrial Blvd. from the Fayette County line to US 29/SW Broad St. has been designated as a smart freight corridor. Figure 61 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 62 shows the existing transit service along the corridor, while Figure 63 depicts current average daily truck volumes, and Figure 64 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Economic Freight
- Corridor length: 2.61 miles
- Functional class: principal Arterial
- Number of general-purpose lanes: 4
- Transit facilities: N/A
- Traffic signals and signal technology: None of the signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Five currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 13,000 to 60,000 vehicles/day, LOS A to E
- Truck volumes: 2,500 to 5,000 trucks/day
- Crashes (2016 - 2018): 63 crashes, 0 fatalities
- UGPM Regional Area Type: Developing Suburb
- Internet access: 0 to 30 percent of households have no internet access

Figure 61: SR 74/Senoia Rd./Fairburn Industrial Blvd Traffic Signals

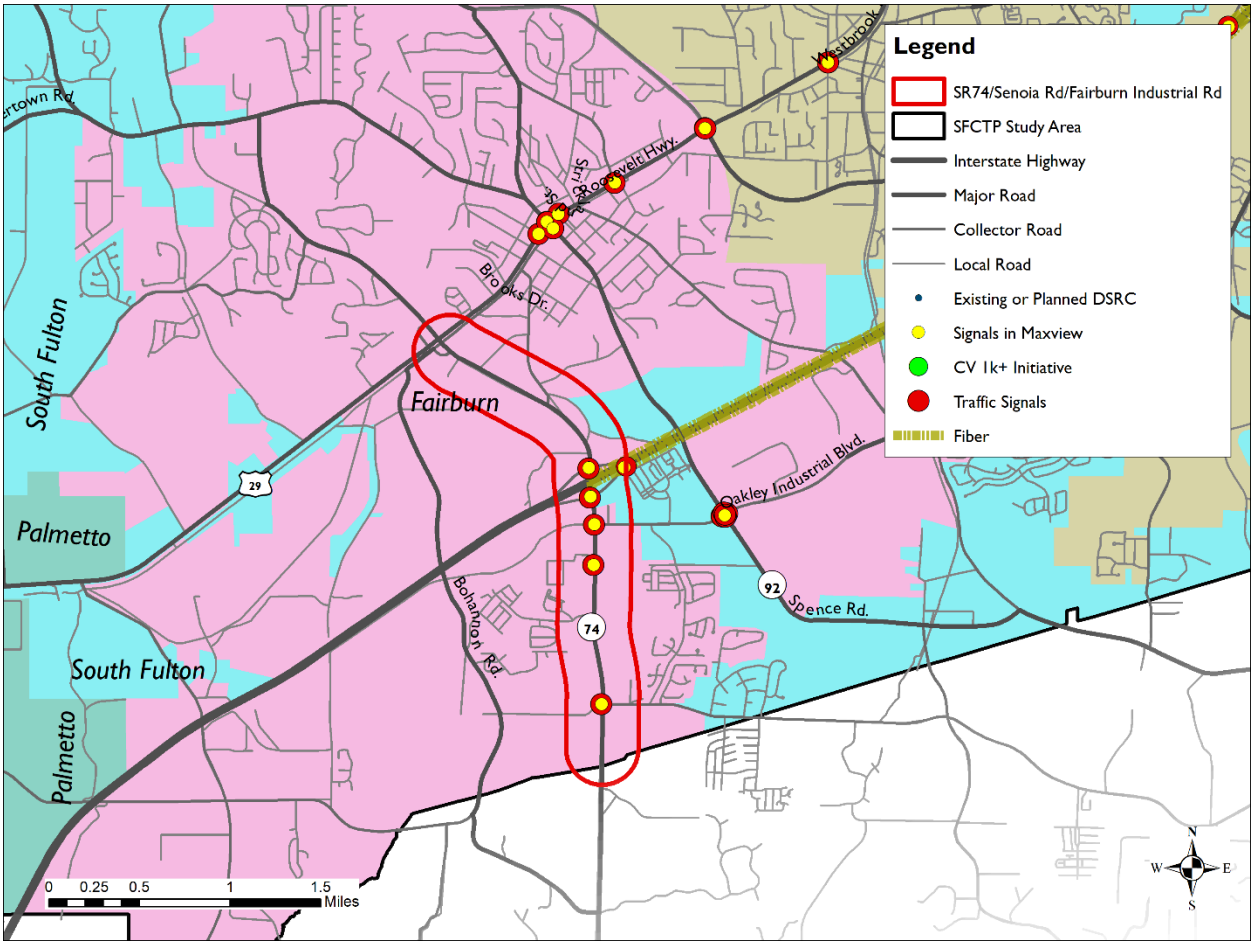


Figure 62: SR 74/Senoia Rd./Fairburn Industrial Blvd Transit

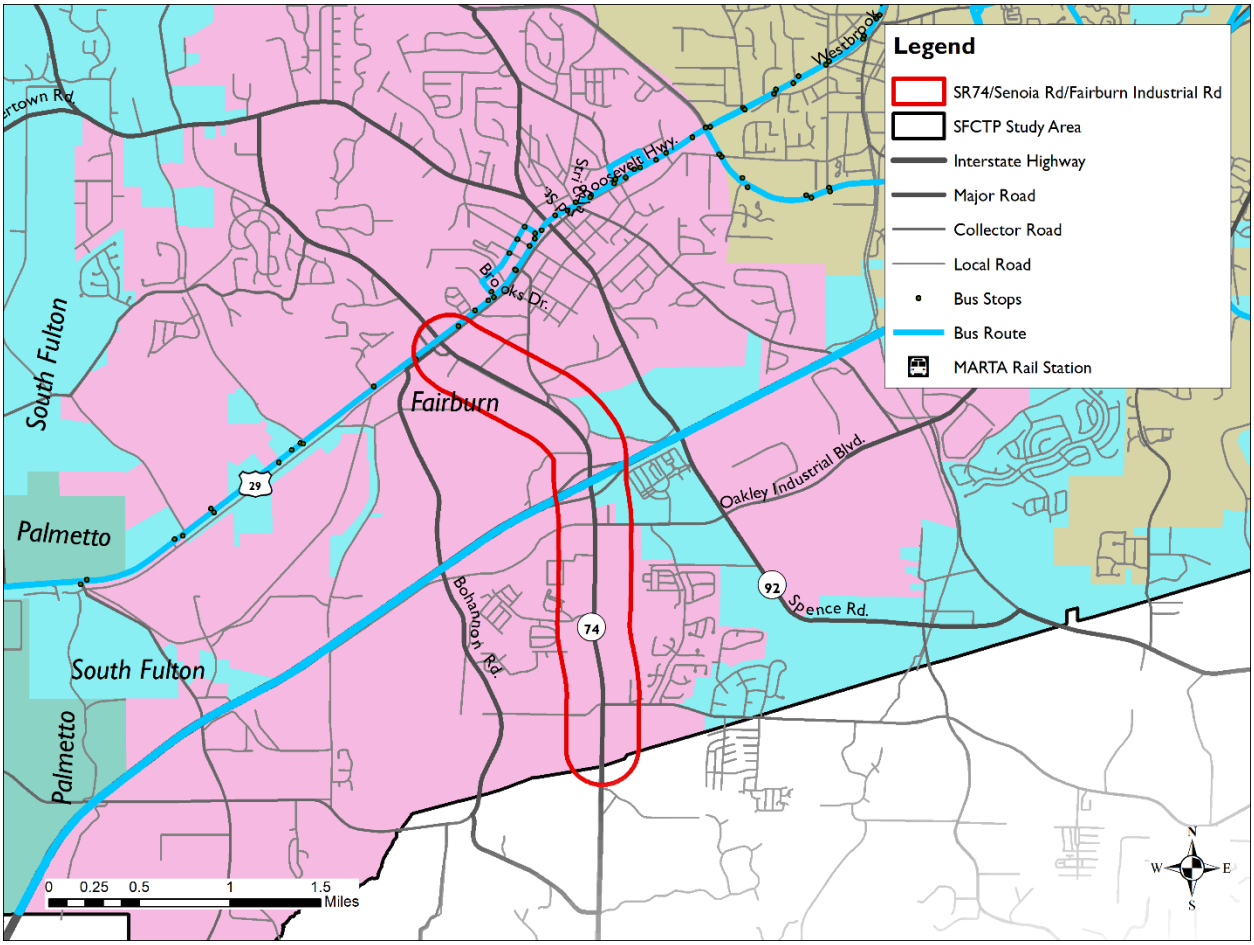


Figure 63: SR 70/Senoia Rd./Fairburn Industrial Blvd AADT

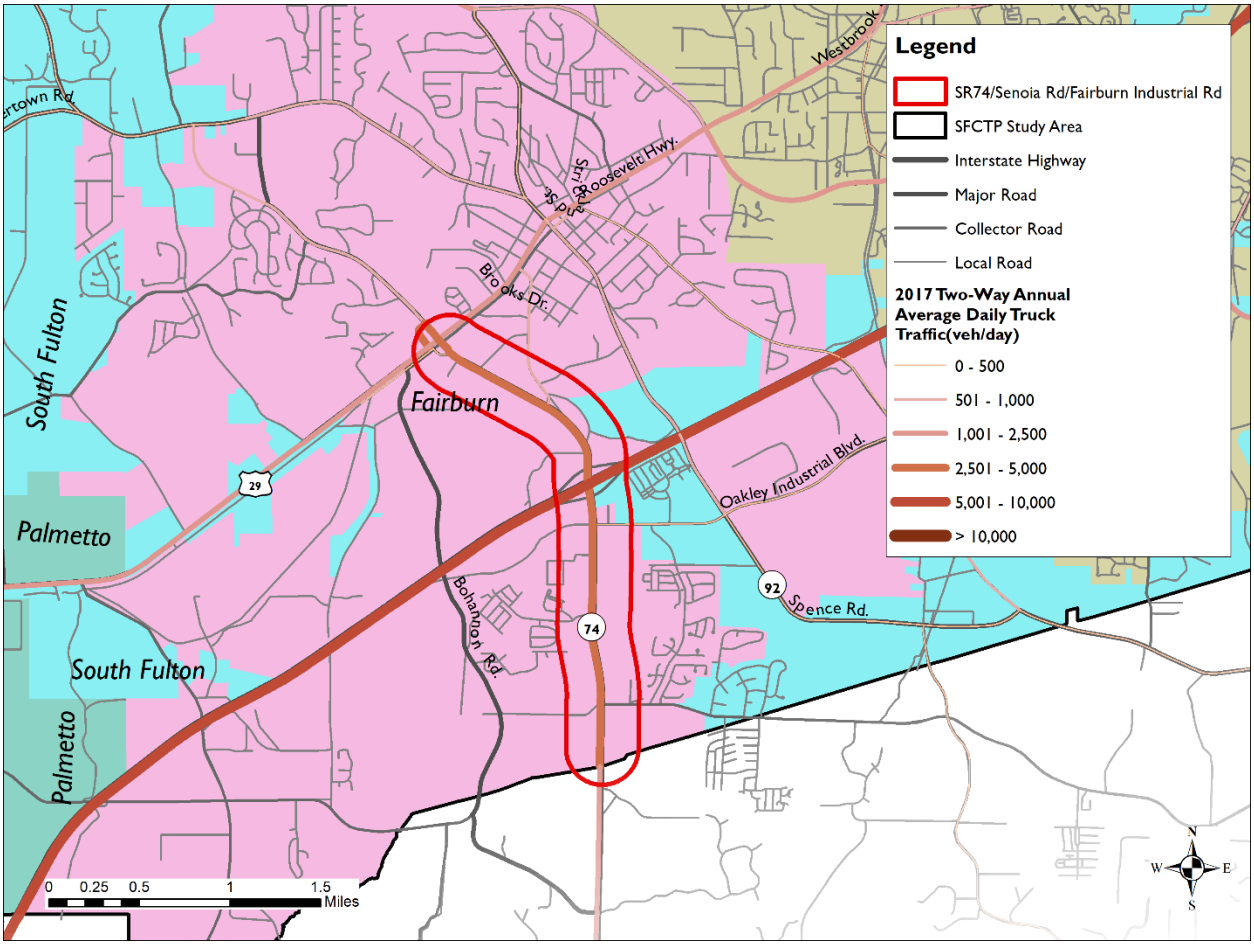
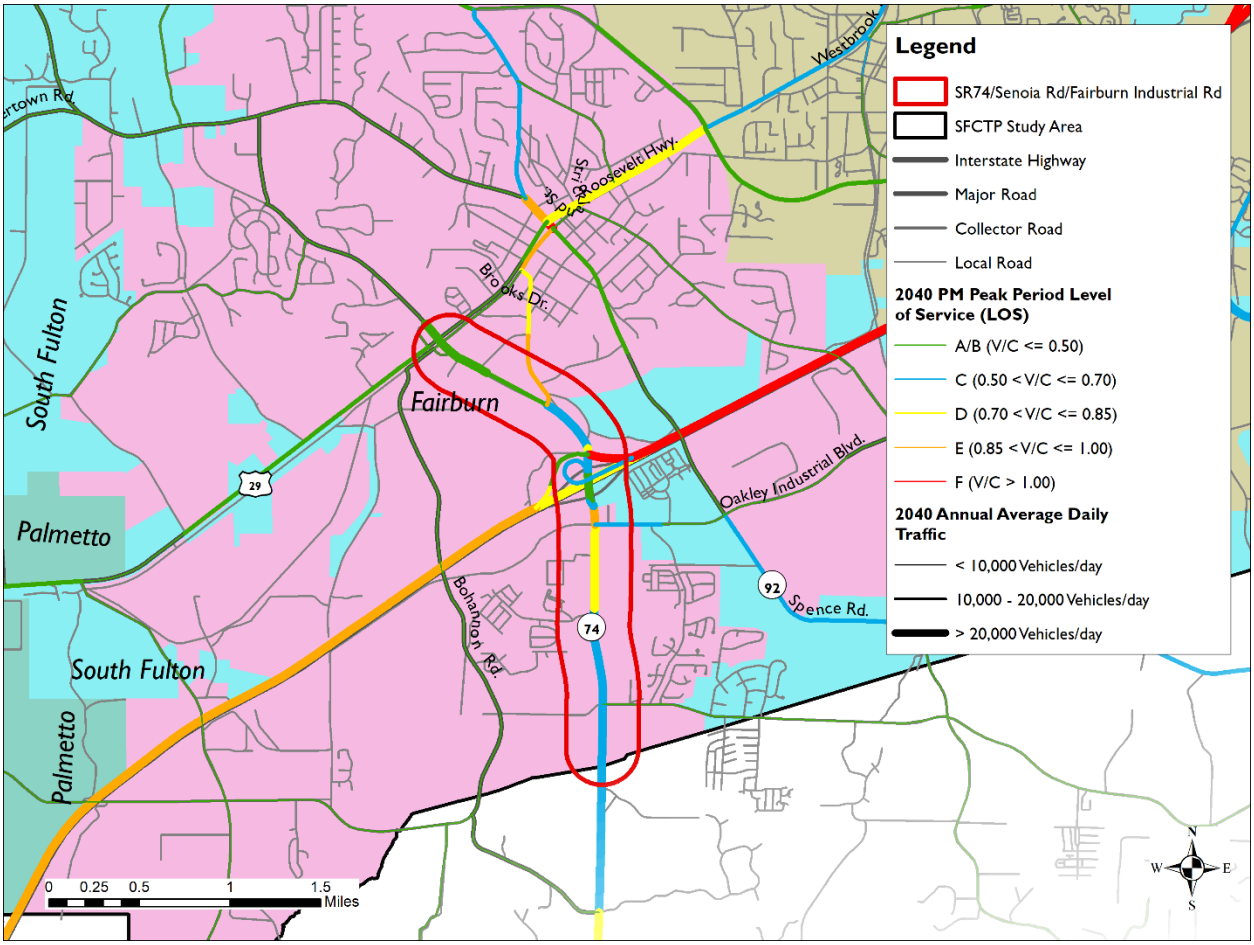


Figure 64: SR 74/Senoia Rd./Fairburn Industrial Blvd LOS



Corridor Needs:

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Freight priority
    b. Emergency vehicle preemption
    c. Connected vehicles
- Assess driveway access and modify or eliminate access points for safety
- Assess raising height of traffic signals for improved sight distance
- Intersection operations improvements, focusing on safety and freight efficiencies
- Install a raised median along corridor for safety
- Install sidewalks to connect to transit stops



- Install railroad event broadcasting to notify drivers of trains at CSX railroad.
- Address any bridge replacement/rehabilitation

Long-term:

- Widen certain segments to address congestion near Oakley Industrial Blvd.; expected to be addressed by I-85 at SR 74 / Senoia Rd. Interchange and Widening project
- Increase frequency of paving or consider installing concrete



3.2.9 *SR 14/South Fulton Pkwy.*

SR14/South Fulton Parkway from SR 154/Cascade Palmetto Pkwy. to Buffington Rd. has been designated as a smart freight corridor. Figure 65 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 66 shows the existing transit service along the corridor, while Figure 67 depicts current average daily truck volumes, and Figure 68 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Economic/Freight
- Corridor length: 10.86 miles
- Functional class: Principal Arterial, Freeway & Expressway
- Number of general-purpose lanes: 2 to 4
- Transit facilities: MARTA Bus Route 82
- Traffic signals and signal technology: One signal is part of the CV1k+ initiative, which will provide communication devices at these intersections. Two currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 13,000 to 52,000 vehicles/day, LOS A to E
- Truck volumes: 0 to 2,500 trucks/day
- Crashes (2016 - 2018): 89 crashes, 1 fatality
- UGPM Regional Area Type: Regional Employment Corridor, Developing Suburb, Developing Rural
- Internet access: 0 to 20 percent of households have no internet access

Figure 65: SR14/South Fulton Pkwy. Traffic Signals

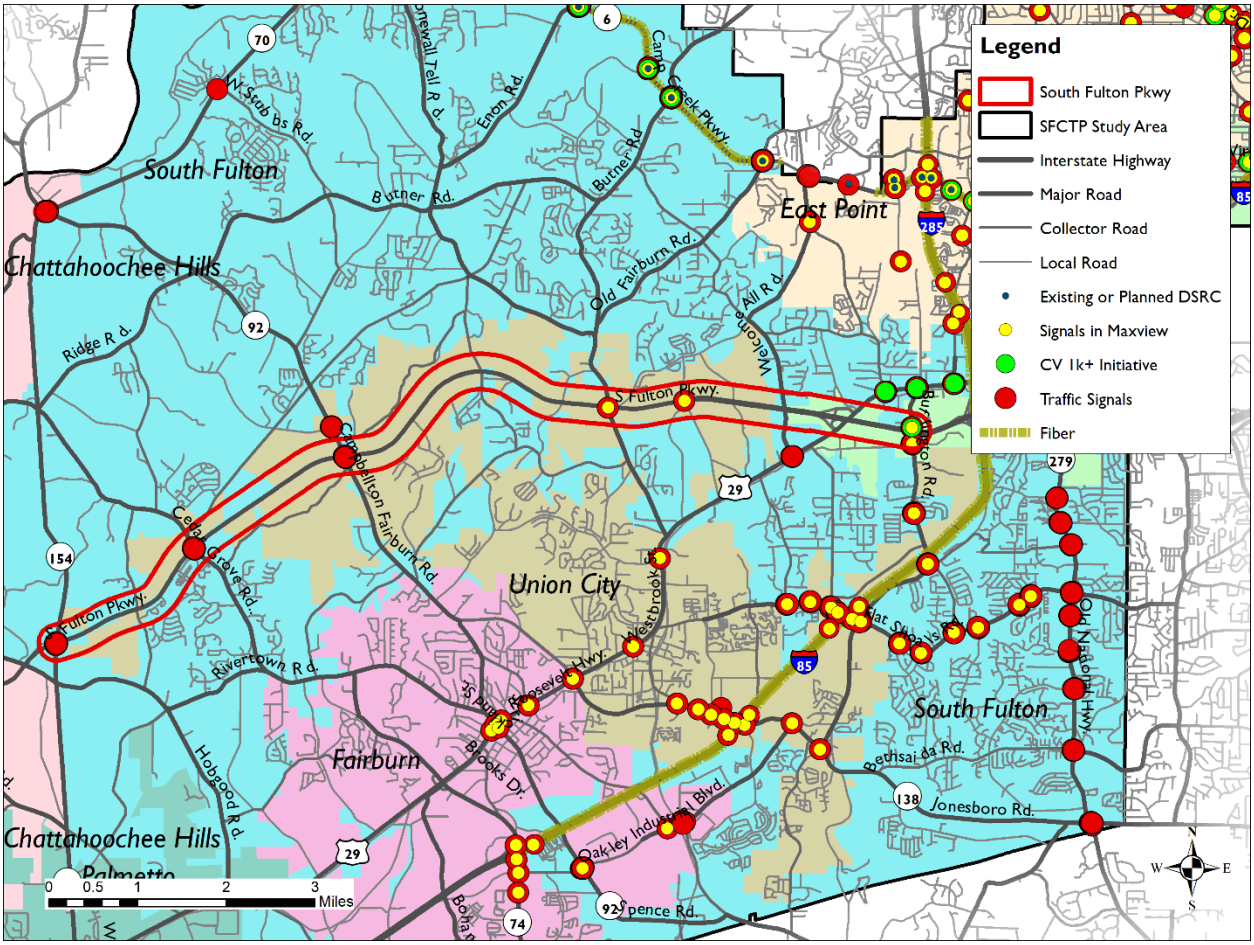


Figure 66: SR14/South Fulton Pkwy. Transit

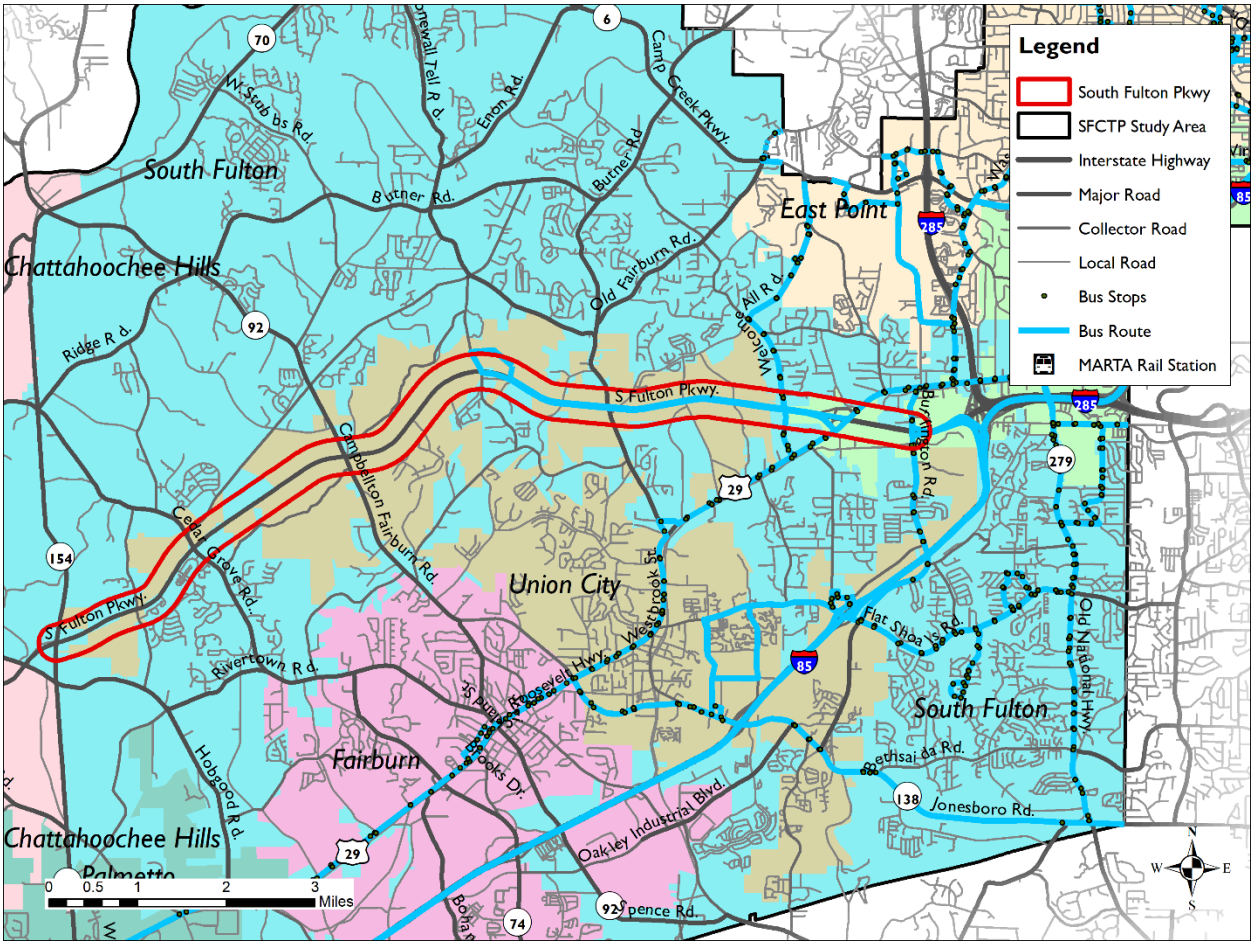


Figure 67: SR14/South Fulton Pkwy. AADT

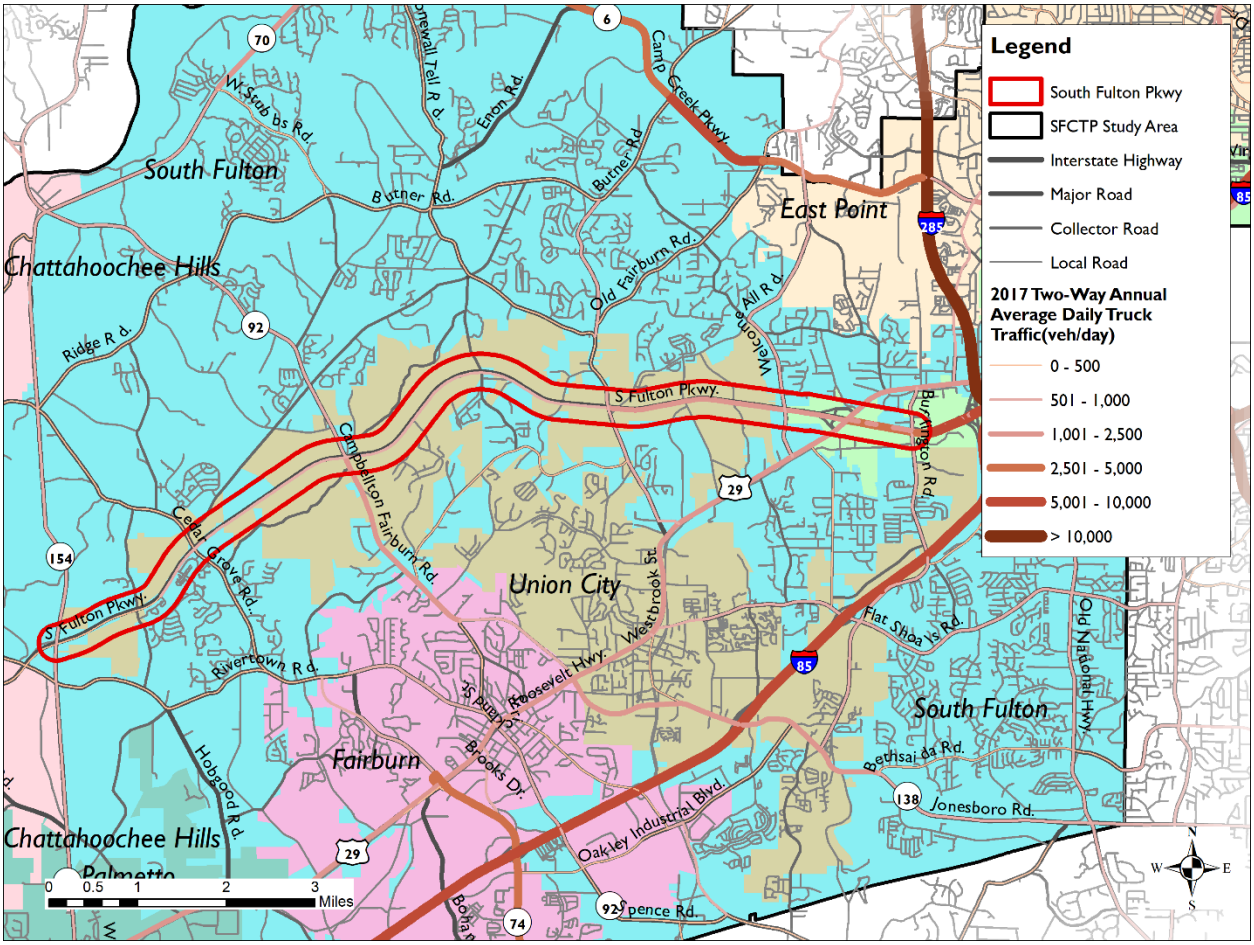
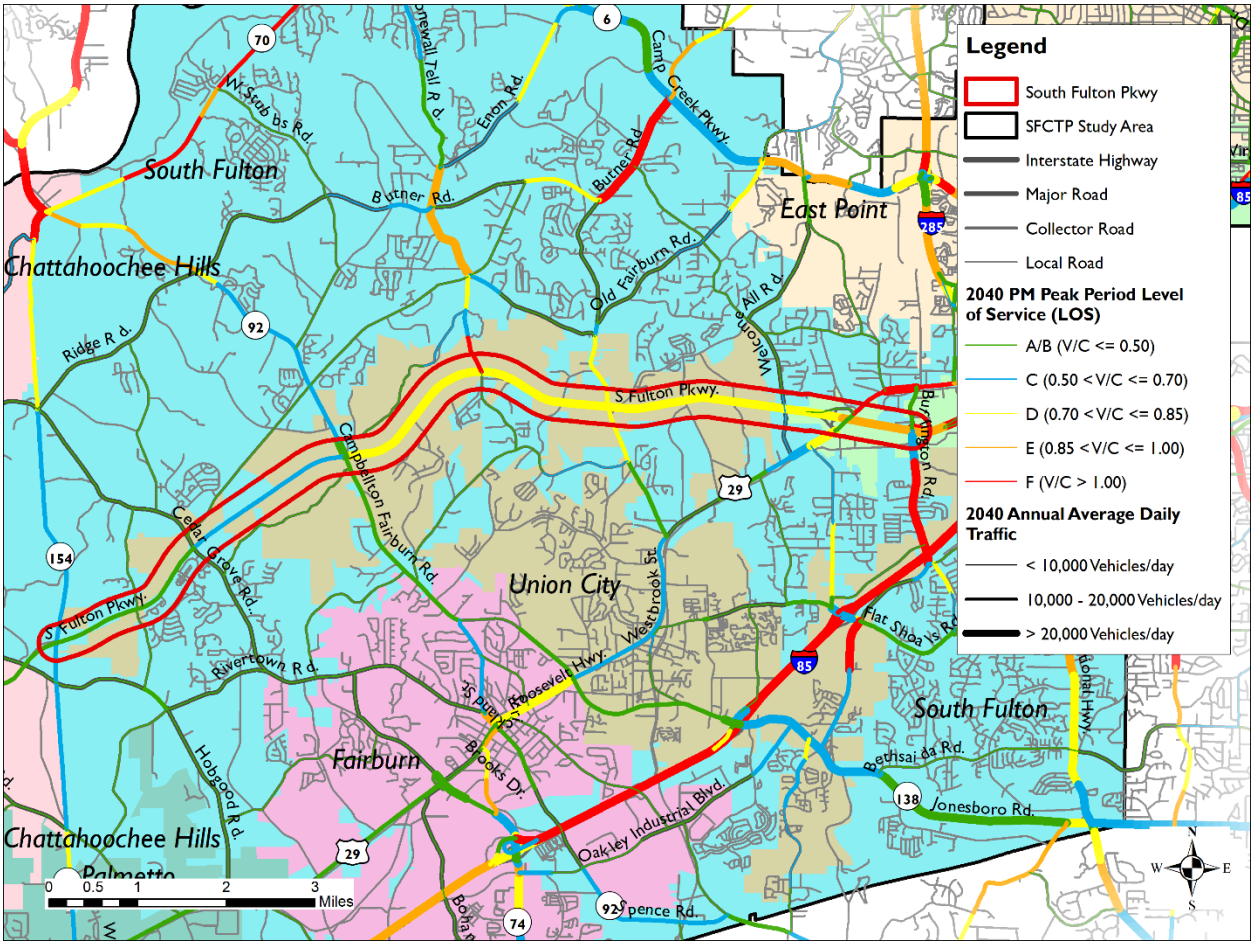


Figure 68: SR 14/South Fulton Pkwy. LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Freight priority
    b. Emergency vehicle preemption
    c. Transit priority
    d. Connected vehicles
- Assess driveway access and modify to increase access points
- Assess raising height of traffic signals for improved sight distance
- Intersection operations improvements, focusing on safety and freight efficiencies
- Install a median along corridor for safety



- Install sidewalks to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Address any bridge replacement/rehabilitation

Long-term:

- Implement high-capacity transit such as BRT
- Increase frequency of paving or consider installing concrete
- Install multi-use path along corridor connecting residential with commercial activities
- Provide parallel roadway facility to provide access to future developments along the corridor and limit number of new access points onto South Fulton Pkwy.



3.2.10 *SR 138/Jonesboro Rd./Beverly Engram Pkwy. from US 29 to I-85*

SR 138/Jonesboro Rd./Beverly Engram Pkwy. from US 29 to I-85 has been designated as a smart livability corridor. Figure 69 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 70 shows the existing transit service along the corridor, while Figure 71 depicts current average daily truck volumes, and Figure 72 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Livability
- Corridor length: 2.17 miles
- Functional class: Principal Arterial
- Number of general-purpose lanes: 4
- Transit facilities: MARTA Bus Route 89 and 181
- Traffic signals and signal technology: None of the signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Seven currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 10,000 to 35,000 vehicles/day, LOS A/B
- Truck volumes: 1,000 to 2,500 trucks/day
- Crashes (2016 - 2018): 517 crashes, 1 fatality
- UGPM Regional Area Type: Established Suburb, Developing Suburb
- Internet access: 10 to 20 percent of households have no internet access

Figure 69: SR 138/Jonesboro Rd./Beverly Engram Pkwy. Traffic Signals

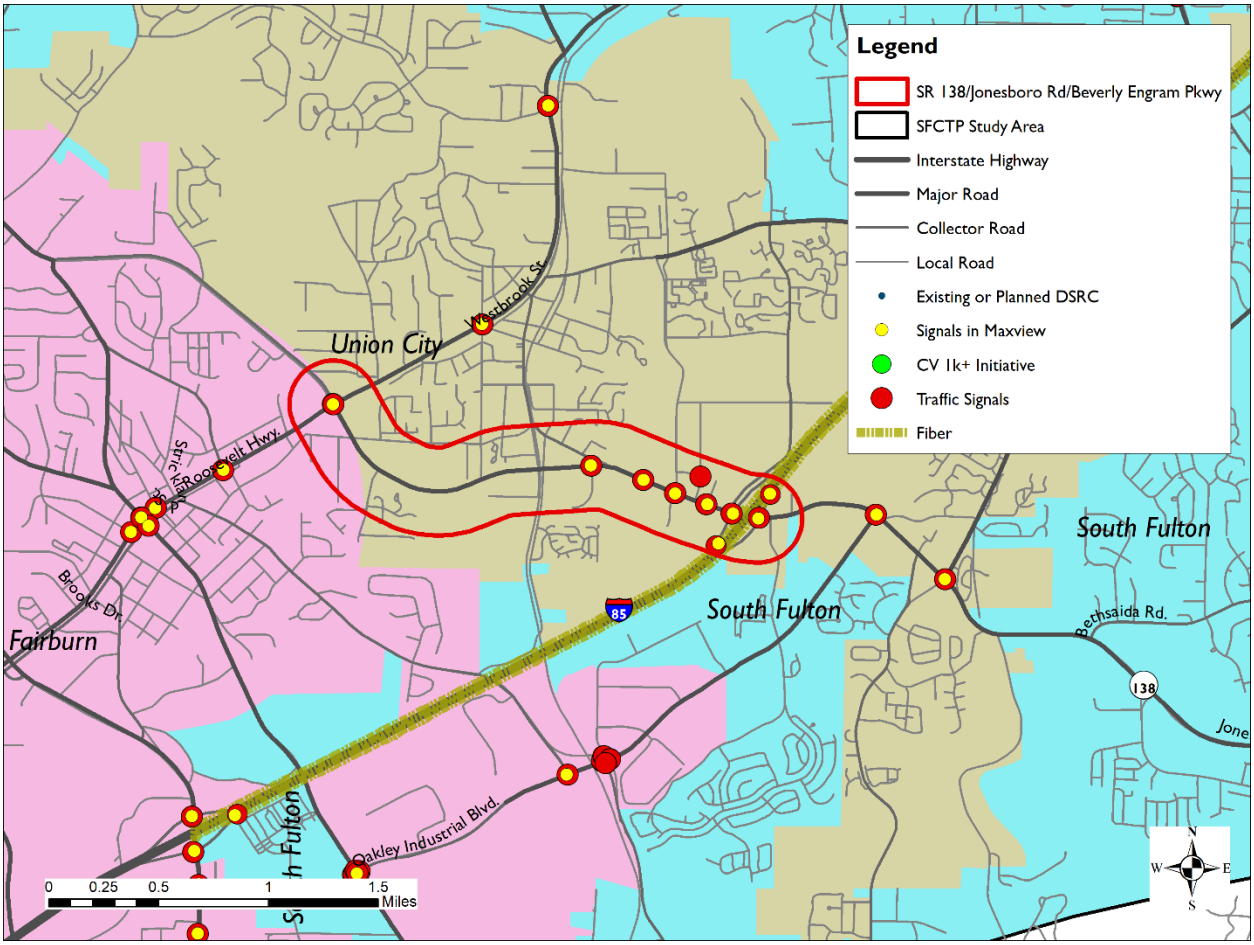


Figure 70: SR 138/Jonesboro Rd./Beverly Engram Pkwy. Transit

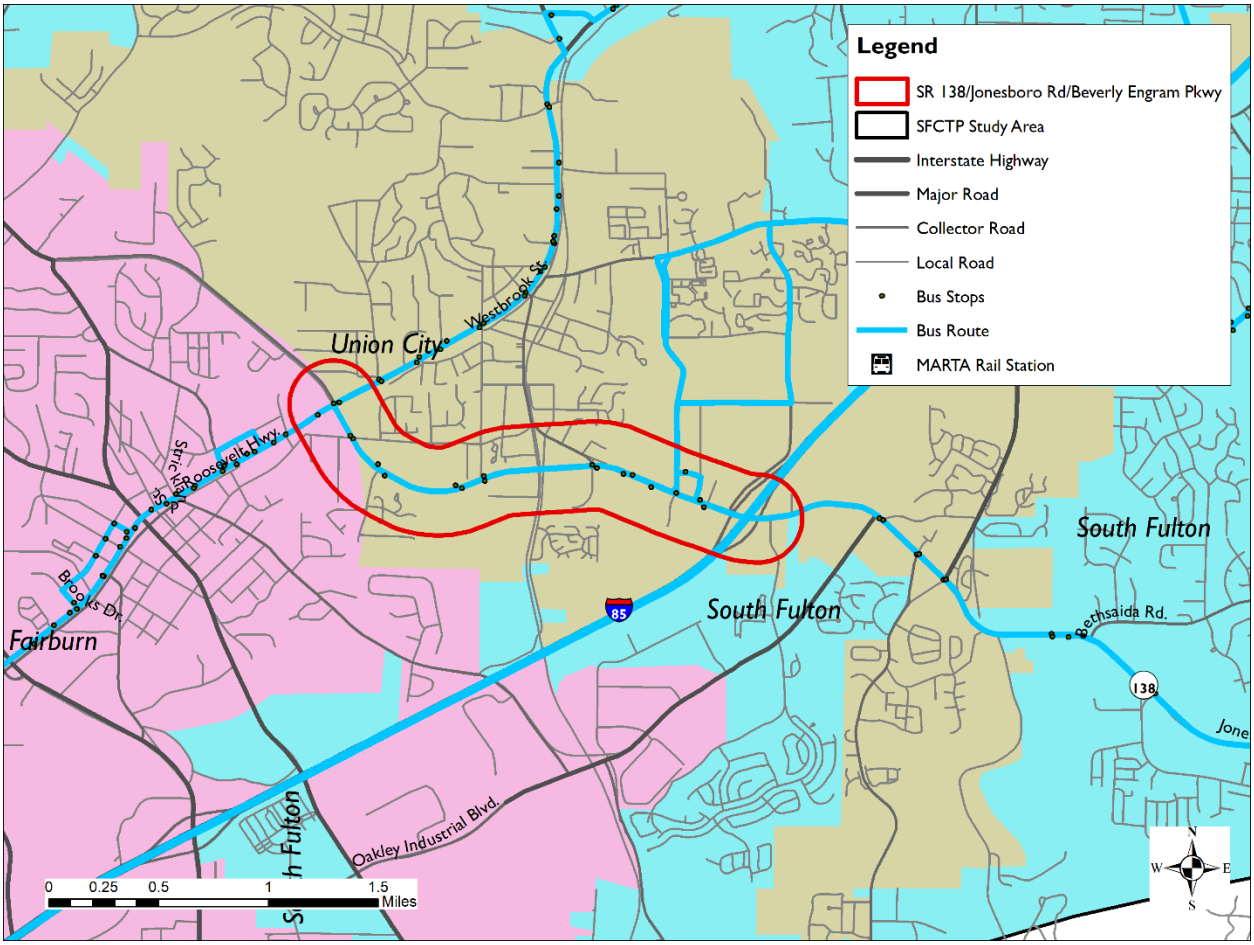


Figure 71: SR 138/Jonesboro Rd./Beverly Engram Pkwy. AADT

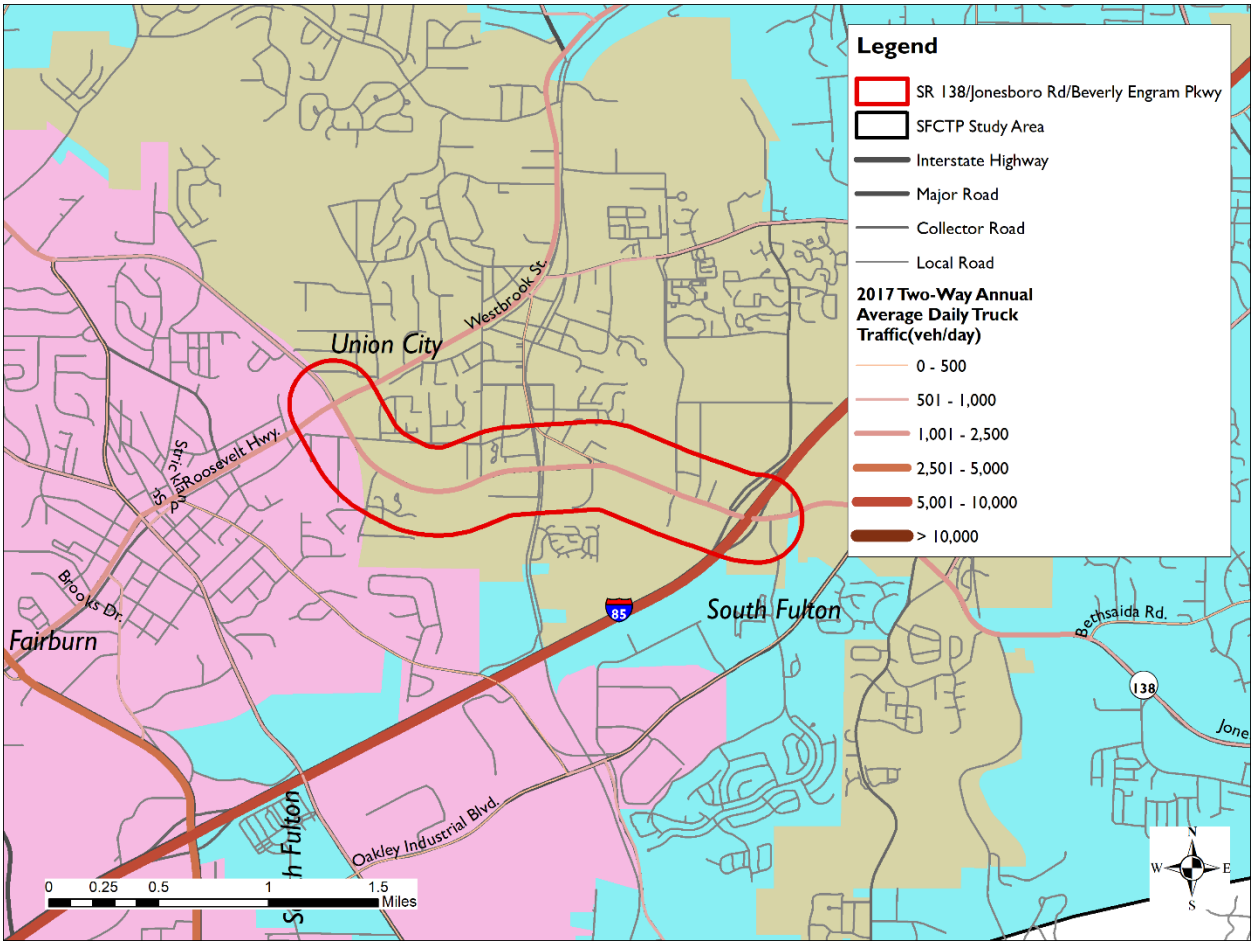
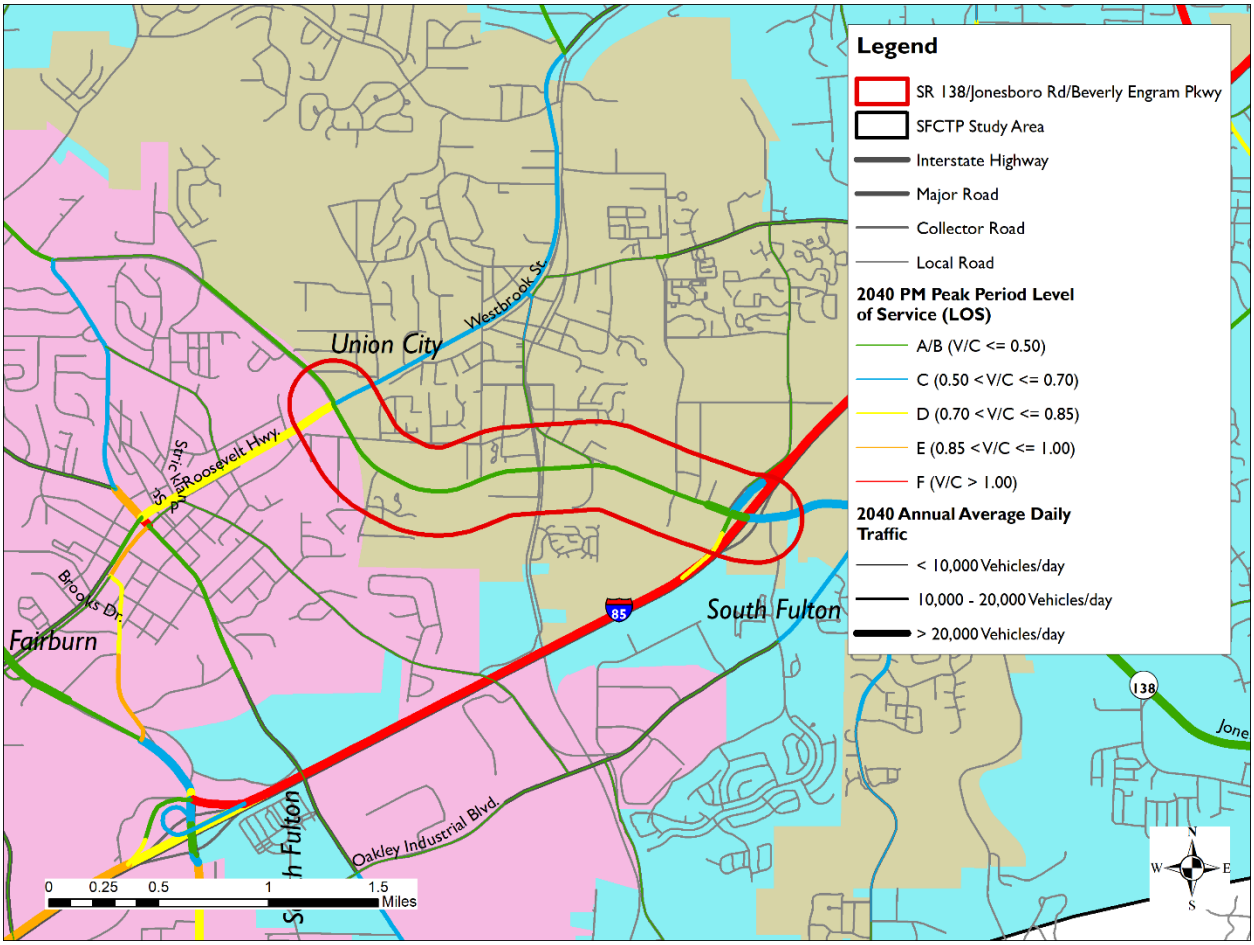


Figure 72: SR 138/Jonesboro Rd./Beverly Engram Pkwy. LOS



Corridor Needs:

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Emergency vehicle preemption
    b. Transit priority
    c. Connected vehicles
- Intersection operations improvements, focusing on safety
- Install sidewalks to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)



3.2.11 *SR 138/Jonesboro Rd. from I-85 to SR 279/Old National Hwy.*

SR 138/Jonesboro Rd. from I-85 to SR 279/Old National Hwy. has been designated as a smart freight corridor. Figure 73 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 74 shows the existing transit service along the corridor, while Figure 75 depicts current average daily truck volumes, and Figure 76 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Economic/Freight
- Corridor length: 4.35 miles
- Functional class: Principal Arterial
- Number of general-purpose lanes: 4
- Transit facilities: MARTA Bus Route 89
- Traffic signals and signal technology: None of the signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Three currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 22,000 to 29,000 vehicles/day, LOS A to C
- Truck volumes: 500 to 2,500 trucks/day
- Crashes (2016 - 2018): 791 crashes, 3 fatalities
- UGPM Regional Area Type: Developing Suburb
- Internet access: 20 to 30 percent of households have no internet access

Figure 73: SR 138/Jonesboro Rd. Traffic Signals

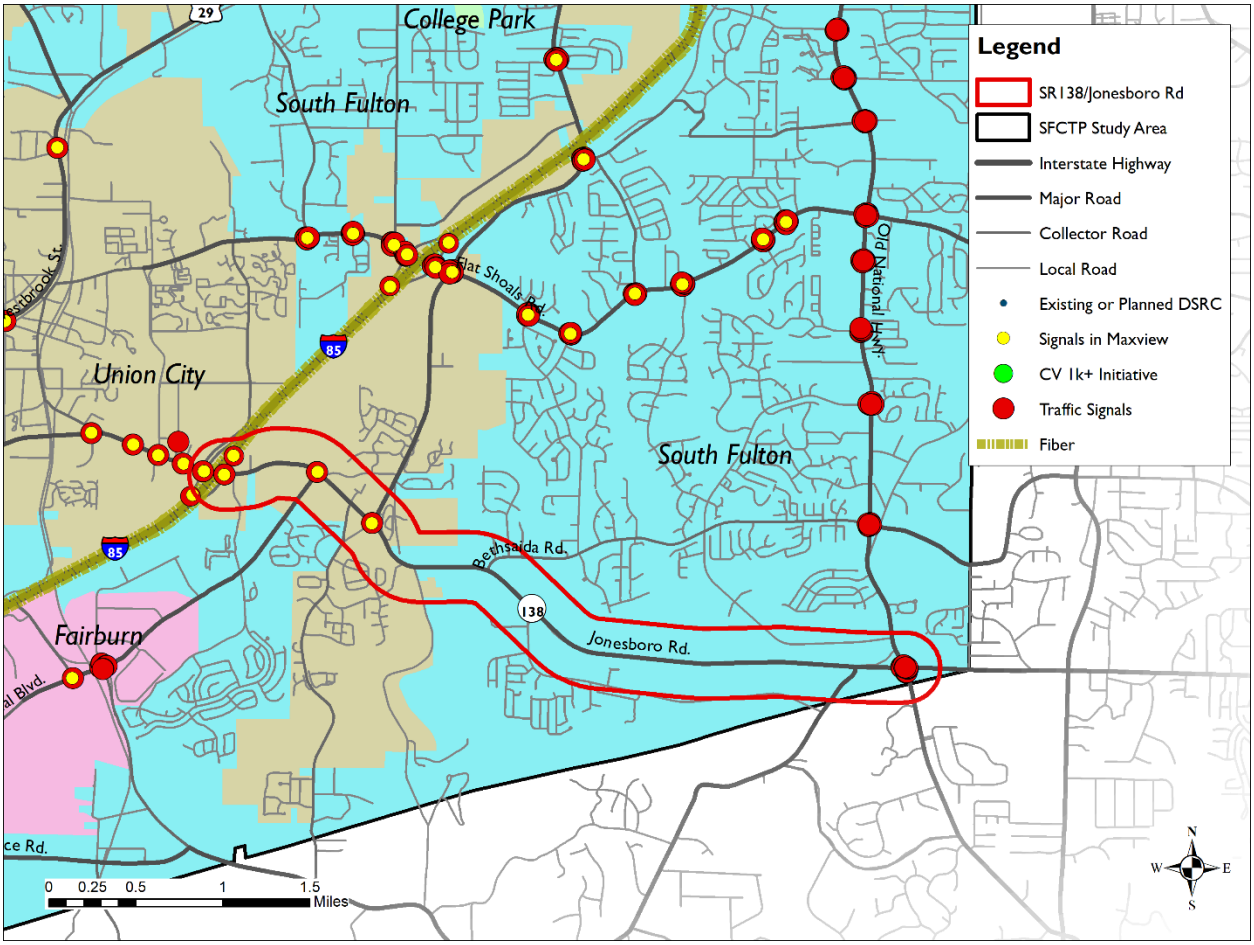


Figure 74: SR 138/Jonesboro Rd. Transit

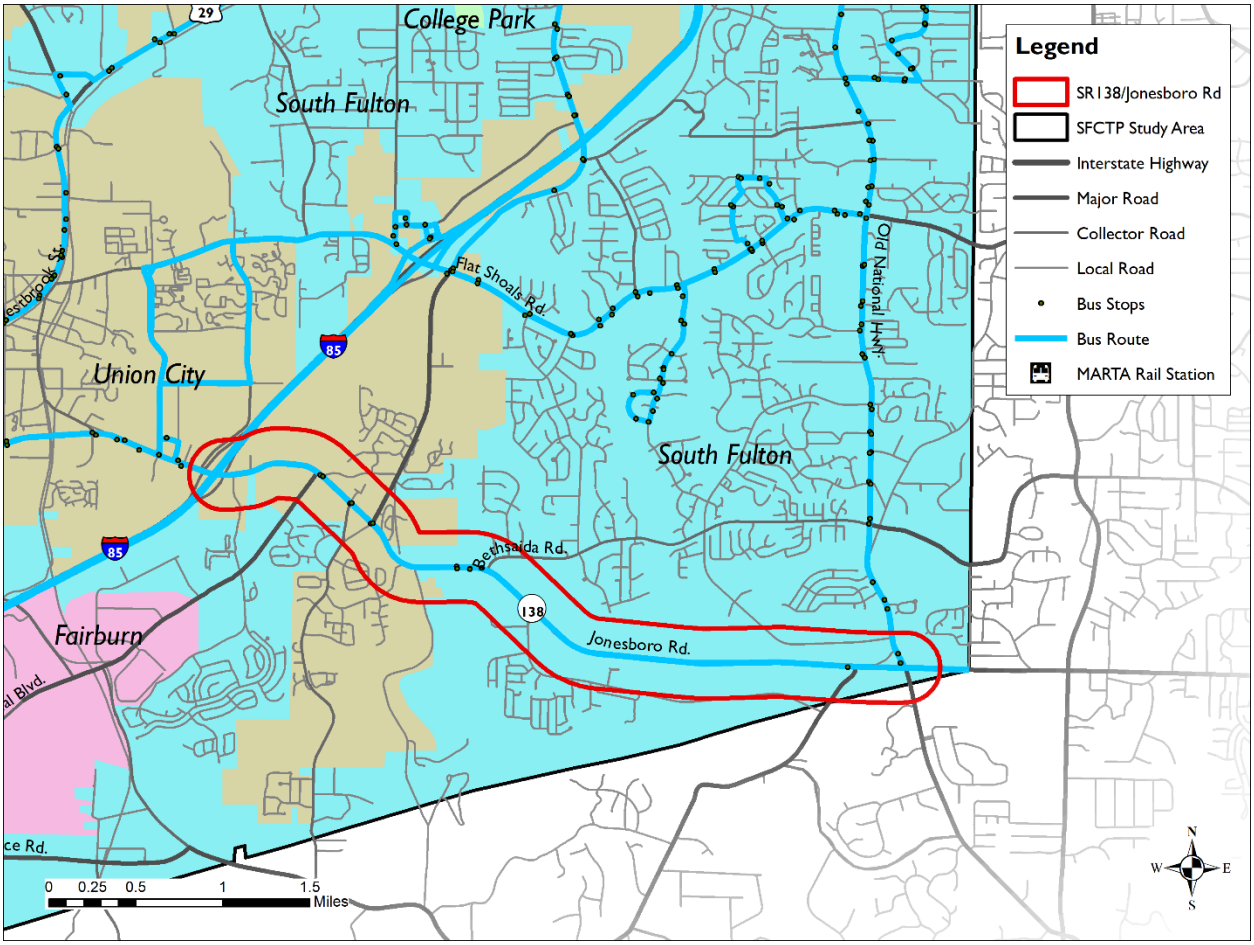


Figure 75: SR 138/Jonesboro Rd. AADT

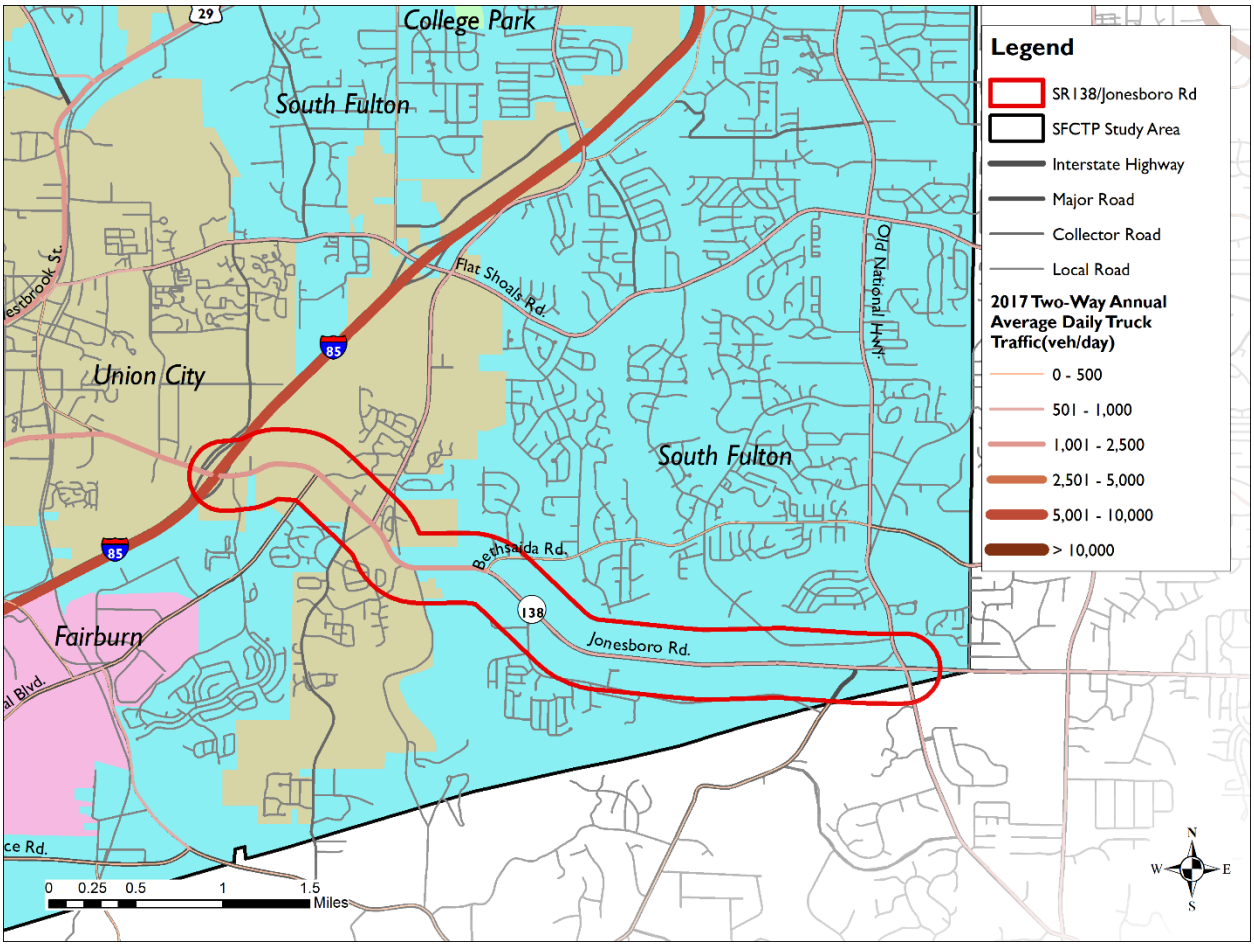
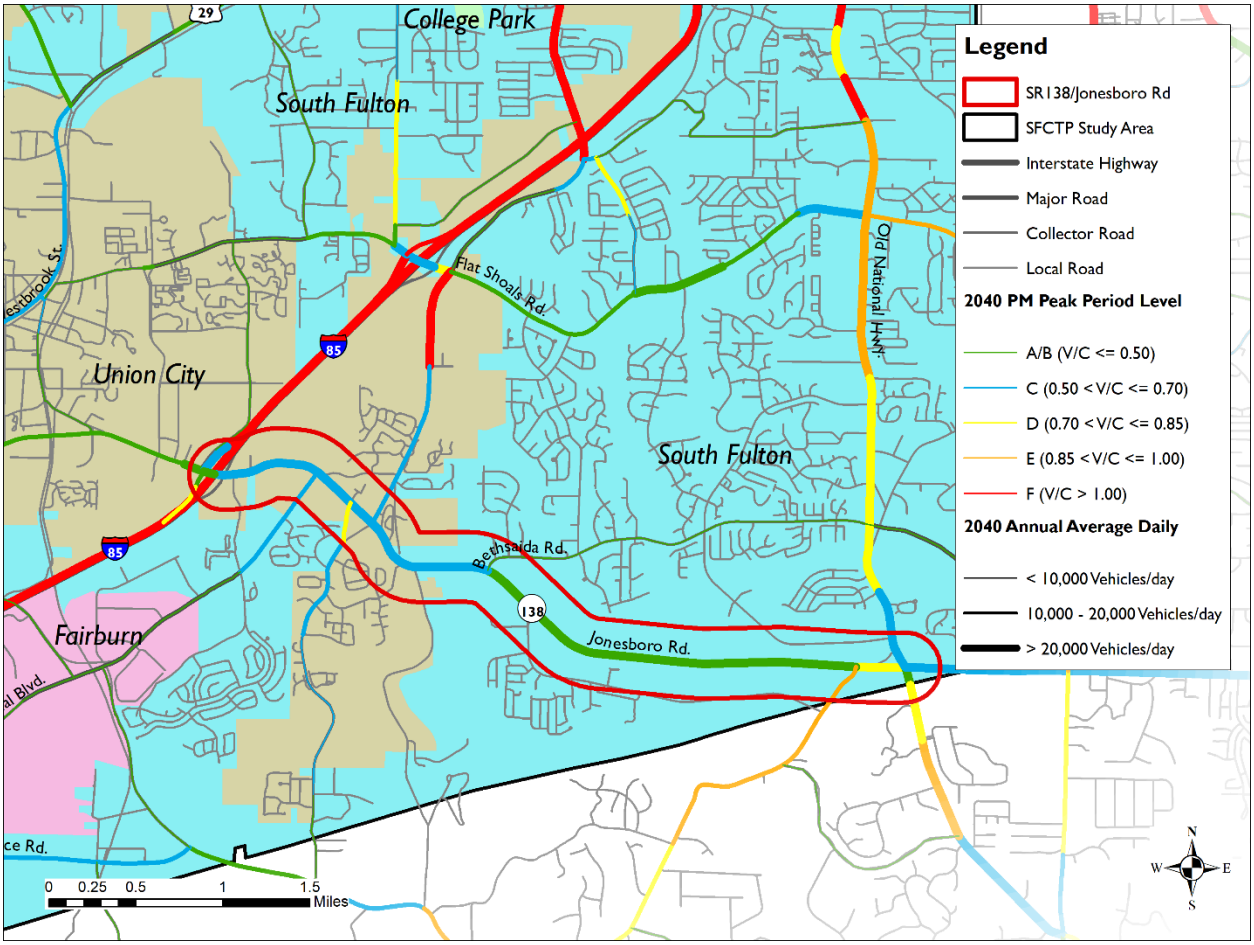


Figure 76: SR 138/Jonesboro Rd. LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Freight priority
    b. Emergency vehicle preemption
    c. Transit priority
    d. Connected vehicles
- Assess driveway access and modify or eliminate access points for safety
- Assess raising height of traffic signals for improved sight distance
- Intersection operations improvements, focusing on safety and freight efficiencies
- Install a median along corridor for safety



- Install sidewalks to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Address any bridge replacement/rehabilitation

Long-term:

- Increase frequency of paving or consider installing concrete



3.2.12 *Headland Dr./Norman Berry Dr.*

Headland Dr./Norman Berry Dr. and Ben Hill Rd. to Cleveland Ave. has been designated as a smart livability corridor. Figure 77 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 78 shows the existing transit service along the corridor, while Figure 79 depicts current average daily truck volumes, and Figure 80 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Livability
- Corridor length: 3.29 miles
- Functional class: Major Collector
- Number of general-purpose lanes: 2 to 4
- Transit facilities: MARTA Bus Route 93
- Traffic signals and signal technology: None of the signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. No signals currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 8,000 to 20,000 vehicles/day, LOS A to C
- Truck volumes: Up to 500 trucks/day
- Crashes (2016 - 2018): 53 crashes, 0 fatalities
- UGPM Regional Area Type: Maturing Neighborhood
- Internet access: 20 to 30 percent of households have no internet access

Figure 77: Headland Dr./Norman Berry Dr. Traffic Signals

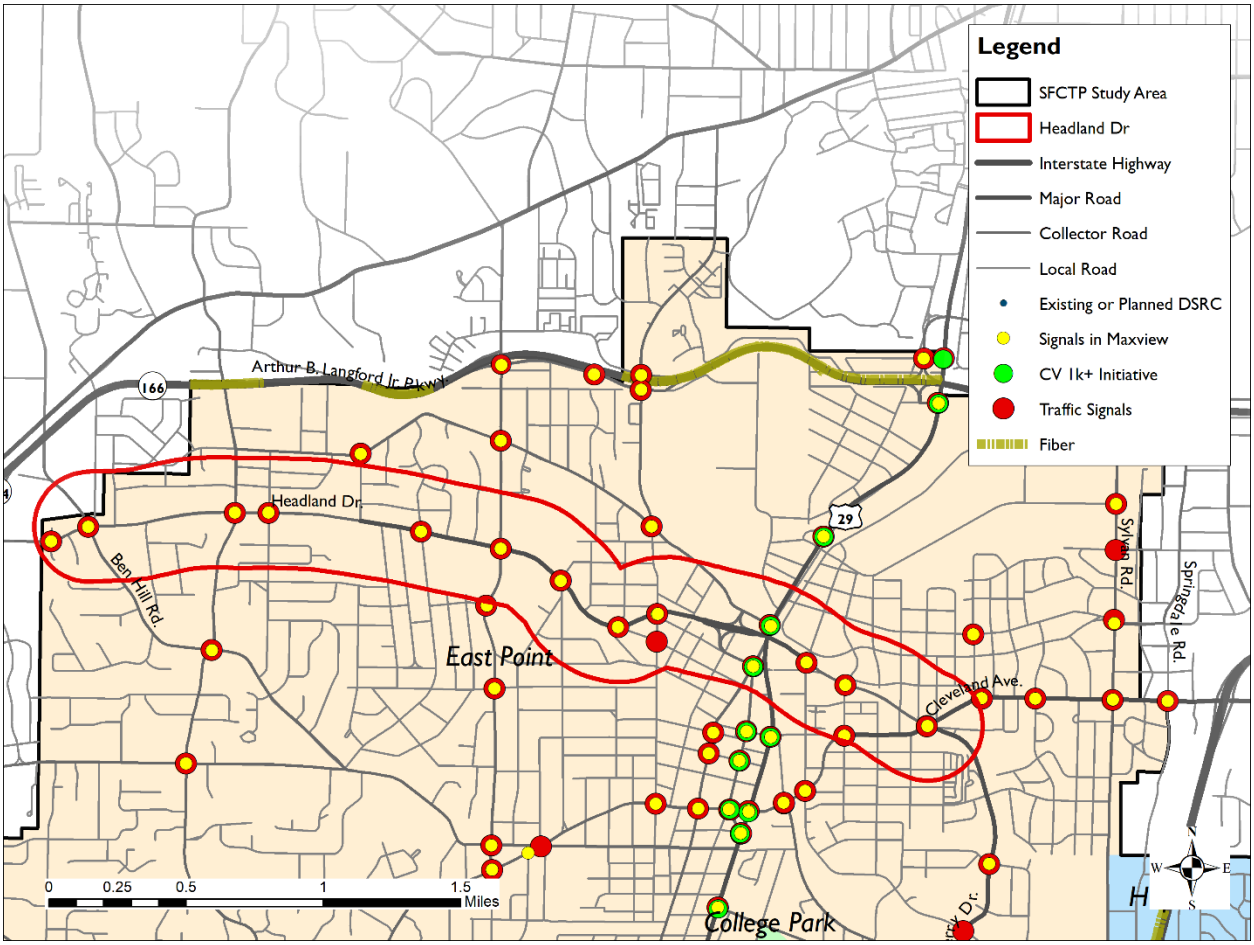


Figure 78: Headland Dr./Norman Berry Dr. Transit

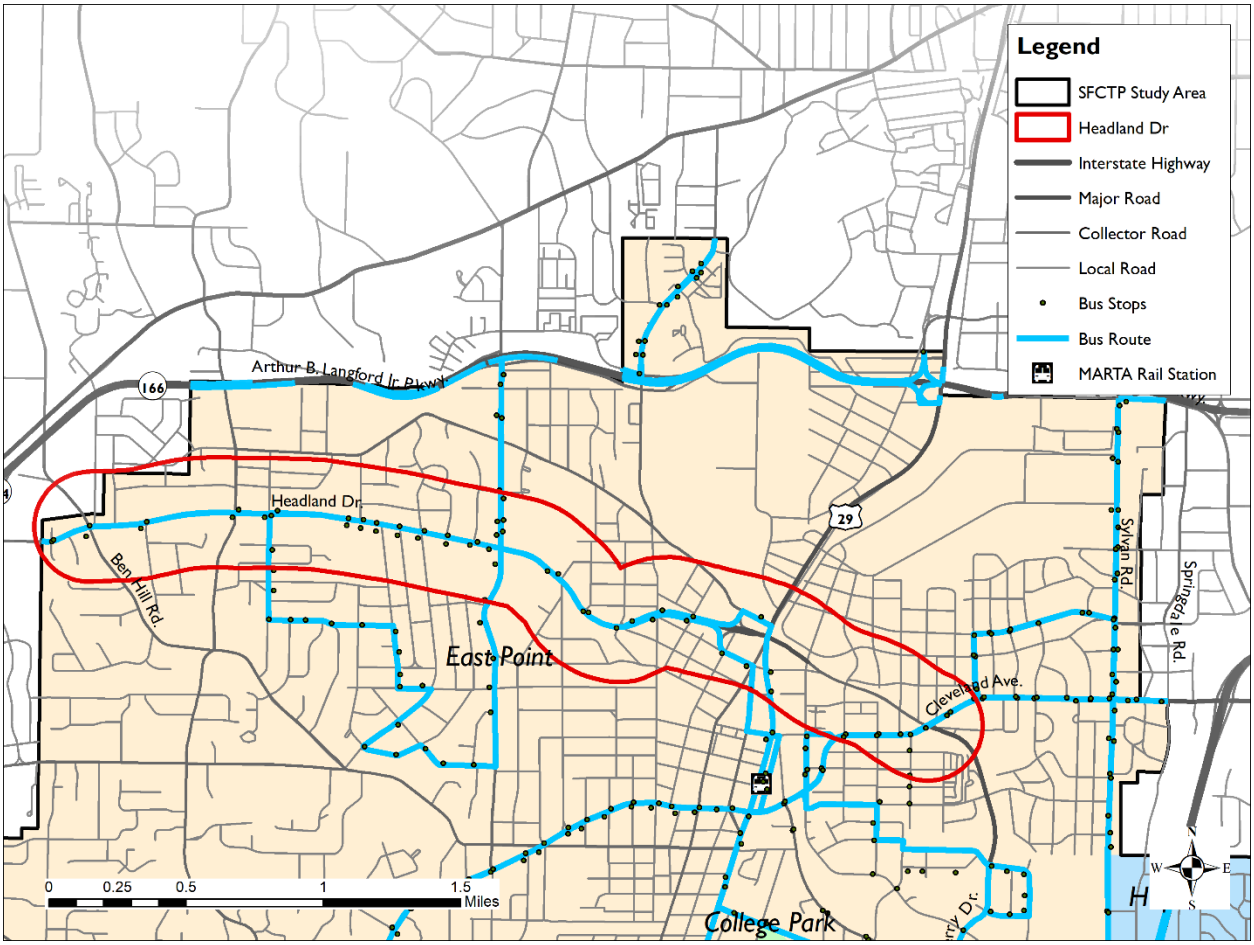


Figure 79: Headland Dr./Norman Berry Dr. AADT

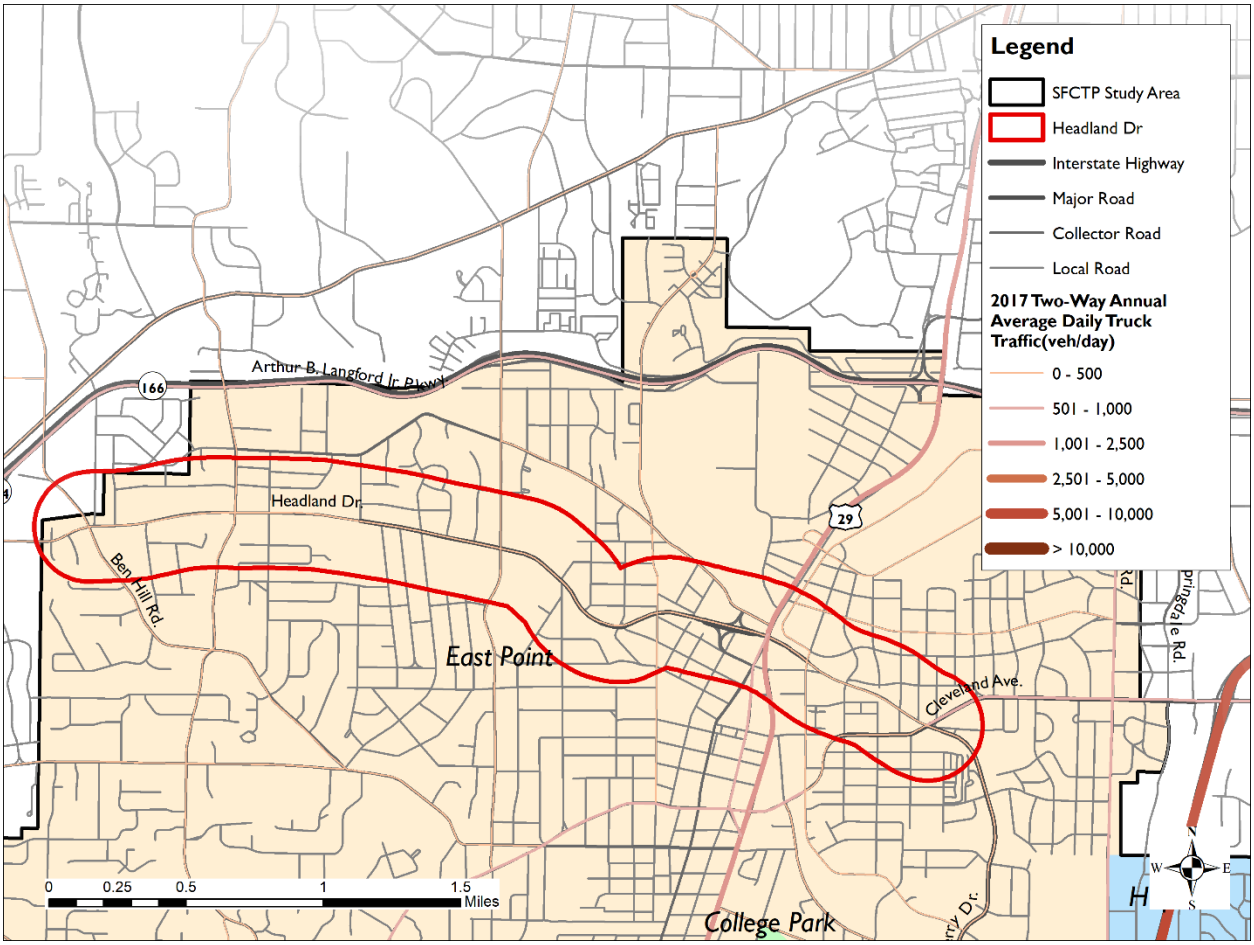
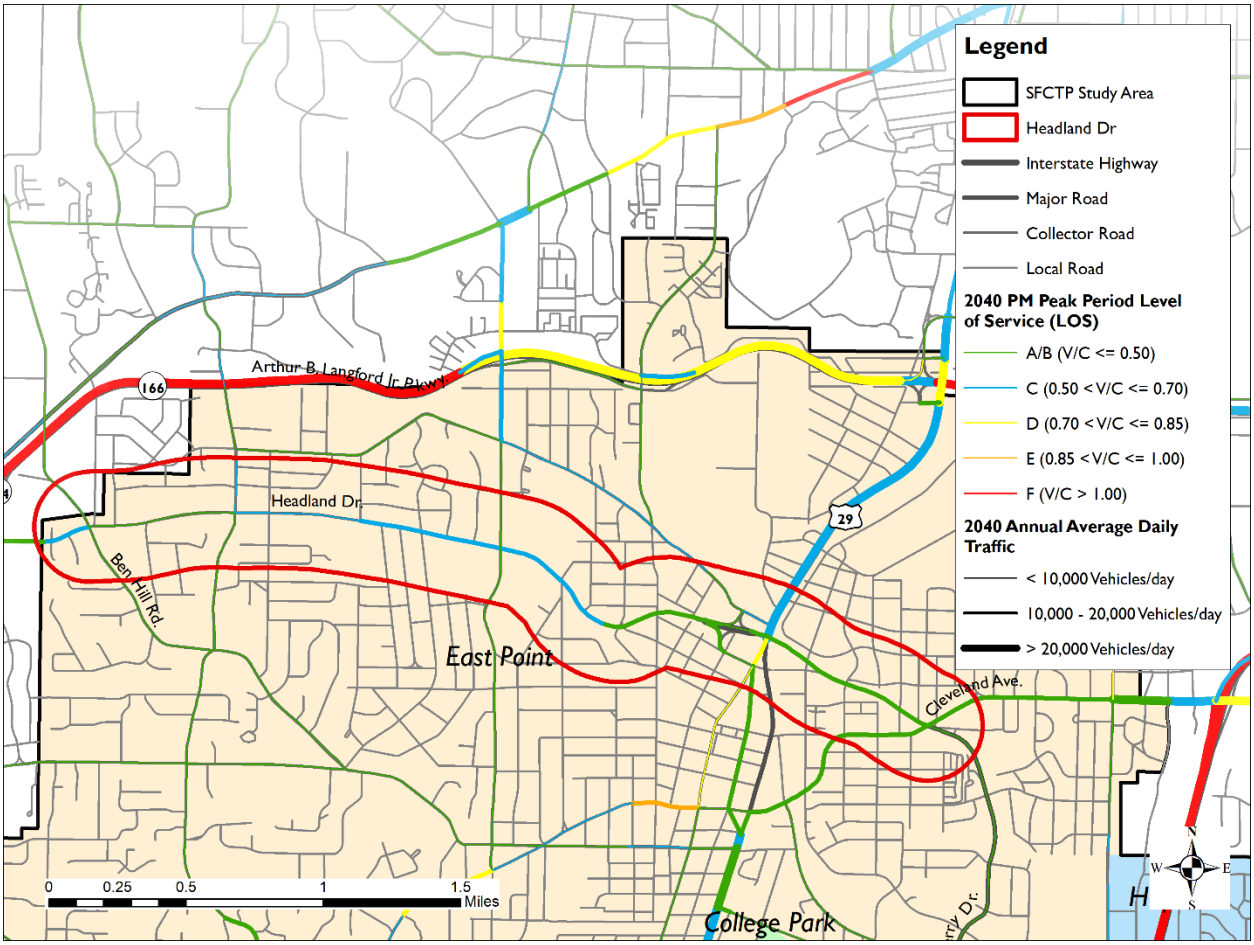


Figure 80: Headland Dr./Norman Berry Dr. LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Emergency vehicle preemption
    b. Transit priority
    c. Connected vehicles
- Intersection operations improvements, focusing on safety
- Install sidewalks to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Address any bridge replacement/rehabilitation

Long-term:



- Implement streetscaping including wider sidewalks and bicycle lanes
- Install multi-use path along corridor connecting residential with commercial activities



3.2.13 *US 29/SR 14/SW Broad St./Roosevelt Hwy./Main St.*

US 29/SR 14/SW Broad St./Roosevelt Hwy./Main St. from the City of Atlanta to the Coweta County line has been designated as a smart freight corridor. Figure 81 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 82 shows the existing transit service along the corridor, while Figure 83 depicts current average daily truck volumes, and Figure 84 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Economic/Freight
- Corridor length: 20.69 miles
- Functional class: Minor Arterial
- Number of general-purpose lanes: 2 to 4
- Transit facilities: College Park MARTA Station and East Point MARTA Station, MARTA Bus Route 78, 79, 81, 84, 93, 180, 181, 189, 192, 193, and 195
- Traffic signals and signal technology: Three signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Thirteen currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 7,000 to 36,000 vehicles/day, LOS A to F
- Truck volumes: 1,000 to 2,500 trucks/day
- Crashes (2016 - 2018): 928 crashes, 1 fatality
- UGPM Regional Area Type: Regional Employment Corridor, Maturing Neighborhood, Developing Suburb, Established Suburb
- Internet access: 0 to 30 percent of households have no internet access

Figure 81: US 29/SR 14/SW Broad St/Roosevelt Hwy/Main St Traffic Signals

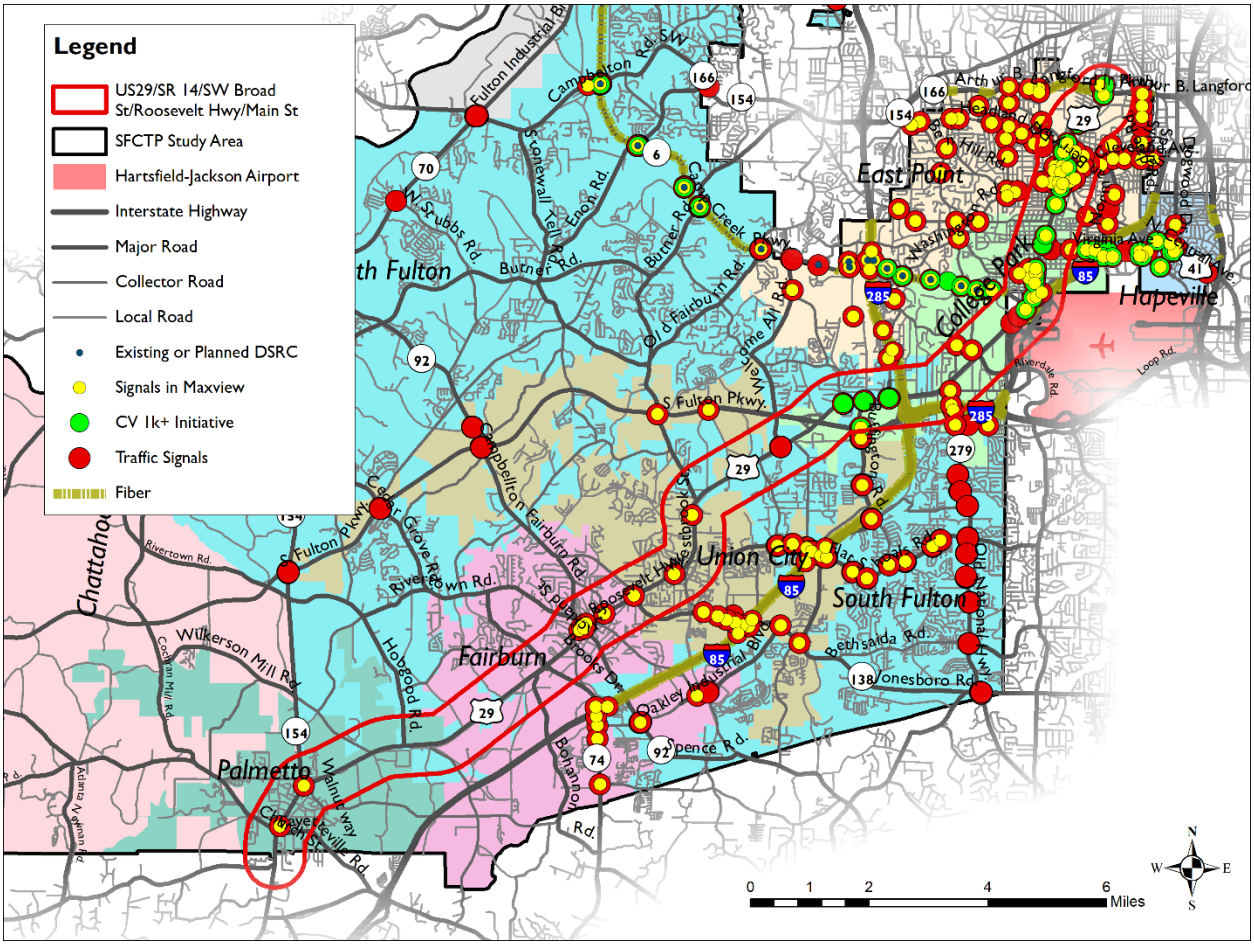


Figure 82: US 29/SR 14/SW Broad St/Roosevelt Hwy/Main St Transit

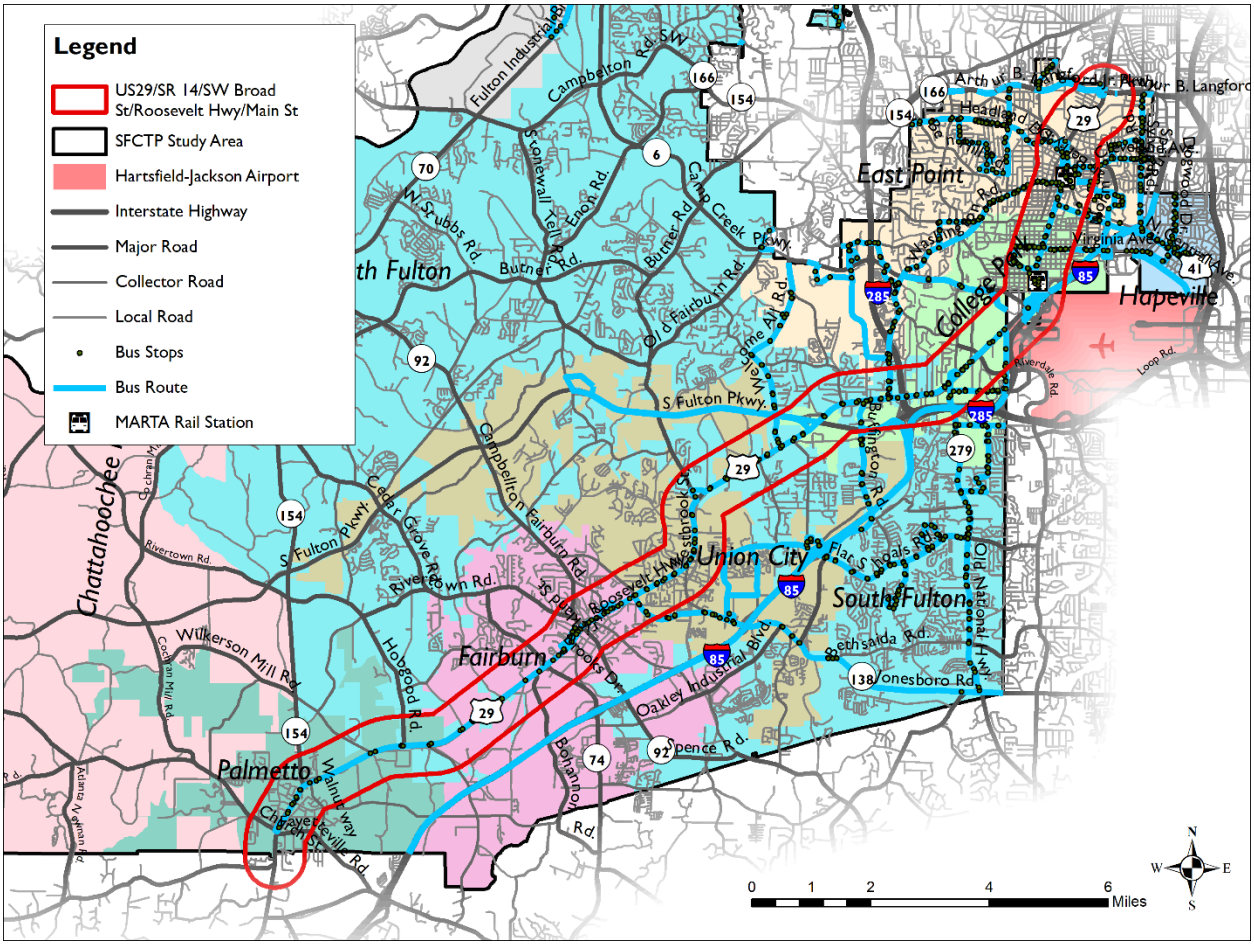


Figure 83: US 29/SR 14/SW Broad St/Roosevelt Hwy/Main St AADT

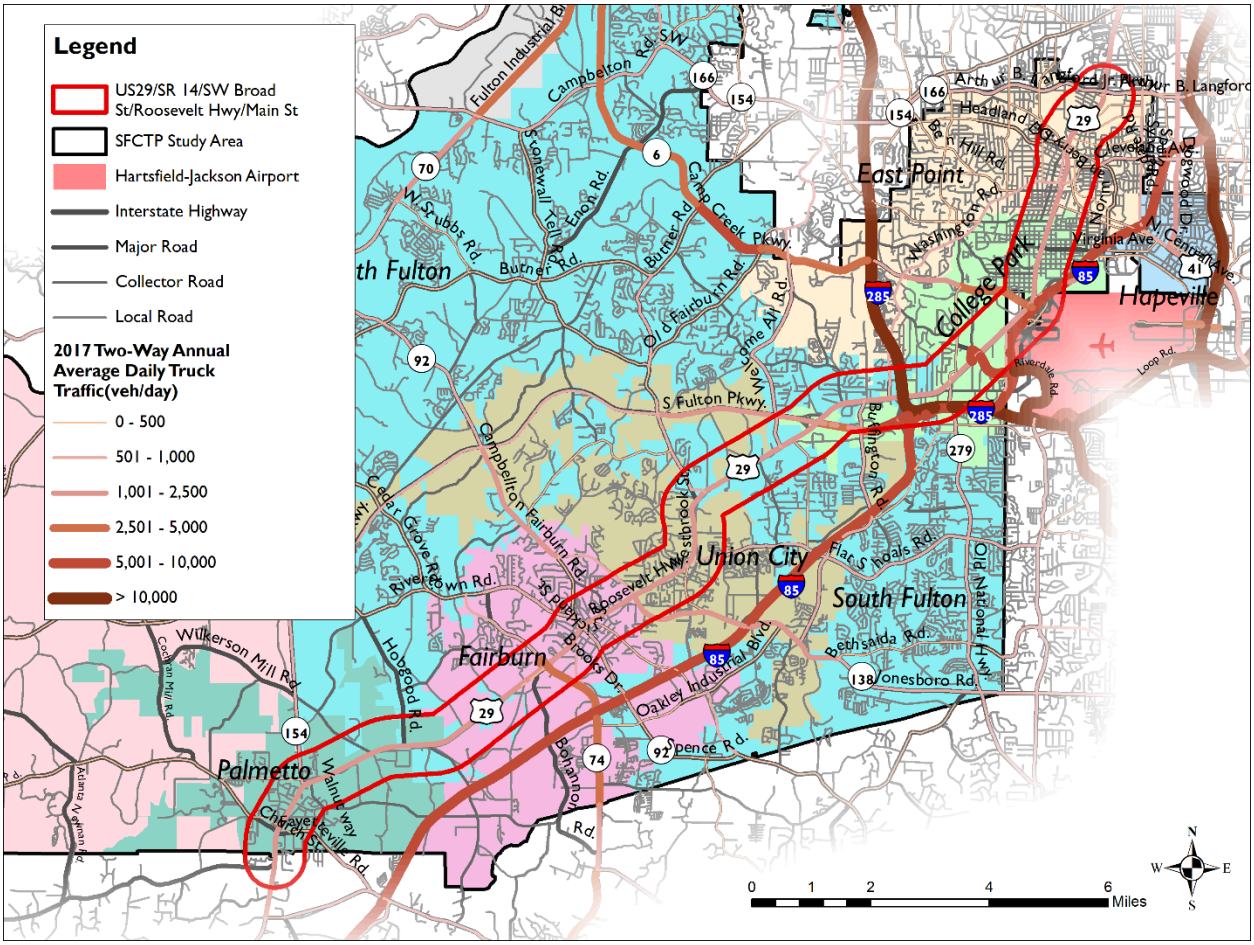
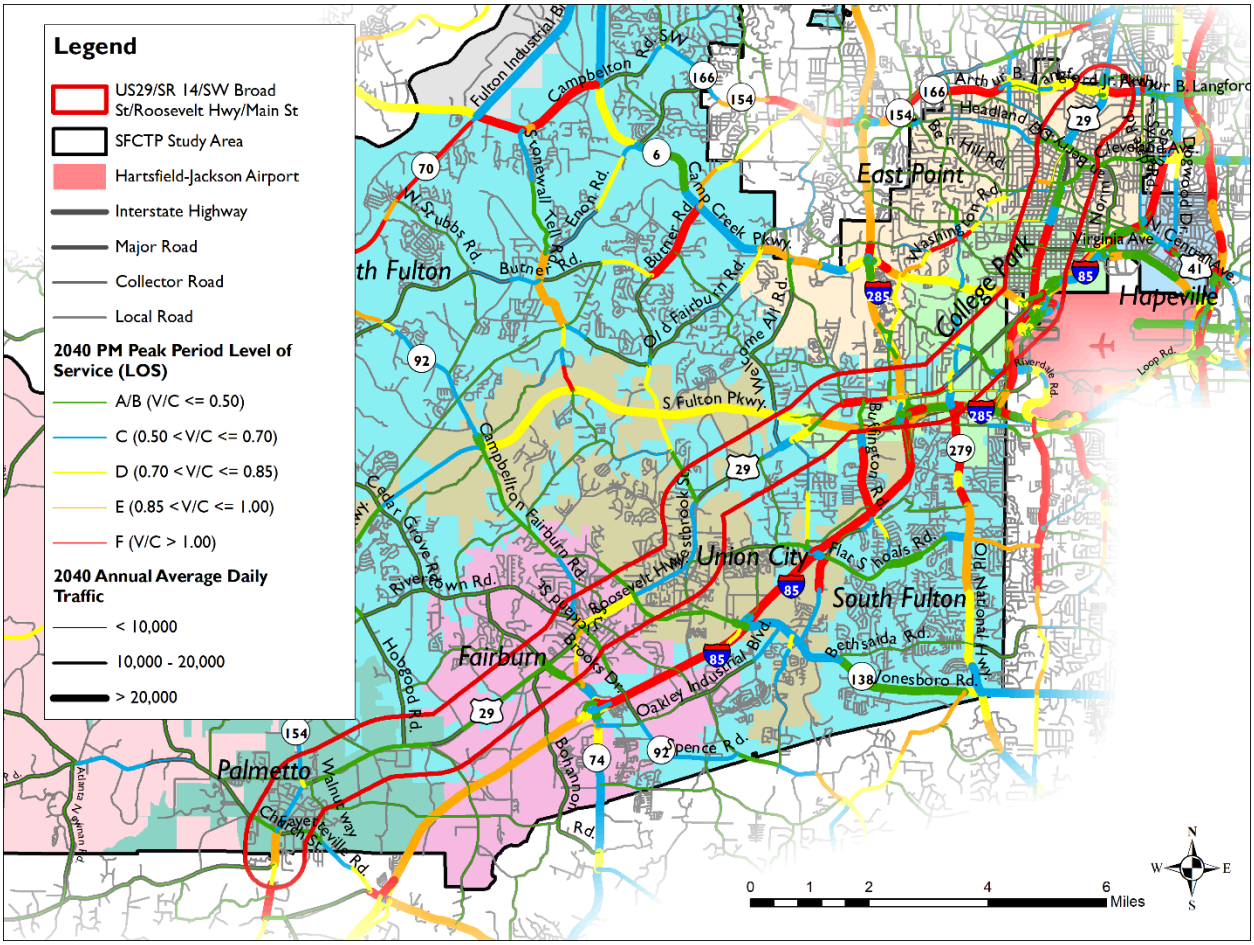


Figure 84: US 29/SR 14/SW Broad St/Roosevelt Hwy/Main St LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Freight priority
    b. Emergency vehicle preemption
    c. Transit priority
    d. Connected vehicles
- Assess driveway access and modify or eliminate access points for safety
- Assess raising height of traffic signals for improved sight distance
- Intersection operations improvements, focusing on safety and freight efficiencies
- Install a median along corridor for safety



- Provide bicycle and pedestrian facilities/improvements to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Install railroad event broadcasting to notify drivers of trains at CSX railroad
- Address any bridge replacement/rehabilitation

Long-term:

- Widen certain segments to address congestion
- Implement high-capacity transit such as BRT
- Increase frequency of paving or consider installing concrete
- Install multi-use path along corridor connecting residential with commercial activities



3.2.14 *US 29/Main St. (Livability Node 1: East Point to College Park)*

US 29/Main St. (Livability Node 1: East Point to College Park) from W. Cleveland Ave. to Lee St. Conn. has been designated as a smart livability corridor. Figure 85 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 86 shows the existing transit service along the corridor, while Figure 87 depicts current average daily truck volumes, and Figure 88 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Livability
- Corridor length: 2.29 miles
- Functional class: Minor Arterial
- Number of general-purpose lanes: 2, 3, and 4
- Transit facilities: College Park MARTA Station and East Point MARTA Station, MARTA Bus Route 78, 79, 81, 84, 93, 181, 189, 192, and 193
- Traffic signals and signal technology: Eleven signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Three currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 23,000 to 36,000 vehicles/day, LOS A to F
- Truck volumes: 10,000 to 2,500 trucks/day
- Crashes (2016 - 2018): 120 crashes, 0 fatalities
- UGPM Regional Area Type: Maturing Neighborhood
- Internet access: 10 to 30 percent of households have no internet access

Figure 85: US 29/Main St (Livability Node 1: East Point to College Park) Traffic Signals

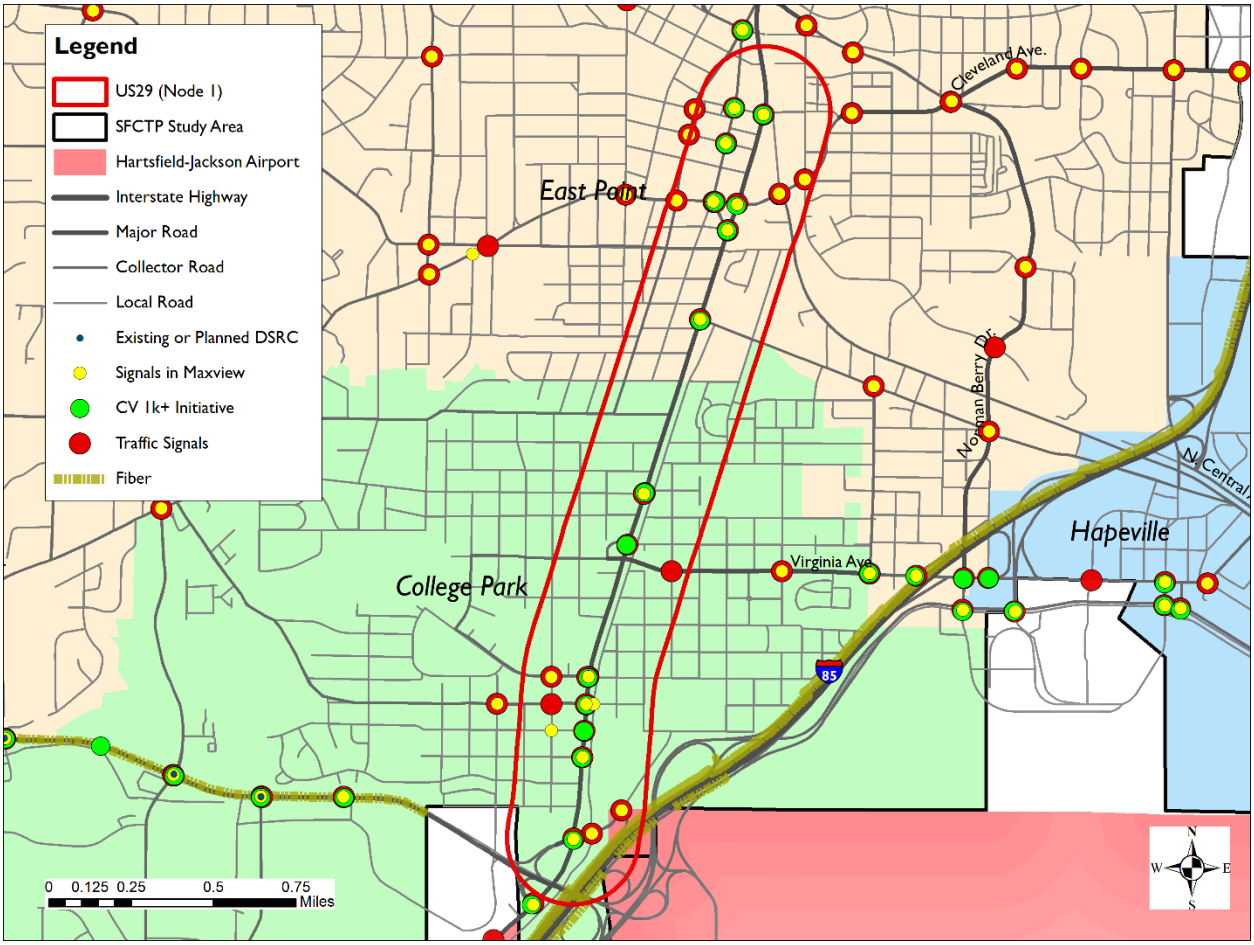


Figure 86: US 29/Main St (Livability Node 1: East Point to College Park) Transit

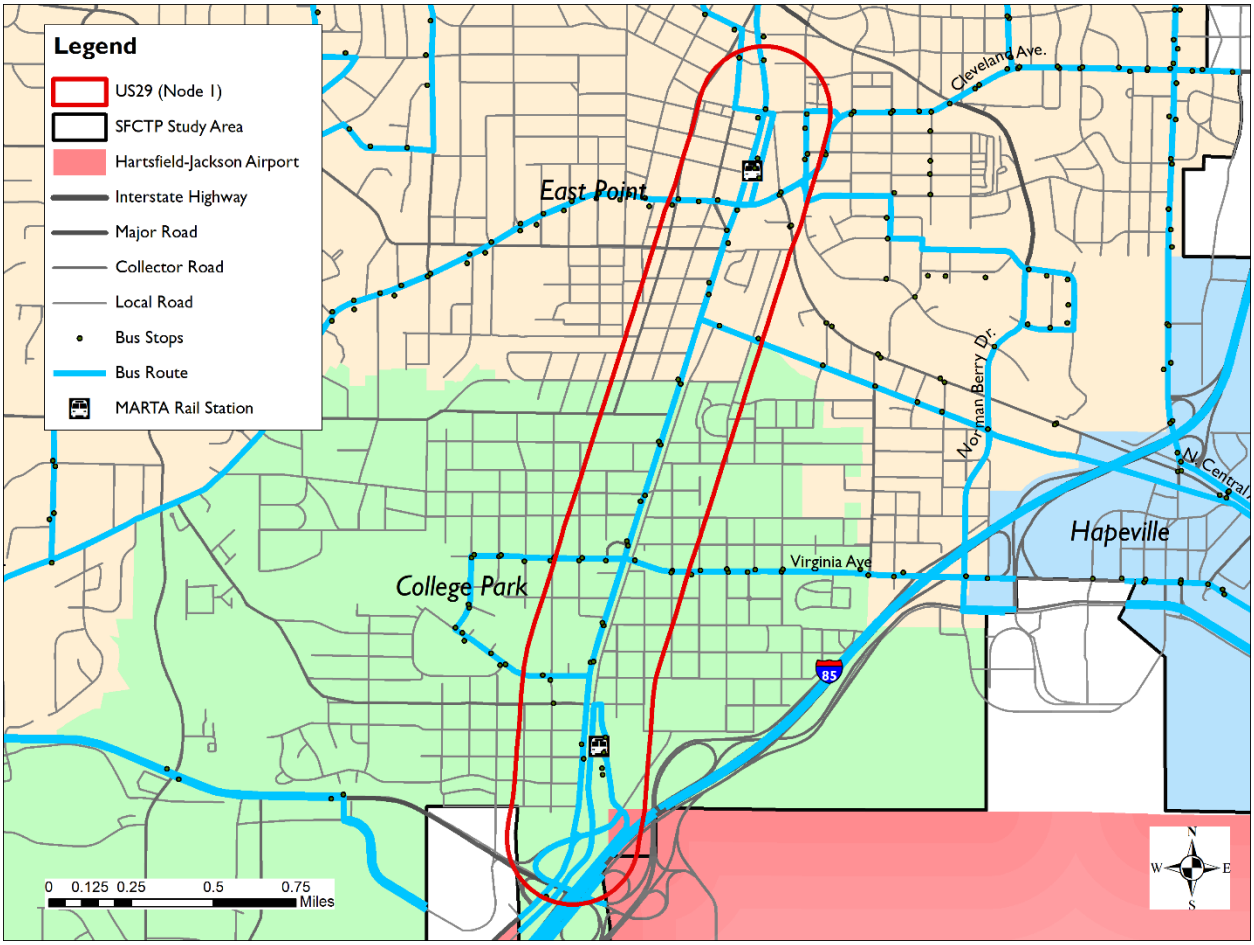


Figure 87: US 29/Main St (Livability Node 1: East Point to College Park) AADT

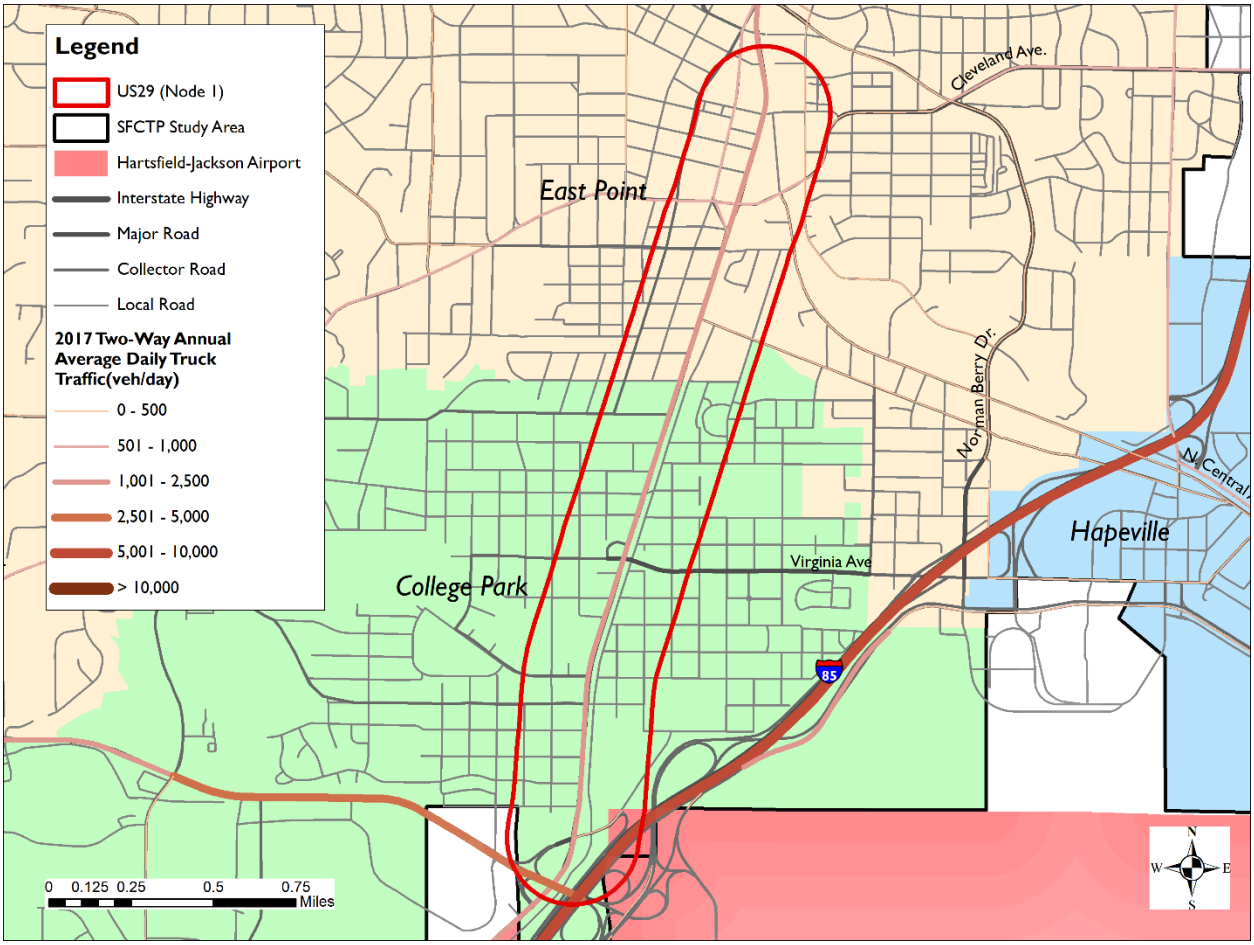
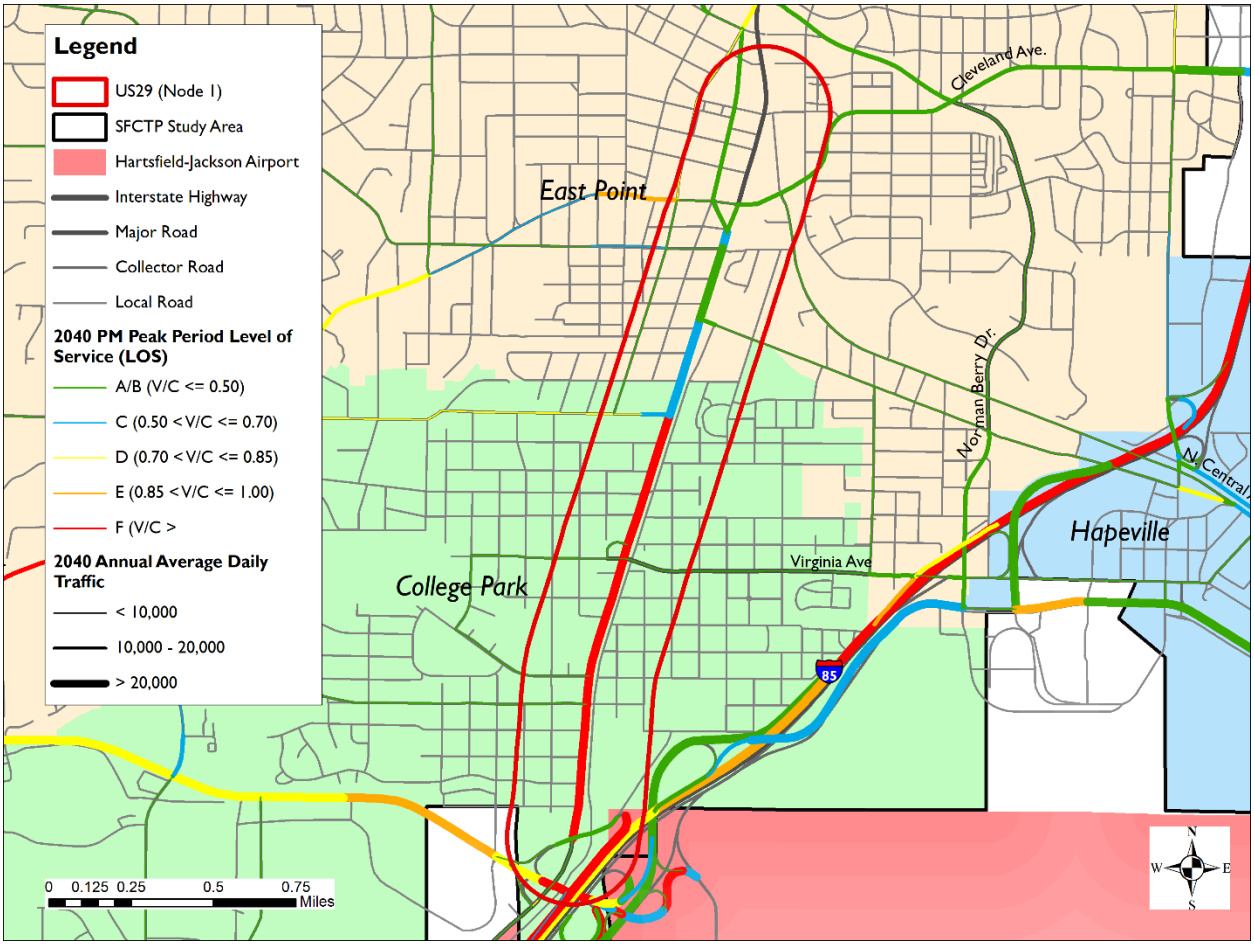


Figure 88: US 29/Main St (Livability Node 1: East Point to College Park) LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Emergency vehicle preemption
    b. Transit priority
    c. Connected vehicles
- Assess on-street parking to reconfigure or remove
- Intersection operations improvements, focusing on safety
- Provide bicycle and pedestrian facilities/improvements to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Provide wayfinding signage



- Install railroad event broadcasting to notify drivers of trains at CSX railroad
- Address any bridge replacement/rehabilitation

Long-term:

- Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes
- Implement high-capacity transit such as BRT
- Provide inter-modal transit center/improvements
- Install multi-use path along corridor connecting residential with commercial activities



3.2.15 *US 29/SR 14/SW Broad St/Roosevelt Hwy (Livability Node 2: Fairburn)*

US 29/SR 14/SW Broad St/Roosevelt Hwy (Livability Node 2: Fairburn) from Strickland St. to Brooks Dr. has been designated as a smart livability corridor. Figure 89 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 90 shows the existing transit service along the corridor, while Figure 91 depicts current average daily truck volumes, and Figure 92 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Livability
- Corridor length: 0.68 miles
- Functional class: Minor Arterial
- Number of general-purpose lanes: 4
- Transit facilities: MARTA Bus Route 180 and 181
- Traffic signals and signal technology: None of the signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Three currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 8,000 to 27,000 vehicles/day, LOS A to D
- Truck volumes: 1,000 to 2,500 trucks/day
- Crashes (2016 - 2018):54 crashes, 0 fatalities
- UGPM Regional Area Type: Established Suburb, Developing Suburb
- Internet access: 0 to 10 percent of households have no internet access

Figure 89: US 29/SR 14/SW Broad St/Roosevelt Hwy (Livability Node 2: Fairburn) Traffic Signals

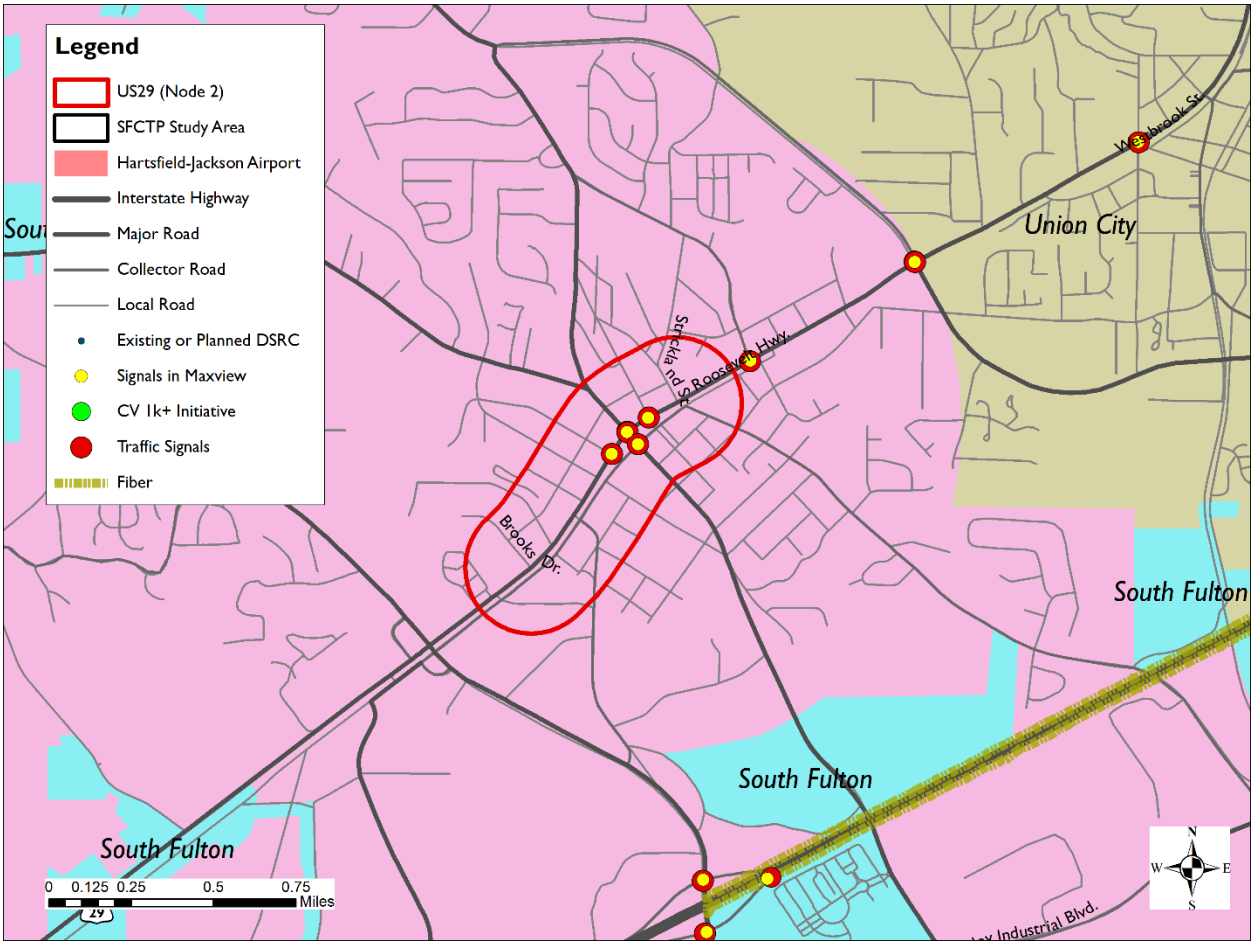


Figure 90: US 29/SR 14/SW Broad St/Roosevelt Hwy (Livability Node 2: Fairburn) Transit

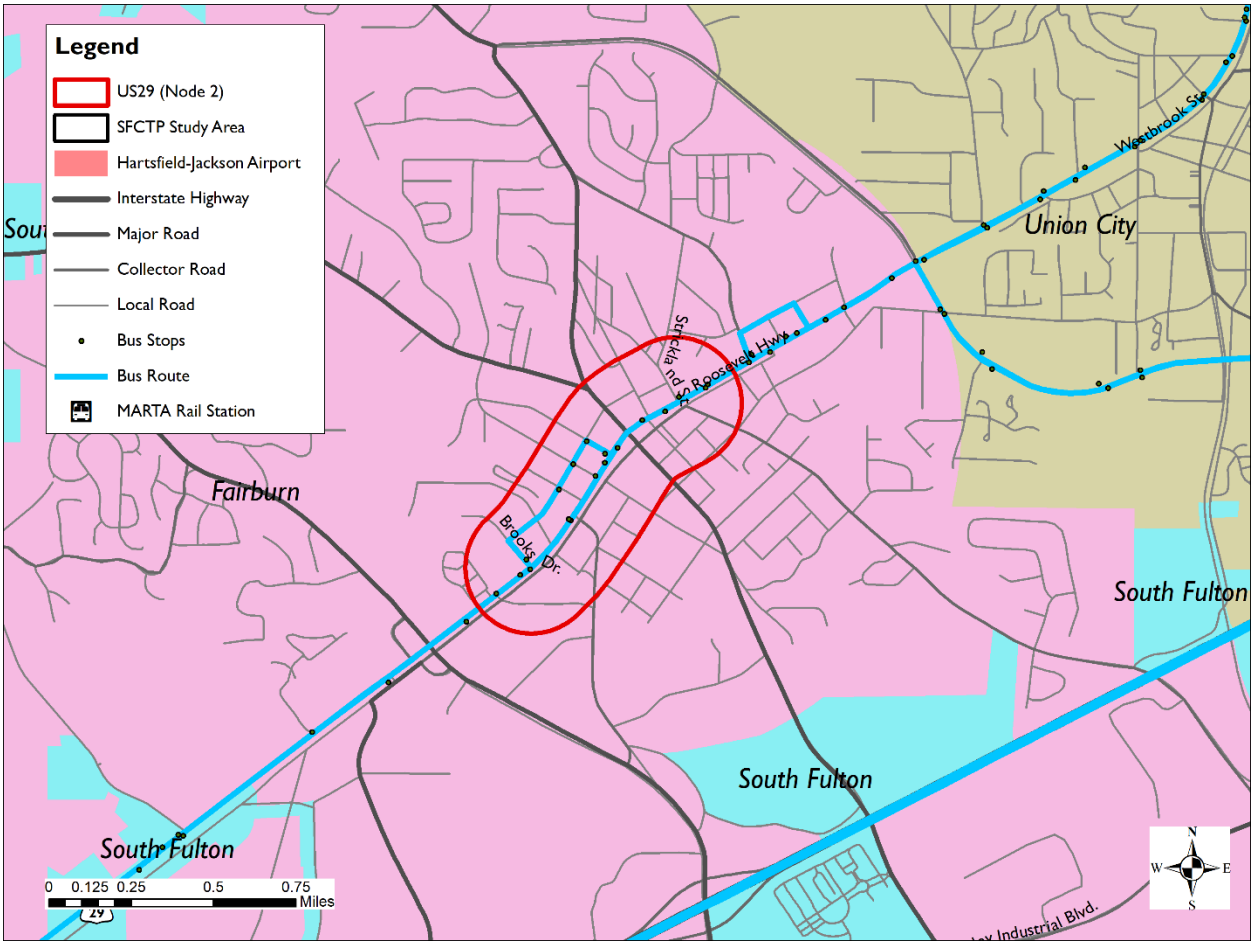


Figure 91: US 29/SR 14/SW Broad St/Roosevelt Hwy (Livability Node 2: Fairburn) AADT

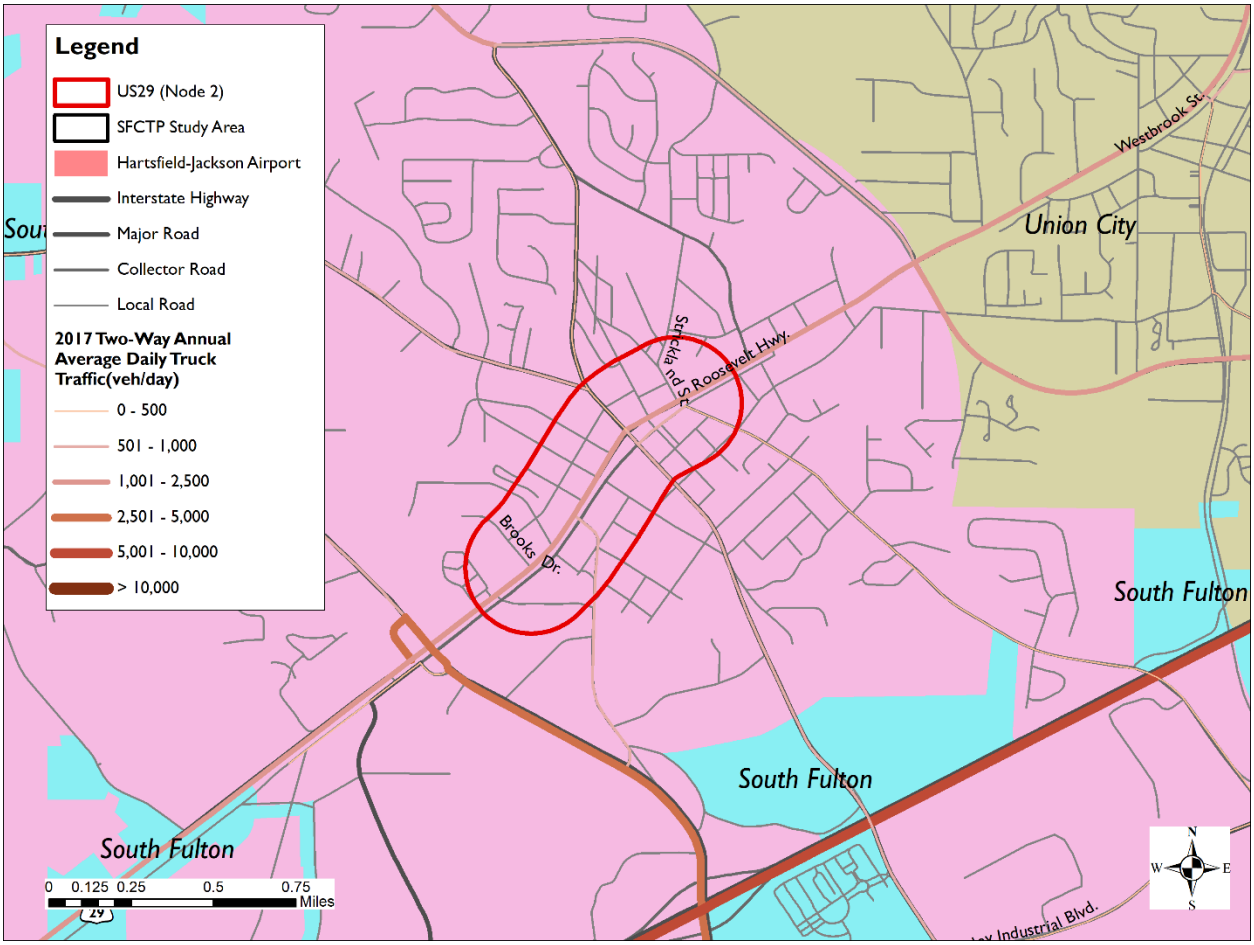
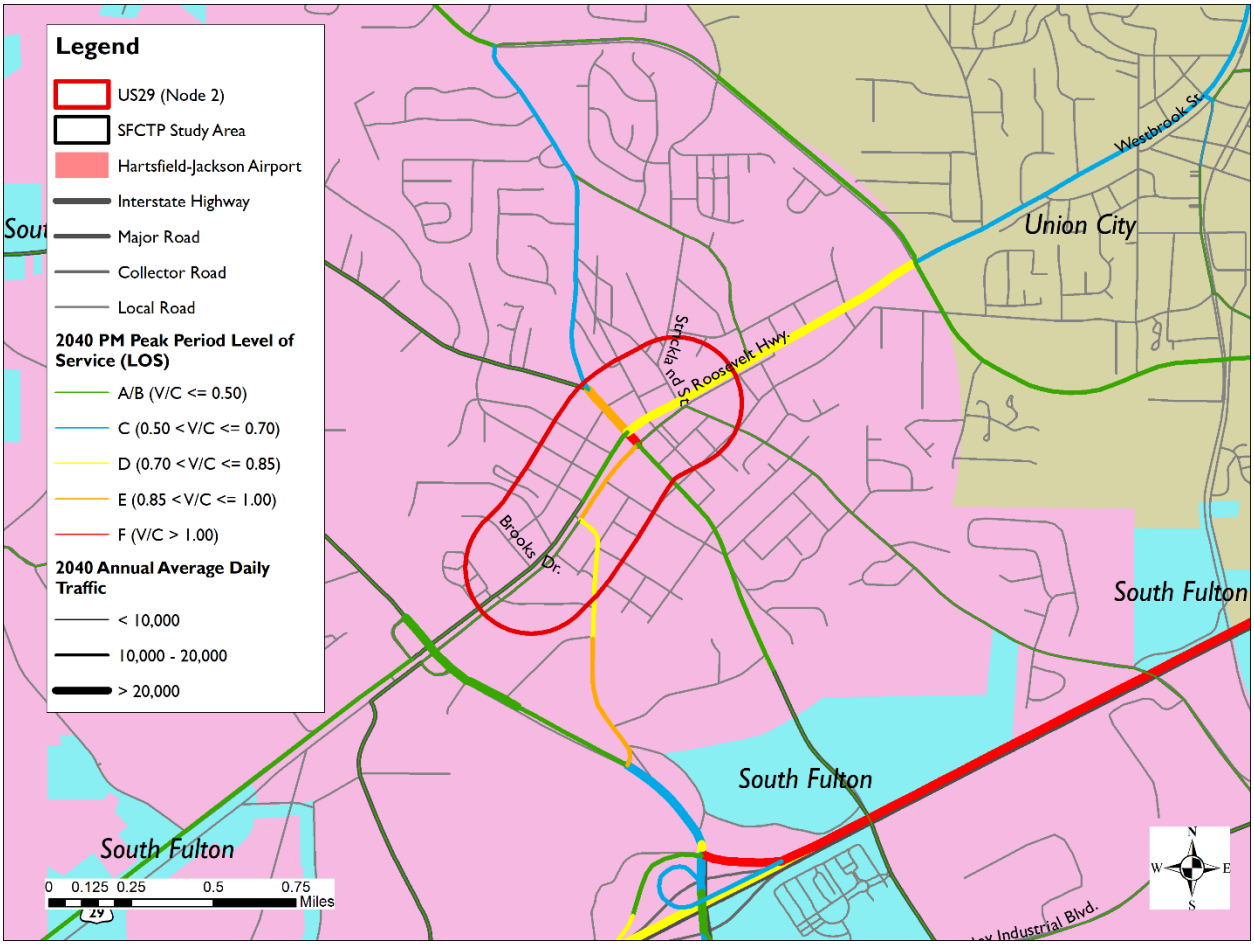


Figure 92: US 29/SR 14/SW Broad St/Roosevelt Hwy (Livability Node 2: Fairburn) LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Emergency vehicle preemption
    b. Transit priority
    c. Connected vehicles
- Intersection operations improvements, focusing on safety
- Provide bicycle and pedestrian facilities/improvements to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Install railroad event broadcasting to notify drivers of trains at CSX railroad
- Install raised median in downtown Fairburn



- Address any bridge replacement/rehabilitation

Long-term:

- Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes
- Implement high-capacity transit such as BRT
- Install multi-use path along corridor connecting residential with commercial activities



3.2.16 *US 29/SR 14/SW Broad St./Roosevelt Hwy. (Livability Node 3: Palmetto)*

US 29/SR 14/SW Broad St./Roosevelt Hwy. (Livability Node 3: Palmetto) from Walnut Way to Church St. has been designated as a smart livability corridor. Figure 93 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 94 shows the existing transit service along the corridor, while Figure 95 depicts current average daily truck volumes, and Figure 96 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Livability
- Corridor length: 1.16 miles
- Functional class: Minor Arterial
- Number of general-purpose lanes: 2 to 4
- Transit facilities: MARTA Bus Route 180
- Traffic signals and signal technology: None of the signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Two currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 9,000 to 14,000 vehicles/day, LOS A to C
- Truck volumes: 1,000 to 2,500 trucks/day
- Crashes (2016 - 2018): 22 crashes, 0 fatalities
- UGPM Regional Area Type: Developing Suburb
- Internet access: 10 to 20 percent of households have no internet access

Figure 93: US 29/SR 14/SW Broad St/Roosevelt Hwy (Livability Node 3: Palmetto) Traffic Signals

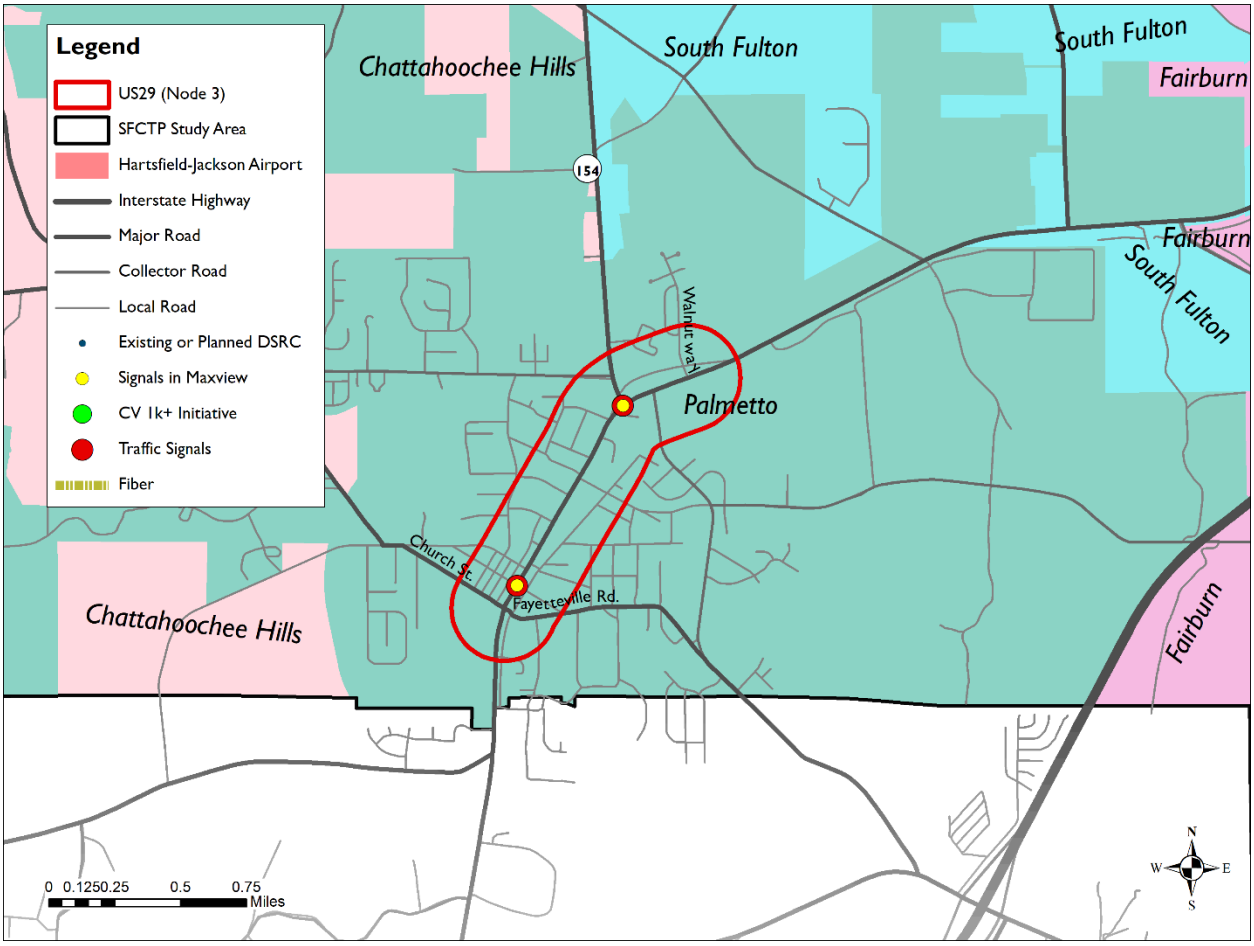


Figure 94: US 29/SR 14/SW Broad St/Roosevelt Hwy (Livability Node 3: Palmetto) Transit

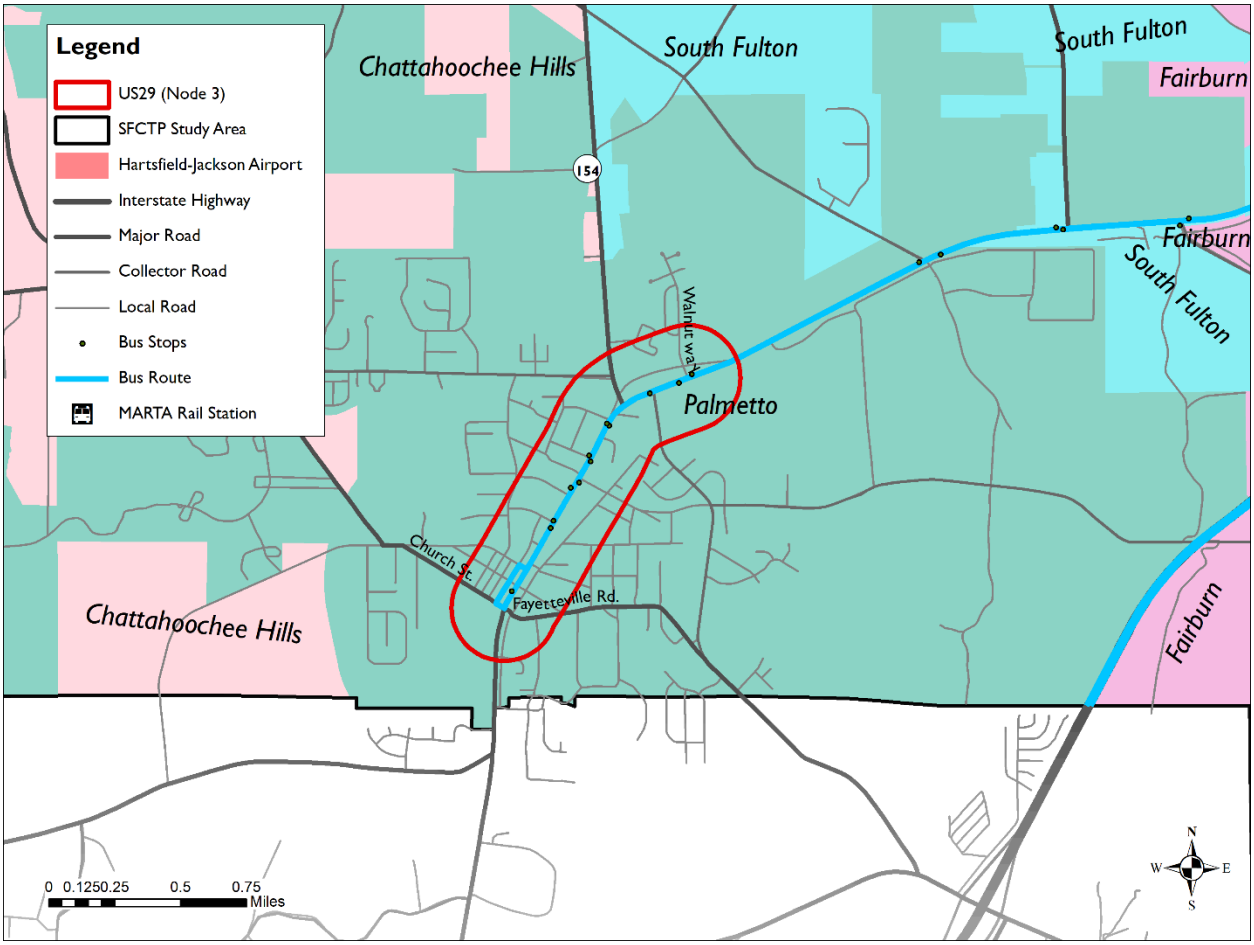


Figure 95: US 29/SR 14/SW Broad St/Roosevelt Hwy (Livability Node 3: Palmetto) AADT

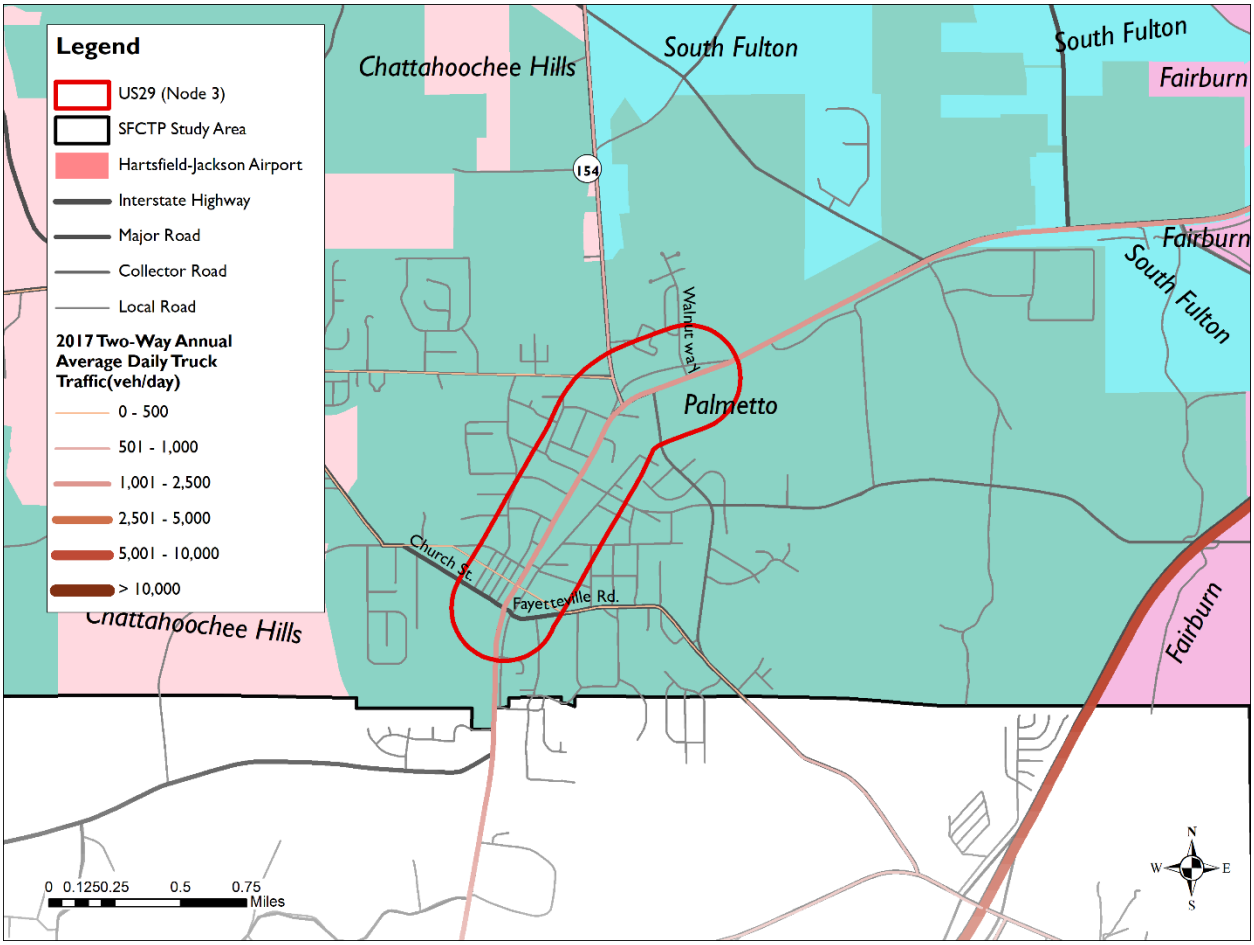
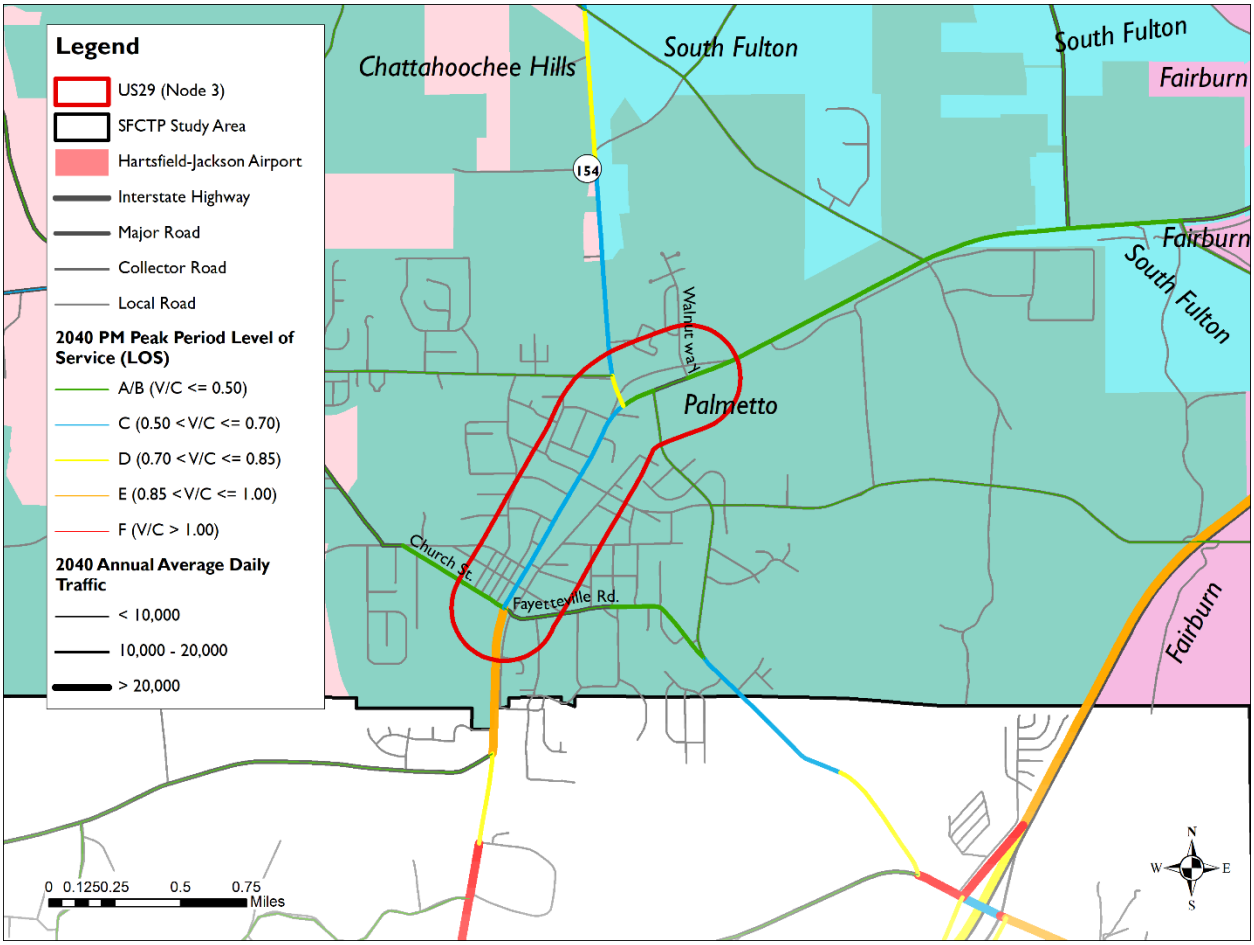


Figure 96: US 29/SR 14/SW Broad St/Roosevelt Hwy (Livability Node 3: Palmetto) LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Emergency vehicle preemption
    b. Transit priority
    c. Connected vehicles
- Assess on-street parking to reconfigure or remove
- Intersection operations improvements, focusing on safety
- Provide bicycle and pedestrian facilities/improvements to connect to transit stops
- Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)
- Install railroad event broadcasting to notify drivers of trains at CSX railroad



- Address any bridge replacement/rehabilitation

Long-term:

- Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes
- Implement high-capacity transit such as BRT
- Install multi-use path along corridor connecting residential with commercial activities



3.2.17 *Oakley Industrial Blvd.*

Oakley Industrial Blvd. from Jonesboro Rd. to Creekwood Rd. has been designated as a smart freight corridor. Figure 97 illustrates current traffic signal locations, as well as which ones have MaxTime installed so they can be viewed in MaxView at the GDOT Traffic Management Center, and which have been included in the CV1k+ Initiative. Figure 98 shows the existing transit service along the corridor, while Figure 99 depicts current average daily truck volumes, and Figure 100 shows traffic congestion as measured by level of service (LOS) in the PM peak period.

Corridor Profile:

- Corridor Type(s): Smart & Economic/Freight
- Corridor length: 4.74 miles
- Functional class: Major Collector
- Number of general-purpose lanes: 2
- Transit facilities: N/A
- Traffic signals and signal technology: None of the signals are part of the CV1k+ initiative, which will provide communication devices at these intersections. Three currently have MaxView software, and none have DSRC technology.
- Traffic volumes & LOS: 3,000 to 14,000, LOS A to C
- Truck volumes: Up to 500 trucks/day
- Crashes (2016 - 2018): 167 crashes, 0 fatalities
- UGPM Regional Area Type: Developing Suburb
- Internet access: 20 to 30 percent of households have no internet access

Figure 97: Oakley Industrial Blvd. Traffic Signals

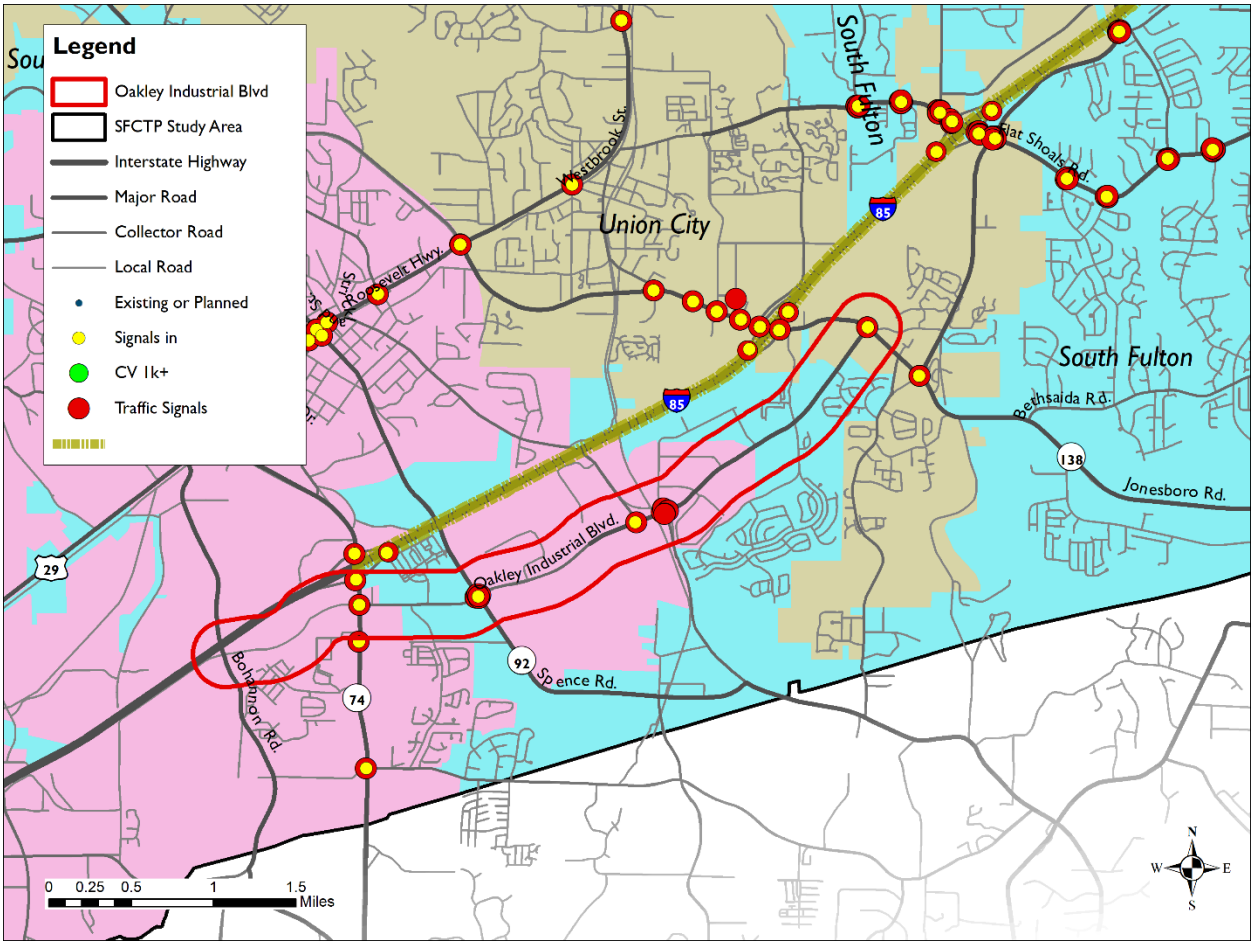


Figure 98: Oakley Industrial Blvd. Transit

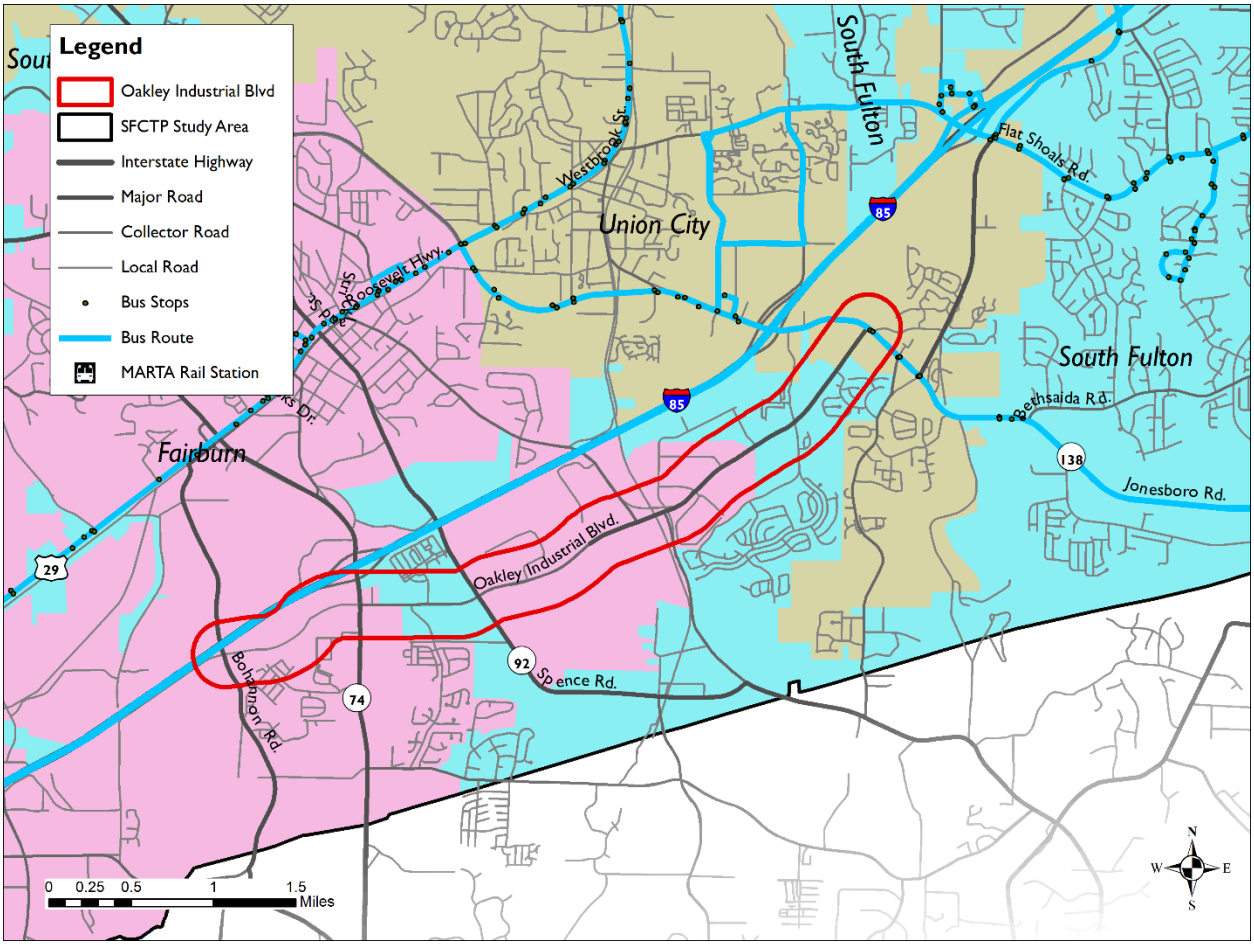


Figure 99: Oakley Industrial Blvd. AADT

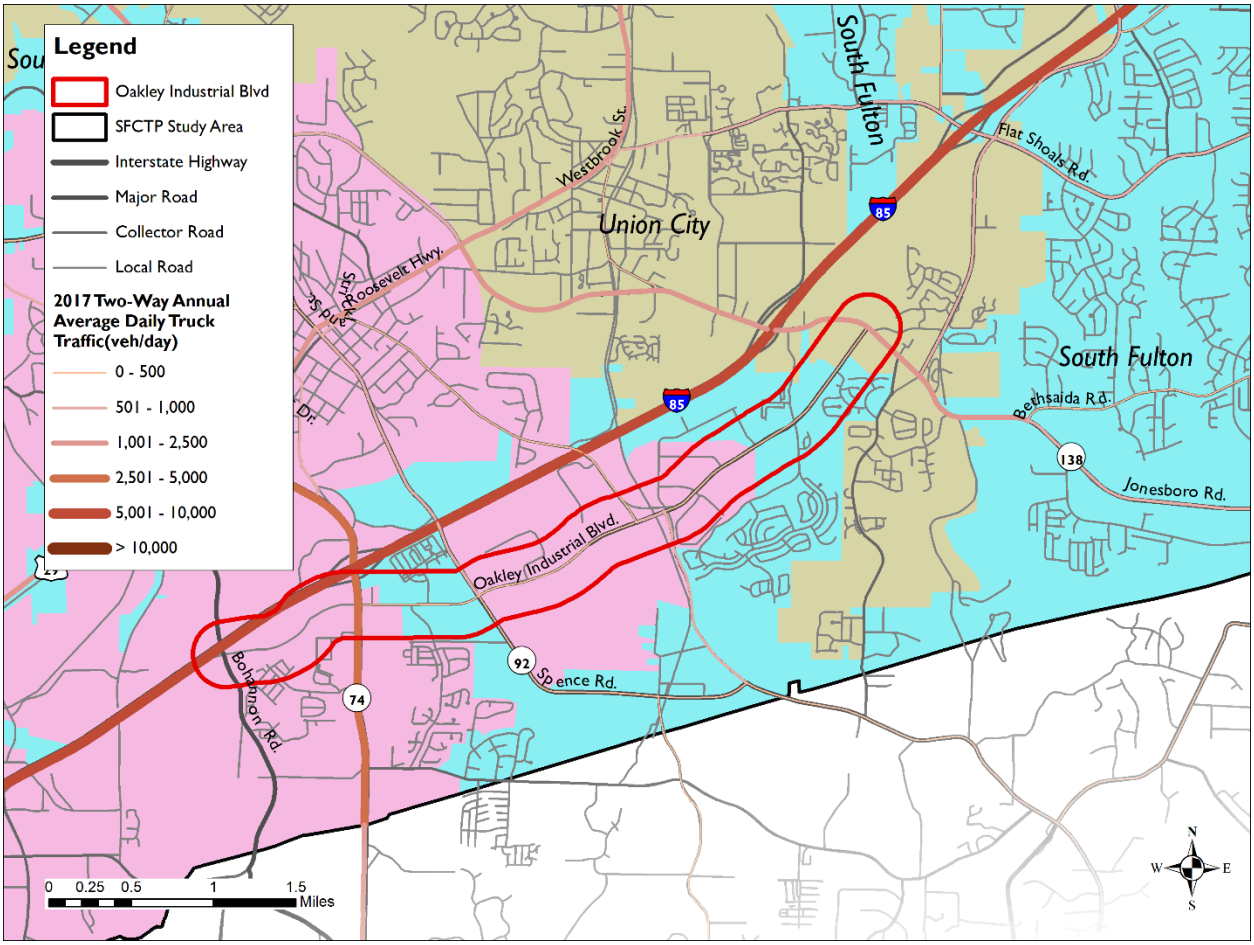
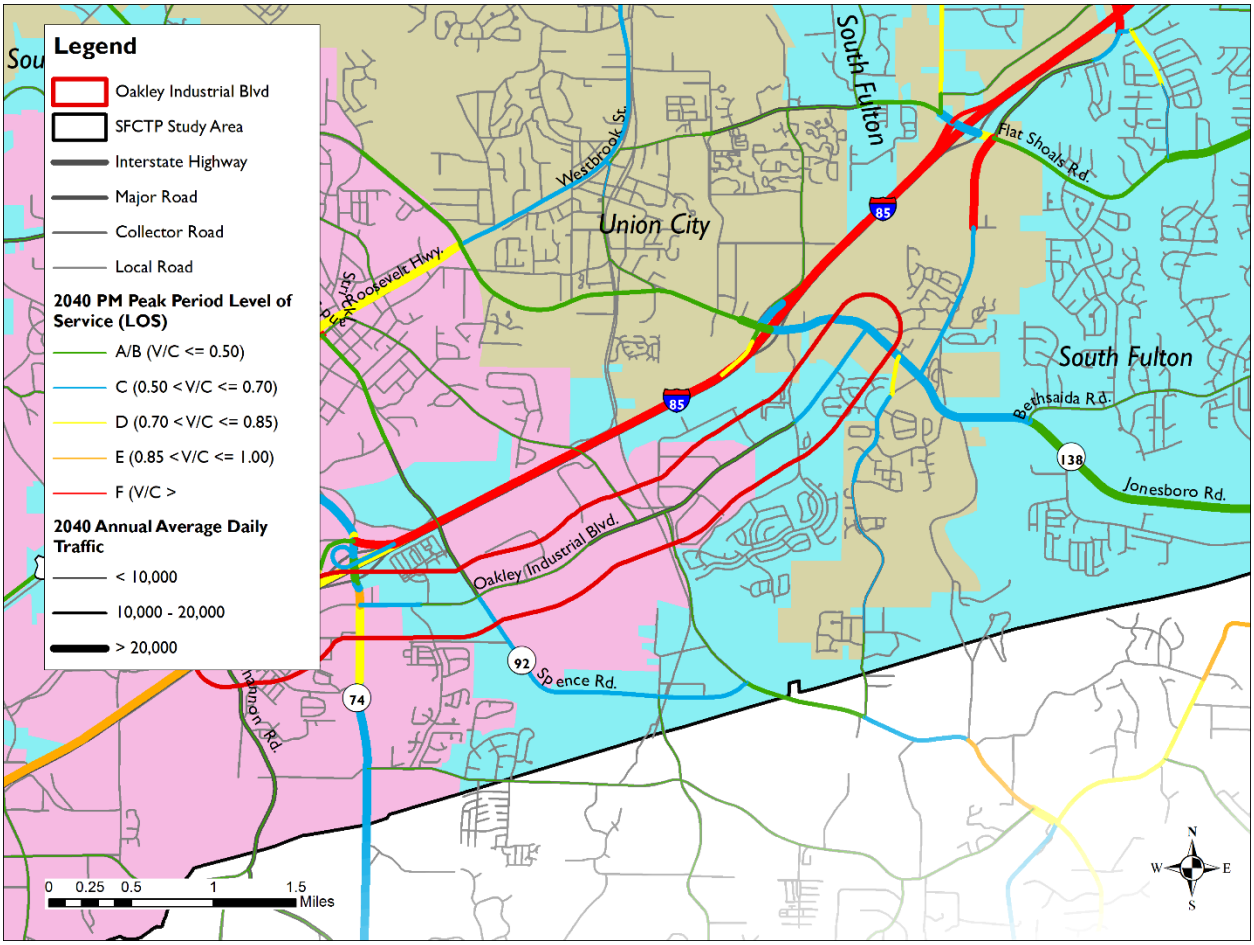


Figure 100: Oakley Industrial Blvd. LOS



Corridor Needs

Short-term:

- Install technology infrastructure at traffic signals (including fiber) for the following uses:
    a. Freight priority
    b. Emergency vehicle preemption
    c. Transit priority
    d. Connected vehicles
- Assess raising height of traffic signals for improved sight distance
- Intersection operations improvements, focusing on safety and freight efficiencies
- Install a median along corridor for safety
- Install sidewalks



- Address any bridge replacement/rehabilitation

Long-term:

- Extend Oakley Industrial Blvd. to the south into Coweta County
- Widen certain segments to address congestion
- Increase frequency of paving or consider installing concrete

3.3 Potential Project Types by Corridor Type

The different corridor types are suited to different project types. Figure 101 shows examples of projects by corridor types.

Figure 101: Potential Projects by Corridor Type

SMART

- Signal priority (transit and/or freight)
- Emergency vehicle signal pre-emption
- Adaptive signal control technology
- Larger traffic signal cabinets to fit new technology
- Transit-pedestrian warning systems
- Pedestrian Hybrid Beacons (PHBs)
- Rectangular Rapid Flashing Beacons (RRPBs)
- Bike signal detection
- Railroad crossing information
- Smart street lighting
- Automated traffic monitoring/object detection
- EV charging stations
- Automated parking systems
- Automatic license plate readers
- Driverless shuttles

LIVABILITY

- Bicycle facility improvements (e.g., bike lanes, bike parking, bike signal detection)
- Pedestrian crossing improvements (e.g., sidewalks, crosswalks, mid-block crossings, pedestrian refuge islands)
- Bus stop amenities (addition of bus shelters or existing bus shelter enhancements (e.g., solar bus shelters), seating, lighting, trash receptacles, etc.)
- Wayfinding/digital wayfinding
- Public Wi-Fi
- Streetscape improvements (e.g., trees, landscaping, benches)
- Loading/unloading zones for ride hailing (e.g., Uber, Lyft)
- Parking

ECONOMIC / FREIGHT

- Freight signal priority during off-peak hours
- Truck parking
- Raised medians
- Shoulders
- Design modifications
- Intersection improvements
- New connections
- Widenings
- Interchange modifications
- New interchange(s)



4 Conclusions

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

- Many needs remain following the 2013 Southern Fulton CTP
- Pedestrian and bicycle improvements throughout southern Fulton, focusing on off-road improvements
- Operational improvements along corridors and intersections to improve safety as well as freight efficiencies
- Railroad crossing improvements
- Implement technologies, focusing on traffic signals and railroad crossings
- Continue moving projects from other studies and plans forward with local, state, and federal funding
- Continue seeking funding for transit expansion, but focus on improving existing transit with pedestrian connectivity and transit stop amenities

5 Next Steps

With the short- and long-range needs identified along with a more detailed analysis of observed safety design issues and specific corridors, the next step is to identify short-, mid- and long-range project lists to address these needs. These projects will then go through the prioritization framework, outlined in the *Vision, Goals, Objectives & Prioritization Framework Technical Report*. Based on the results, the projects will be categorized into financially constrained and aspirations lists. It should be noted that while not all the projects identified in previous studies and plans will be prioritized, they will be included in the SFCTP for future consideration of funding, should priorities change.

RECOMMENDATIONS TECHNICAL REPORT

JULY 2020

Updated October 2020

SOUTHERN FULTON CTP

CONNECTING OUR REGION

MODERN MOBILITY partners

ARC

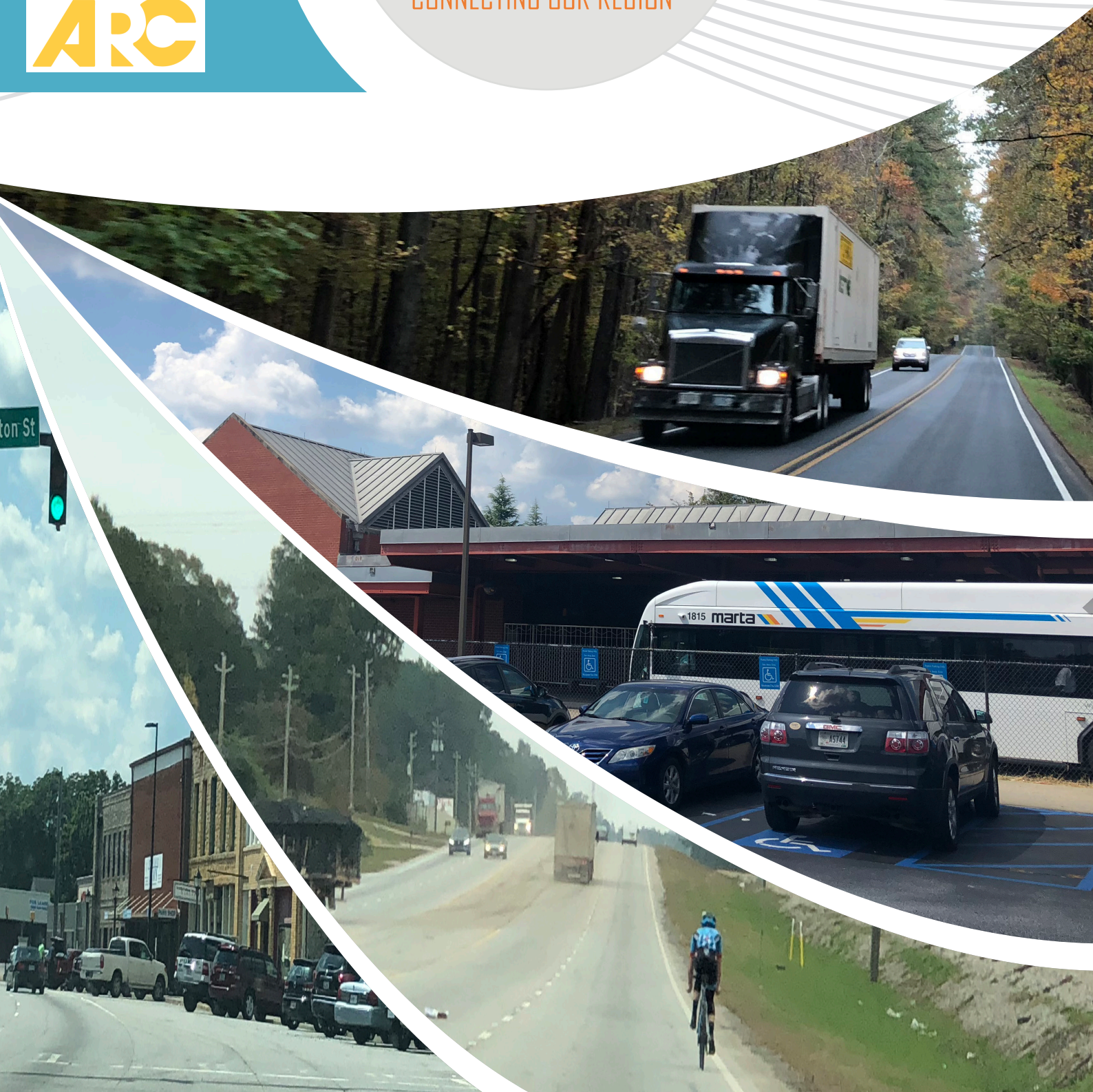




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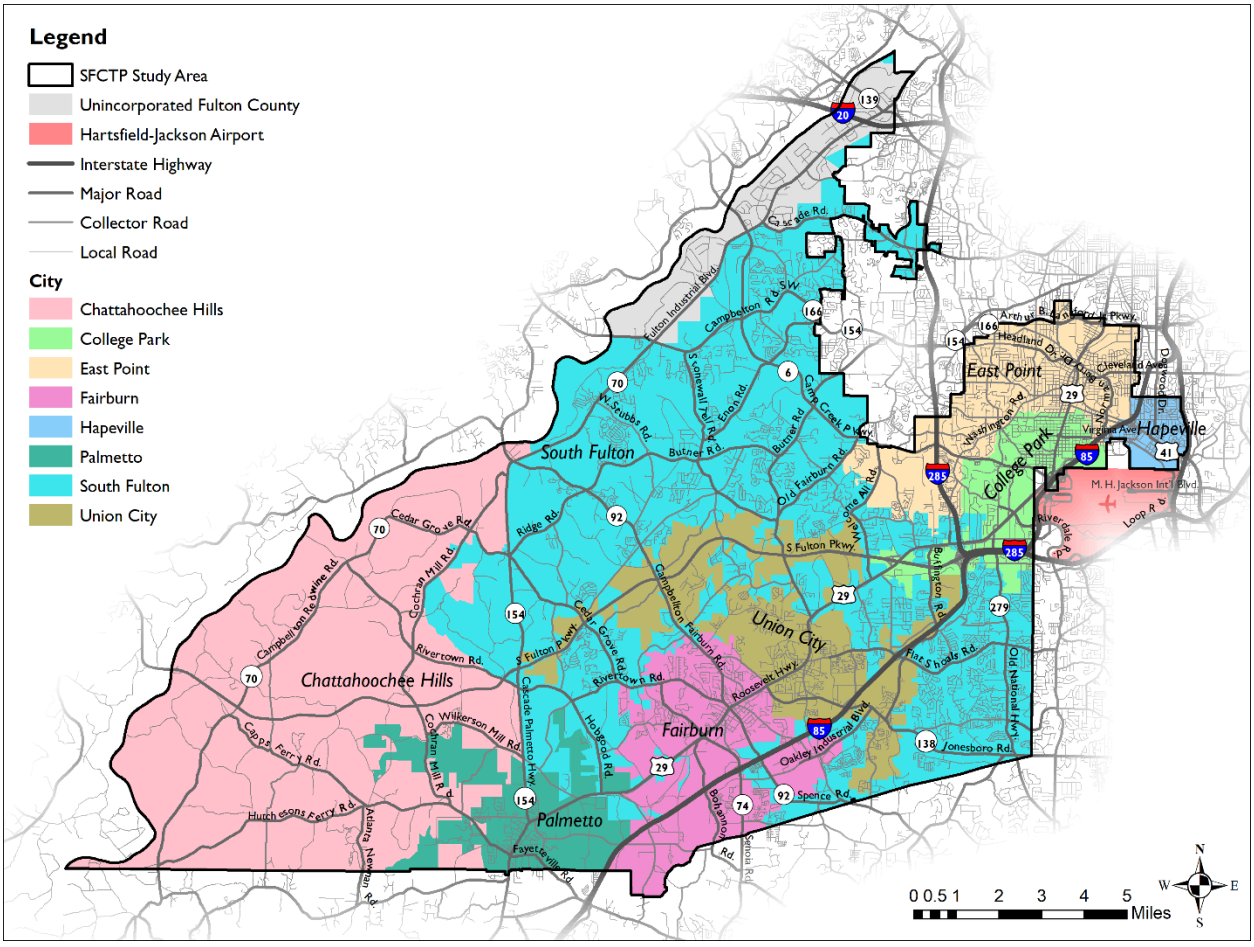


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Background

The Southern Fulton Comprehensive Transportation Plan (SFCTP) is being conducted to update local transportation plans that are used as input into the regional transportation planning process. The SFCTP will serve as the roadmap for implementing the area communities' vision, which has historically included improving mobility, accessibility, and multi-modal connectivity. The area of study for the plan development includes the southern portion of Fulton County, including the municipalities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, South Fulton, and Union City, as well as the unincorporated area of Fulton County (as illustrated in Figure 1).

Figure 1: Study Area for SFCTP



Purpose of This Technical Report

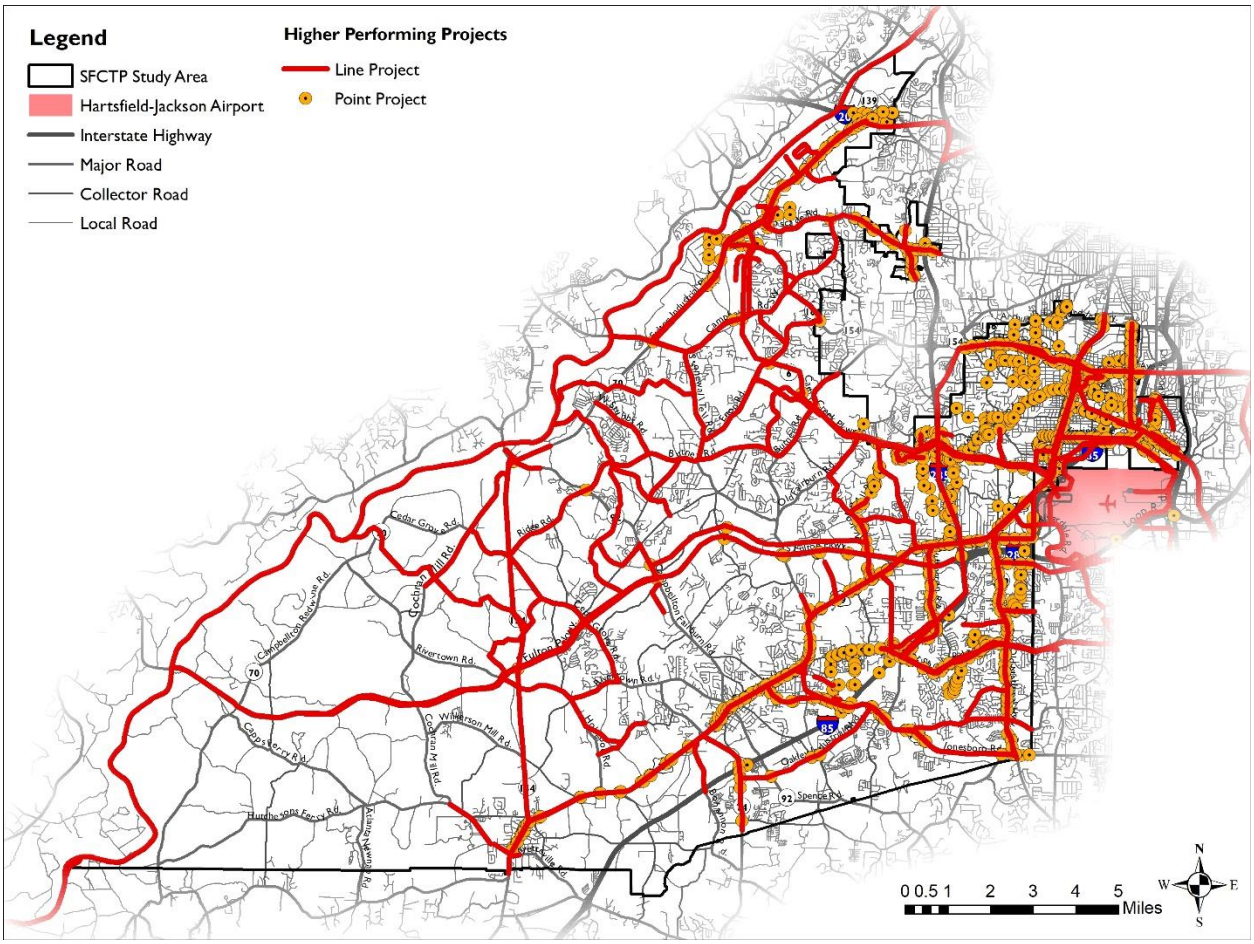
This *Recommendations Technical Report* documents the project recommendations for transportation improvements throughout the Southern Fulton area. As the culmination of the previous technical reports and analysis, this report includes the 5 – and 10-year

financially feasible projects[1], as well as a list of unconstrained, aspirational, longer-term projects.

Project Prioritization Results

The *Vision, Goal, Objectives & Project Prioritization Framework Technical Report* documented the project prioritization process, including the city and regional weighting scenarios based on the stakeholder and public input. Once the projects were scored and ranked, they were divided into three groups based on final score: higher performing, moderate performing, and lower performing. Each location-specific project received a score, and the results are shown in the maps in Figure 2, Figure 3, and Figure 4 below. Individual project scores are included in the project lists within of this report.

Figure 2: Higher Performing Projects



[1] Because of the uncertainty of future federal, state and local funding, the project list is referred to as Financially Feasible rather than fiscally constrained.

Figure 3: Higher and Moderate Performing Projects

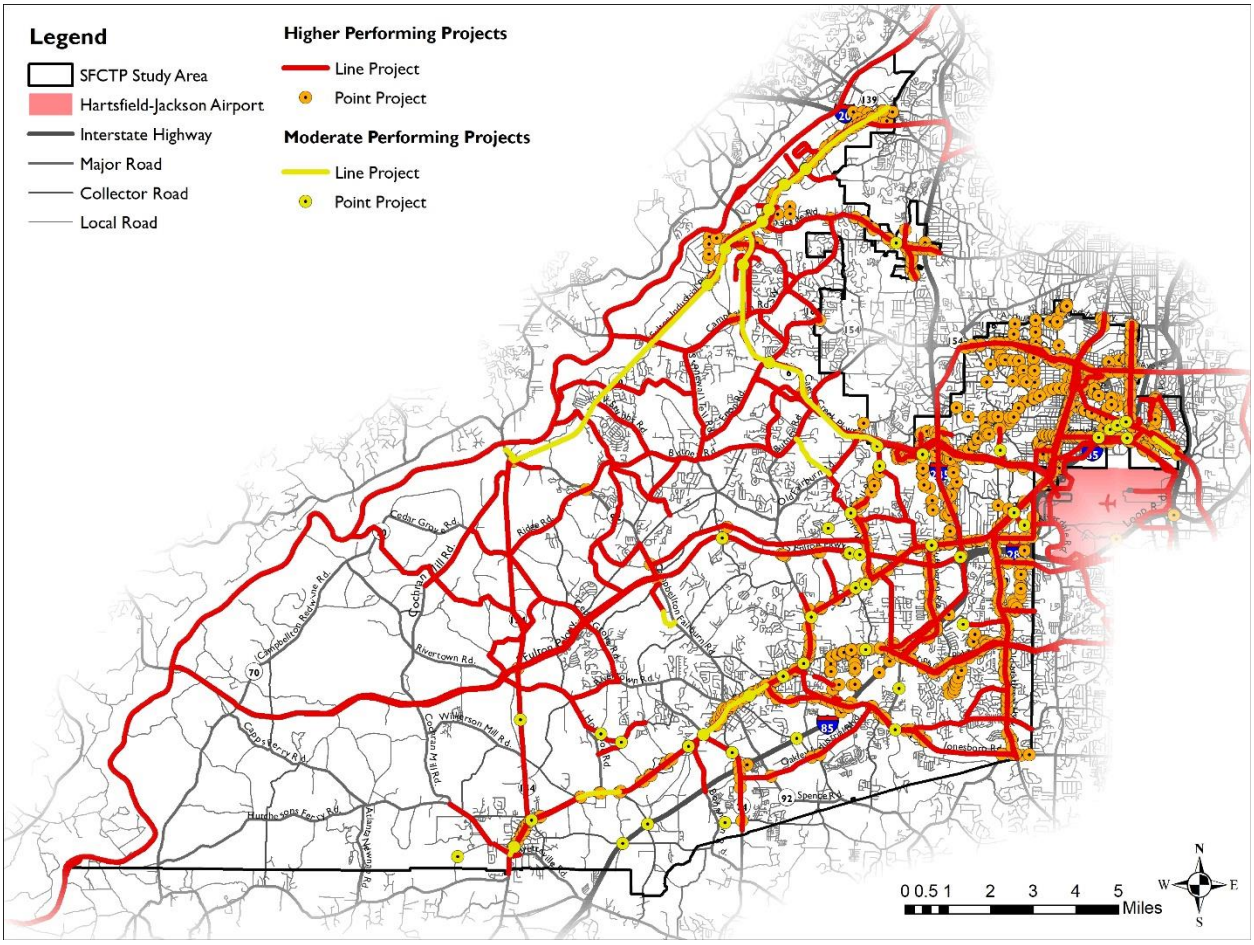
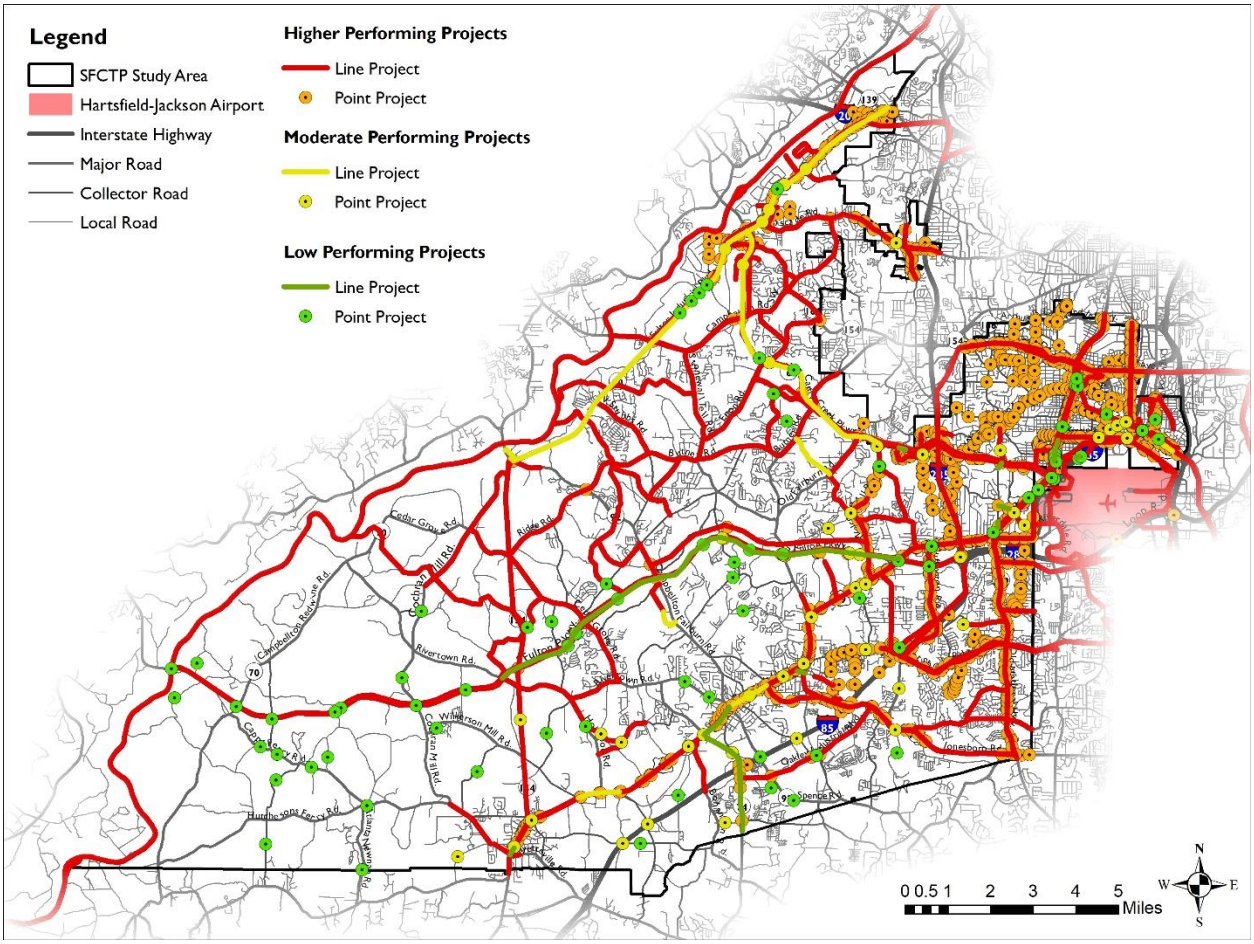


Figure 4: Lower, Moderate, and Higher Performing Projects



Project Funding Prioritization

The higher performing projects were prioritized for the short-term and mid-term financially feasible project list, along with the recommended plans, policies, and studies. Because funding was not available for all higher performing projects, some higher performing projects had to shift to the long-term plan. Twenty of the higher performing projects were included in the long-term funding timeframe.

Higher performing projects in the long-term timeframe:

- High-capacity transit on South Fulton Pkwy. from SR 92 to Campbellton-Redwine Rd. appears in the long-term timeframe because it is an extension of the South Fulton Pkwy. transit project currently programmed in the ARC Regional Transportation Plan (RTP) for 2041-2050 (AR-491A).
- Widening of US 29/Roosevelt Hwy. was shifted to long-term because there is a short-term project recommendation for a multi-modal corridor study of the entire US 29 corridor, which should be completed prior to widening to ensure its feasibility.



- Widening of SR 6/Camp Creek Pkwy from I-285 to I-85 was included in the long-term tier based on funding availability, and because the congestion is primarily focused near the I-285 interchange area, which is has recently been improved with the construction of the diverging diamond interchange (DDI).
- Widening of SR 70/Fulton Industrial Blvd from SR 166/Campbellton Rd to SR 6/Camp Creek Pkwy was included in the long-term tier based on funding availability.
- High capacity transit on SR 70/Fulton Industrial Blvd was included in the long-term tier based on funding availability.
- MARTA West Line High Capacity Transit heavy rail extension was included in the long-term tier based on funding availability.
- Resurfacing in unincorporated Fulton County appears in the long-term tier based on funding availability.
- Four trail projects are in the long-term timeframe due to anticipated implementation schedule and funding availability. They are the AeroATL Greenway inner and outer loop and East Main St trails, and the Chattahoochee RiverLands trail.
- A few sidewalk projects on non-major roads appear in the long-term tier based on funding availability.

It should be noted that one moderate performing project was included in the financially feasible project list due to the overwhelming stakeholder and public feedback. This project is a new interchange on I-85 either at Gullatt Rd or Johnson Rd (Project #209). Since an Interchange Justification Report (IJR) is needed prior to construction of a new interchange, the plan includes a separate short-term recommendation for the IJR document. The interchange location would be determined based on the IJR. It is anticipated that the new interchange project will take several years to implement, so project costs were divided throughout the 5- and 10-year timeframe.

Additionally, while widening of Washington Rd was considered, it was not ultimately included in the plan recommendations. It was initially included solely based on review of previous plans, as the previous (2040) ARC RTP had included it in the unfunded Aspirations list. However, it does not appear in the current 2050 RTP, and ARC is currently conducting a Washington Road Pedestrian Safety Study through its Community Development Assistance Program (CDAP). Furthermore, in the SFCTP process, Washington Road was categorized as a Livability corridor, where improvements focus on quality of life and multi-modal accessibility over vehicular capacity.

Transportation Funding Analysis

The SFCTP project recommendations are anticipated to be funded with a combination of federal, state, and local funding sources. To create the financially feasible project list, historical funding trends were used to project future funding assumptions for the various local funding sources. Additionally, a project funding strategy is provided later in this report to indicate additional funding sources that can be applied for each project.



The financially feasible project list includes projects within 10 years from 2023 to 2032, as the current TSPLOST (the primary local funding source) is fully committed to projects and ends in 2022. The RTP and TSPLOST projects are expected to continue as currently programmed and funded. Therefore, funding projections and assumptions for the SFCTP Financially Feasible Plan exclude the funds already dedicated to existing programmed projects which overlap years 2023-2032, and the funding information presented here is for the new projects recommended in this SFCTP.

Historical Revenue (Status Quo)

Local revenues for capital transportation projects are derived from the existing and an anticipated future Transportation – Special Purpose Local Option Sales Tax (T-SPLOST) Program, as well as the formula allocation for the Local Maintenance Improvement Grants (LMIG) provided by the Georgia Department of Transportation (GDOT).

The financially feasible project list includes projects within 10 years from 2023-2032, as the current TSPLOST is fully committed to projects and ends in 2022; any projects beyond 2032 are considered not financially feasible at this time. All revenues (and project costs) are in current year dollars (2020).

The following are assumptions made for the T-SPLOST Program revenues:

- The current T-SPLOST ends 2022.
- The current sales tax of 0.75 cent shall remain constant for future T-SPLOST programs.
- A future T-SPLOST shall be in effect for five (5) years from 2023-2027, 2028-2032, 2033-2037, and 2038-2042.
- Five percent (5%) will be reserved for Program Management and Construction Management, the remaining 95% shall be applied to any phase of a transportation improvement project.



Table 1: Historical TSPLOST Revenue by Jurisdiction

	2018	2019	2-Year Average
Chattahoochee Hills	$475,608	$484,497	$480,052
College Park	$2,317,137	$2,360,837	$2,338,987
East Point	$6,203,481	$6,319,557	$6,261,519
Fairburn	$2,449,000	$2,494,926	$2,471,963
Hapeville	$1,163,773	$1,185,544	$1,174,658
Palmetto	$769,086	$783,473	$776,279
South Fulton	$16,798,458	$17,113,885	$16,956,171
Union City	$3,639,145	$3,711,012	$3,675,078
Total TSPLOST Revenues	**$33,815,688**	**$34,453,731**	**$34,134,709**

The following are assumptions made for GDOT's LMIG Program revenues:

- The current LMIG formula is based on centerline miles and population as it relates to the statewide centerline miles and population as a proportion.
- LMIG requires a 30% match for cities in Fulton County (if allocation is $100,000, the city's match requirement is $30,000 for a total amount of $130,000).
- The 30% match requirement shall be acquired through each city's general fund.
- Fifty percent (50%) of LMIG revenue is reserved as a lump sum for resurfacing, maintenance, and quick response projects, the other 50% shall be applied to any phase of a transportation improvement project, as allowed by GDOT.
- Cities are not required to use the total allocation, but the full amount is assumed to be used for the financially feasible project list.



Table 2: LMIG 2020 Funding Amounts by Jurisdiction

Jurisdiction	2020 Funding
Unincorporated	$56,090
Chattahoochee Hills	$126,057
East Point	$400,201
Fairburn	$202,561
Hapeville	$79,560
South Fulton	$1,222,516
Union City	$245,150
College Park	$178,806
Palmetto	$107,109
Total LMIG	$2,618,050

Reduced Revenue Scenario

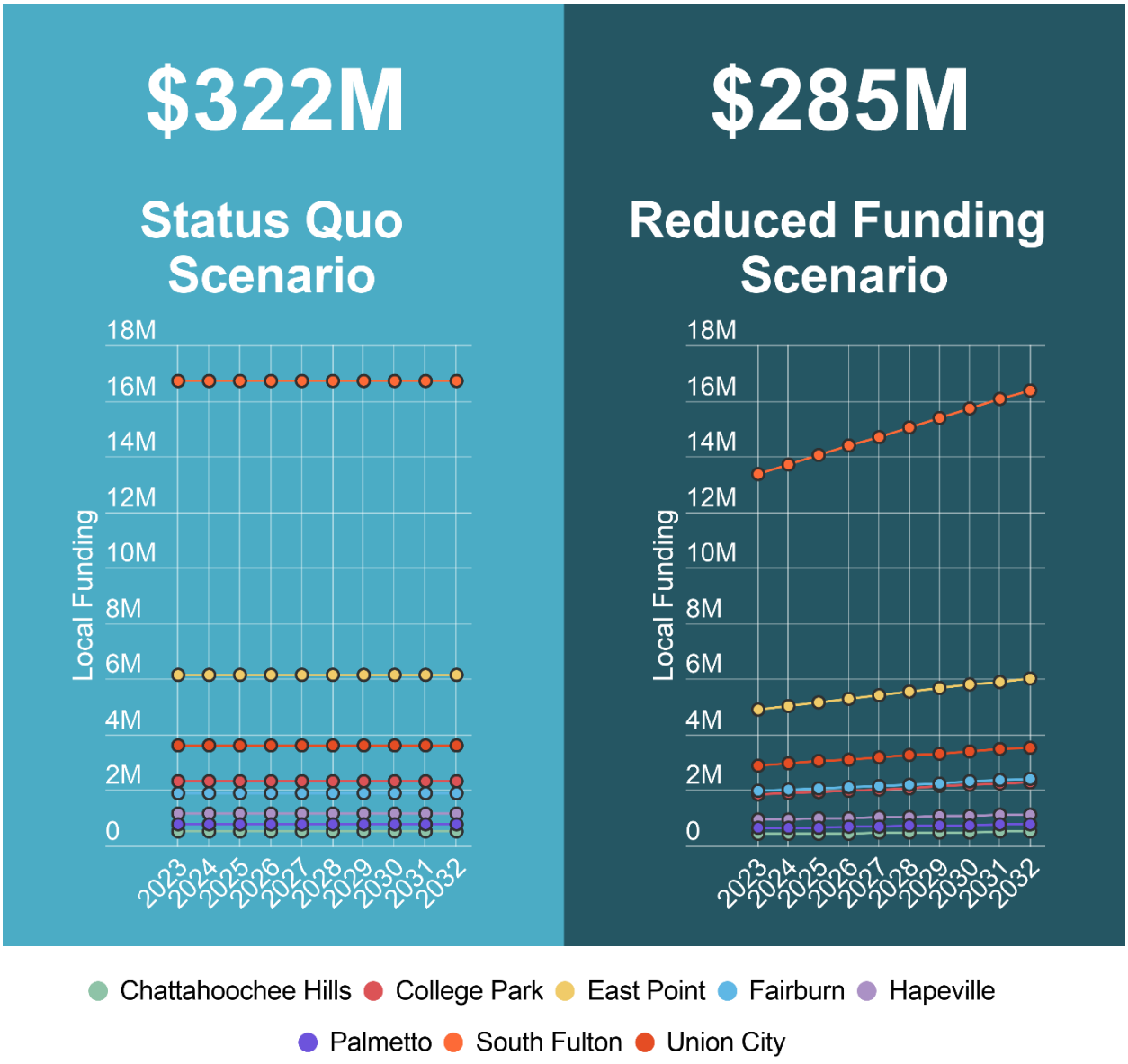
A second scenario (Reduced Revenue Scenario) was developed to reflect financial unknowns in future years. There are several factors that can impact TSPLOST and LMIG revenue levels. Some of these factors include:

- Economic downturns that occur naturally within the global economy.
- Pandemics, such as COVID-19.
- Trends in commuting and daytime spending, such as more teleworking and less spending during the daytime.
- Reduced vehicle miles travelled impacting federal and state transportation funding from the motor fuel tax.
- Increased electric vehicle market share over time that may impact federal and state transportation funding until legislation is put in place that offsets the decrease in motor fuel tax.

To account for these unknows the scenario reflects reduced TSPLOST and LMIG revenues. In 2023, the reduction is 20% to reflect impacts from COVID-19. From there, the reduction is reduced by 2% each year for 10 years before returning to the current revenue levels. This results in an overall 12.3% reduction in the short-term (2023-2032) from the Status Quo.

In comparison, in May 2020, Georgia motor fuel tax revenue decreased by 25.7% compared to FY 2019.[2]

Figure 5: Local Revenue Scenario Comparison by Jurisdiction



[2] https://www.bizjournals.com/atlanta/news/2020/06/08/state-of-georgias-tax-collections-fell-10-percent.html



State Funding Sources

The following assumptions are made for State funding:

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

Table 3: State Funding Programmed in ARC RTP

	Programmed (FY20-FY25)	**Long Range (FY26-FY30)**	**Long Range (FY31-FY40)**
State Funding in Southern Fulton	$59,173,354	$10,256,000	$144,860,000

MARTA Funding Sources

The following assumptions are made for MARTA funding:

- MARTA will continue to adjust and may add local service routes based on demand which they review quarterly.
- MARTA has a plan to build 1,000 bus shelters across their service area every year for five years.
- MARTA has obligated funding to construct the High Capacity rail line from East Point to Jonesboro.
- No additional revenue assumptions are made for this financially feasible project list; however, strategies to partner with MARTA for additional projects are discussed in the funding strategy section of the report.

Federal Funding Sources

The following assumptions are made for Federal funding revenues:

- Allocated federal funding in Southern Fulton between FY 2020 - FY 2025 is $128.3 million and FY 2025 - FY 2030 is $251.0 million. Between FY 2031 - FY 2040 it is estimated at $698,680,000 based on ARC's Transportation Improvement Program (TIP) and Regional Transportation Plan (TIP).



- ARC estimates that up to $2.3 billion of FHWA funds and $1.9 billion of FTA funds above and beyond currently committed amounts could be available to the region through 2050. This is based on "fair share" calculations using population projections. This plan intentionally selected projects to be below these amounts to be conservative.

Table 4: Federal Funding Programmed in the ARC RTP

	Programmed (FY20-FY25)	Long Range (FY26-FY30)	Long Range (FY31-FY40)
Federal Funding in Southern Fulton	$128,339,694	$251,024,000	$698,680,000

Local Share Assumptions

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

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

Project Cost Assumptions

All Projects:

- Funded projects include Fulton County T-SPLOST, ARC RTP, and GeoPI (GDOT project database) projects. All other projects identified in the plan are considered unfunded.
- All estimated total project costs for unfunded projects are in current dollars (2020).

Project cost estimates retrieved from previous plans:



- If project cost estimates are available in previous plans, those costs are used. If the costs for PE, right-of-way (ROW), and construction (CST) are available, they are included. If only a total project cost was available, then the phases were estimated as follows: 10% of the total cost was estimated for PE; for projects anticipated to include ROW, 30% of the total cost was estimated for ROW and 60% for CST. For projects not anticipated to include ROW, 10% of the total cost was estimated for PE and 90% for CST.
- For projects with identified costs in previous plans, identified cost is entered in "previously identified project cost" column and then the costs are inflated up to current dollars and entered in "total cost estimate" column using FHWA's National Highway Construction Cost Index.[3]
- It is assumed that contingency costs are already included for cost estimates from previous plans. Additional contingency costs have not been added to these cost estimates.

Project Cost Estimates using ARC costing tool:

- Each project cost estimate includes cost for PE, ROW, and CST, and Contingency (either 10% or 30%). For major projects like widenings, new transit facilities, and interchange projects, a 30% contingency is used, for everything else a 10% contingency is used. The "Calculated project cost" column equals the subtotal of PE + ROW + CST. "Total cost estimate" includes "Calculated Project Cost" + contingency.
- For projects without ROW information included in the description, ROW cost estimates were determined by project type using a percentage of construction costs. Project types including bike lanes, sidewalks (not crosswalk or mid-block crossing only projects), multi-use trails included a ROW cost estimate of 50% of construction cost. These types of projects do not always include the need for ROW, but they do often and when they do, the costs are significant. Project types including new frontage roads, new alignments, new collector/distributor (C/D) ramps, new roadway connections included a ROW cost estimate of 40% of construction cost. These percentages were determined by professional costing experts from previous costing experience in the region.
- If a project length was available from the mapped projects, that distance (miles) was used. Otherwise, a distance was measured in Google maps/earth.
- ARC costing tool does not include "bridge rehabilitation" as a project type. For bridge rehabilitation projects, 30% of the bridge replacement cost is used. That number was determined by local bridge engineering experts as a satisfactory planning-level cost estimate. A minimum of a $100,000 total cost estimate was

[3] https://www.fhwa.dot.gov/policy/otps/nhcci/pt1.cfm



applied to all bridge projects, because even the least cost bridge project (repair of a culvert) will be minimum approximately $100,000.

- ARC costing tool does not include general "intersection improvements" as a project type. When this is recommended without a clear project description of what is needed, a cost estimate is determined by the size of the intersection. The traffic engineering experts determined $750,000 for intersections of two, 2-lane roads and $2M for two, 4-lane roads.
- ARC costing tool does not include "signal warrant study" as a project type. The traffic engineering experts determined a cost estimate of $7,000.
- ARC costing tool does not include "add medians or remove medians" as a project type. Based on the roadway engineering experience and expertise, median projects assume $1,308,267/ mile for a 20-foot. raised median + curb & gutter. Median projects will either need to meet GDOT's Design Policy Manual for arterial medians regarding flush or raised median depending on average annual daily traffic (AADT), facility size, accident rate, etc. for state routes or apply for the needed variances.

Fiber Installation Cost Estimates

- For all widening projects and new facility projects, a separate cost for adding fiber along the corridor has been included. These projects include a 30% contingency due to the large potential of unknown costs with new and emerging technologies. The fiber cost per mile was assumed to be $275,000 in urban areas. These per mile cost estimates are from recently completed fiber installations in Atlanta (urban area). No widening projects or new facility projects were determined to be in rural areas, thus no rural area fiber cost per mile was used.

Active Transportation Cost Estimates

- Unless specified in the description, multi-use trail projects assume concrete 12-foot. width.
- Unless specified in the description, sidewalks projects assume sidewalks on both sides of the street.
- Unless specified in the description, crosswalks assume high-visibility crosswalks.
- Unless specified in the description, mid-block crossings assume raised crosswalks and pedestrian flashing beacons.

Policies and Studies

- Policies do not include a cost estimate.
- Studies include general planning-level cost estimates for small or large studies. Study cost estimates based on planning and engineering professional experience scoping and costing studies.

Other



- An estimate of $10,000 per intersection for outfitting an intersection with connected vehicle infrastructure was used based on the current Georgia Department of Transportation (GDOT) cost estimate for the on-going Connected Vehicle 1,000 (CV1K) regional program.
- Advance railroad warning notification cost estimates are based on vendor pricing from Applied Information. [4] The equipment cost is $10,000 and the installation/software support cost is $5,000; a total of $15,000 per intersection. Freight signal priority is the same cost per intersection.

5-10-Year Financially Feasible Plan

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

The following tables and maps depict the projects anticipated to be funded within the 5- to 10-year Financially Feasible Plan from 2023-2032. The Financially Feasible Plan includes 181 projects for a total cost of $419.3M. Out of all 181 projects in the Financially Feasible Plan, 46 projects (25%) are multi-jurisdictional (crossing more than one jurisdiction boundary), totaling $295.3M or 70% of the total cost of the Financially Feasible Plan.

The funding timeframes in the SFCTP indicate when the jurisdictions would start obligating funding towards the project and do not refer to the anticipated date of project completion. Some projects are listed in the 5- or 10-year timeframe but could not feasibly be fully funded and completed within those timeframes. Figure 6 shows the anticipated funding timeframes for 5-, 10-, and long-term projects.

[4] www.appinfoinc.com



Table 5: Summary of Financially Feasible Projects

	5-Year Financially Feasible Plan		10-Year Financially Feasible Plan		Long-Term Plan		Total	
Jurisdiction*	**No.**	**Cost**	**No.**	**Cost**	**No.**	**Cost**	**No.**	**Cost**
Chattahoochee Hills	19	$5,381,000	2	$4,079,000	25	$195,581,000	46	$205,042,000
College Park	36	$15,813,000	12	$15,101,000	38	$254,862,000	86	$285,777,000
East Point	54	$35,802,000	15	$42,971,000	21	$167,456,000	90	$246,228,000
Fairburn	25	$5,628,000	2	$4,732,000	22	$160,045,000	49	$170,405,000
Hapeville	27	$8,378,000	6	$7,882,000	10	$57,050,000	43	$73,309,000
Palmetto	21	$7,334,000	1	$5,722,000	8	$67,745,000	30	$80,802,000
City of South Fulton	59	$93,160,000	16	$111,358,000	61	$696,600,000	136	$901,117,000
Union City	28	$25,384,000	4	$30,027,000	20	$202,768,000	52	$258,179,000
Unincorporated Fulton County	15	$275,000	5	$276,000	29	$365,518,000	49	$366,070,000
Southern Fulton Region	**144**	**$197,156,000**	**37**	**$222,149,000**	**200**	**$2,167,624,000**	**381**	**$2,586,929,000**

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

Figure 6: Total Number of Projects

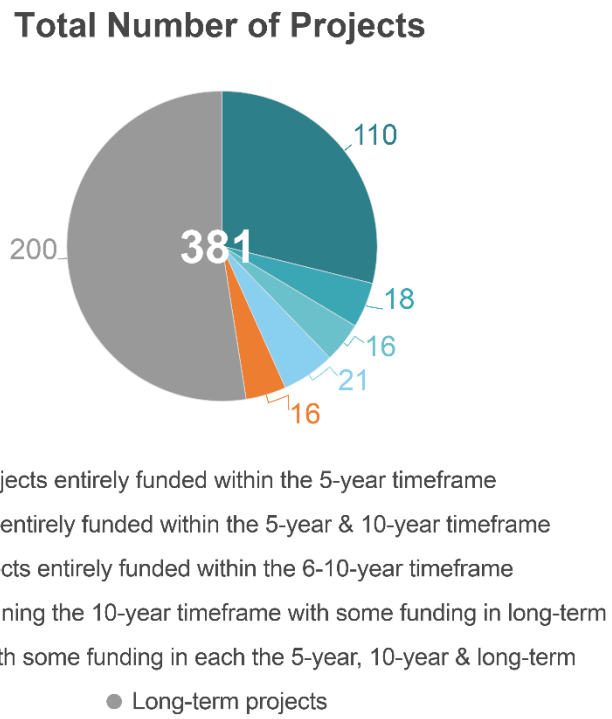
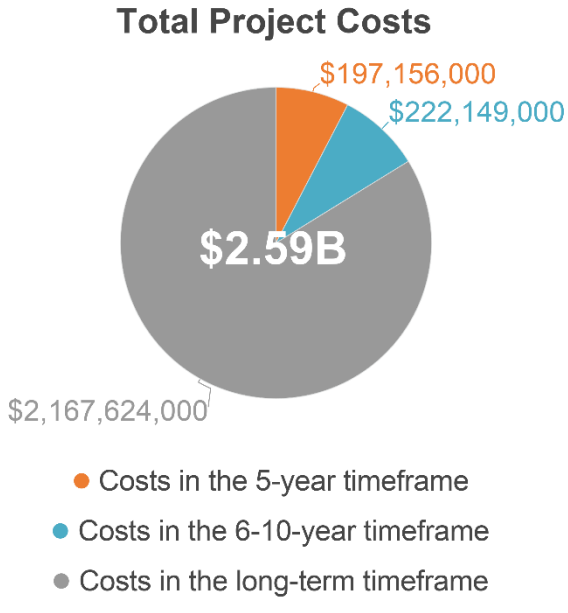


Figure 7: Total Project Costs



Project Types

The project recommendations are grouped according to ARC's eight project types within their current Transportation Improvement Program (TIP) project solicitation process, as illustrated in Figure 8: Bicycle & Pedestrian, Trail, Roadway Asset Management & Resiliency (e.g., improvements to bridges & pavement), Roadway Expansion, Roadway Transportation System Management & Operation (e.g., traffic operations and signal improvements), Transit Expansion (e.g., new or extended transit routes), Transit Asset Management & System Upgrades (e.g., transit stop/station amenities), and Misc. Emissions Related Projects (e.g., signal priority for buses and trucks).

Figure 8: Project Types



Examples of each project type are provided below:

- **Bicycle & Pedestrian:** Dedicated bike lanes or cycle tracks, bike signals, sidewalks, crosswalks, flashing beacons.
- **Trail:** Multi-use trails separate from the roadway.
- **Roadway Asset Management & Resiliency:** Bridge rehabilitation or replacements, pavement resurfacing.
- **Roadway Expansion:** Widening, new roadway, new or modified interchange.
- **Roadway Transportation System Management & Operation (TSMO):** Traffic operations improvements at intersections, access management, traffic signal improvements.

- **Transit Expansion:** New or extended transit routes, higher frequencies.
- **Transit Asset Management & System Upgrades:** Transit stop or station amenities, such as bus shelters, benches, smart trash receptacles.
- **Misc. Emissions Related Projects:** Signal priority for buses and/or trucks, signal pre-emption for emergency response vehicles such as ambulances and fire trucks.

Figure 9 illustrates the number of Financially Feasible Plan projects by type. In addition, it also includes the number of studies that were recommended, each of which has an estimated cost that was included in the Financially Feasible Plan.

Figure 9: Number of Financially Feasible Plan Projects by Type

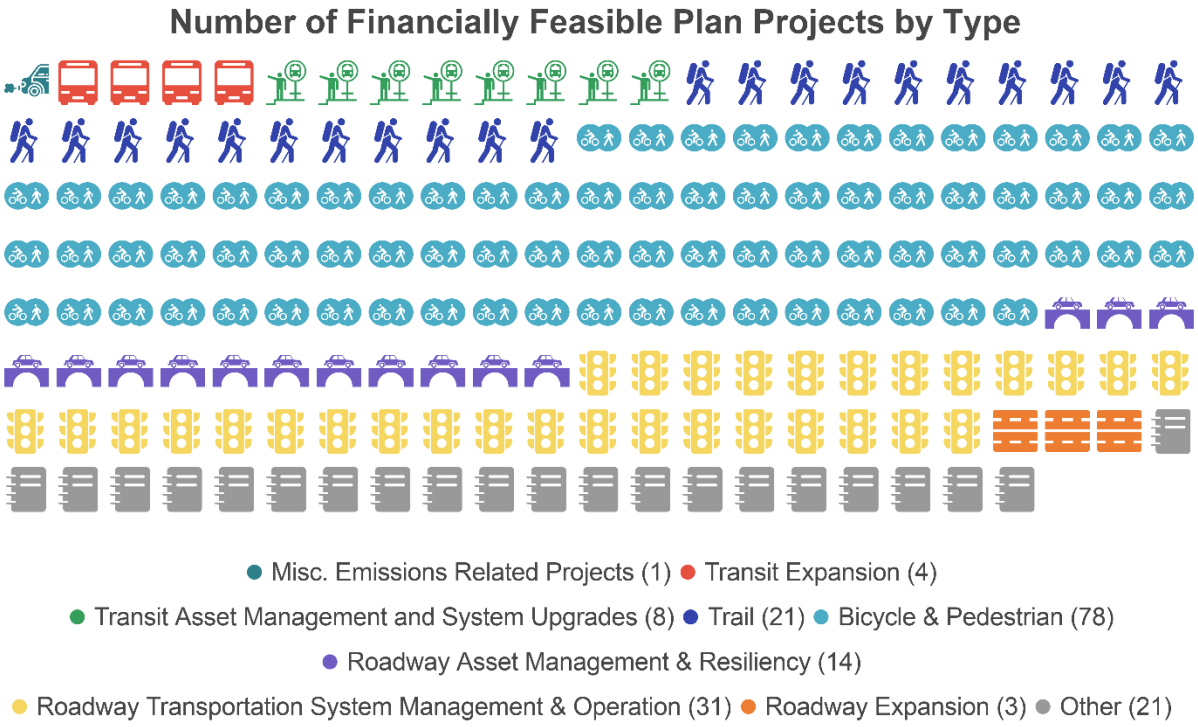


Figure 10 and Figure 11 show the project costs by type for the Financially Feasible Plan and all projects (including long-term).

Figure 10: Financially Feasible Plan Costs by Type Pie Chart

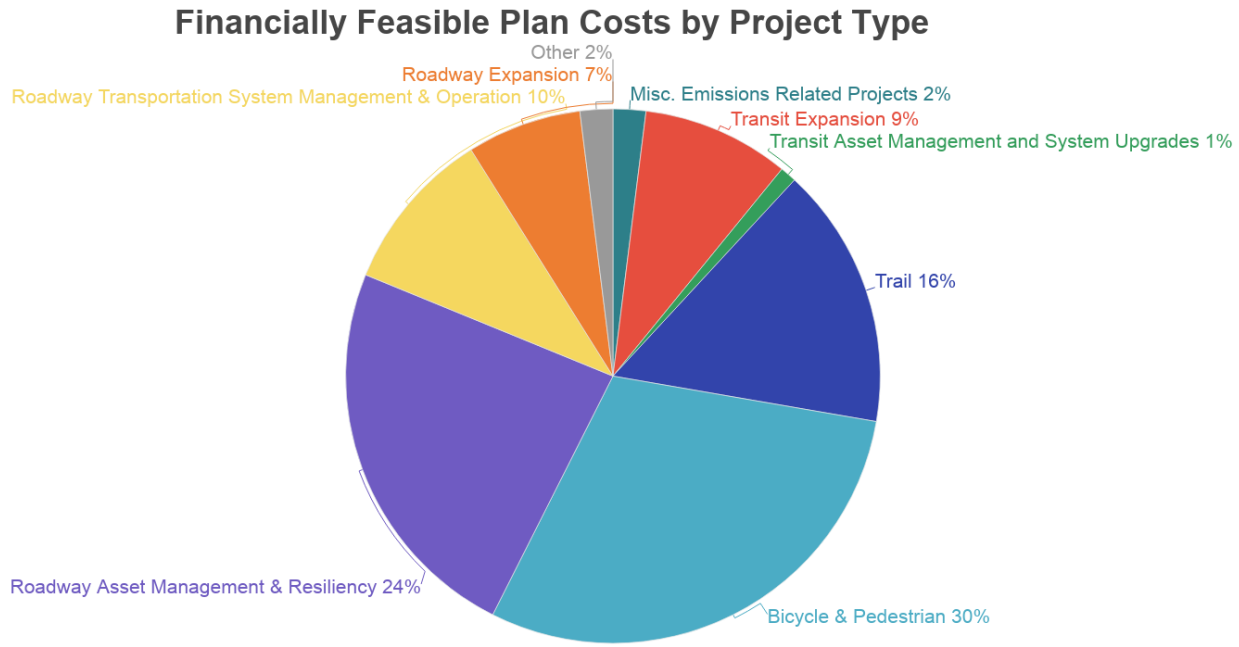


Figure 11: All Projects Costs by Project Type Pie Chart

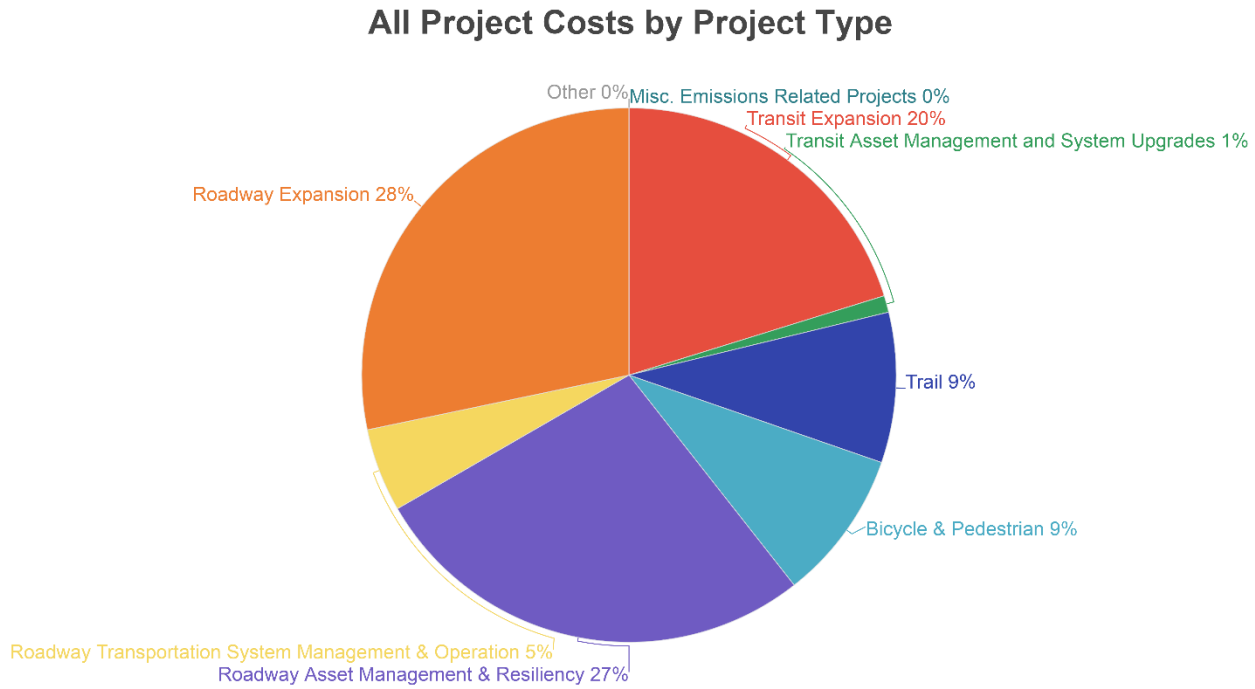


Figure 12 shows the results of the second public survey, in which respondents were asked to allocate $100 across the eight project types.

Figure 12: Funding Priorities by Project Type Pie Chart

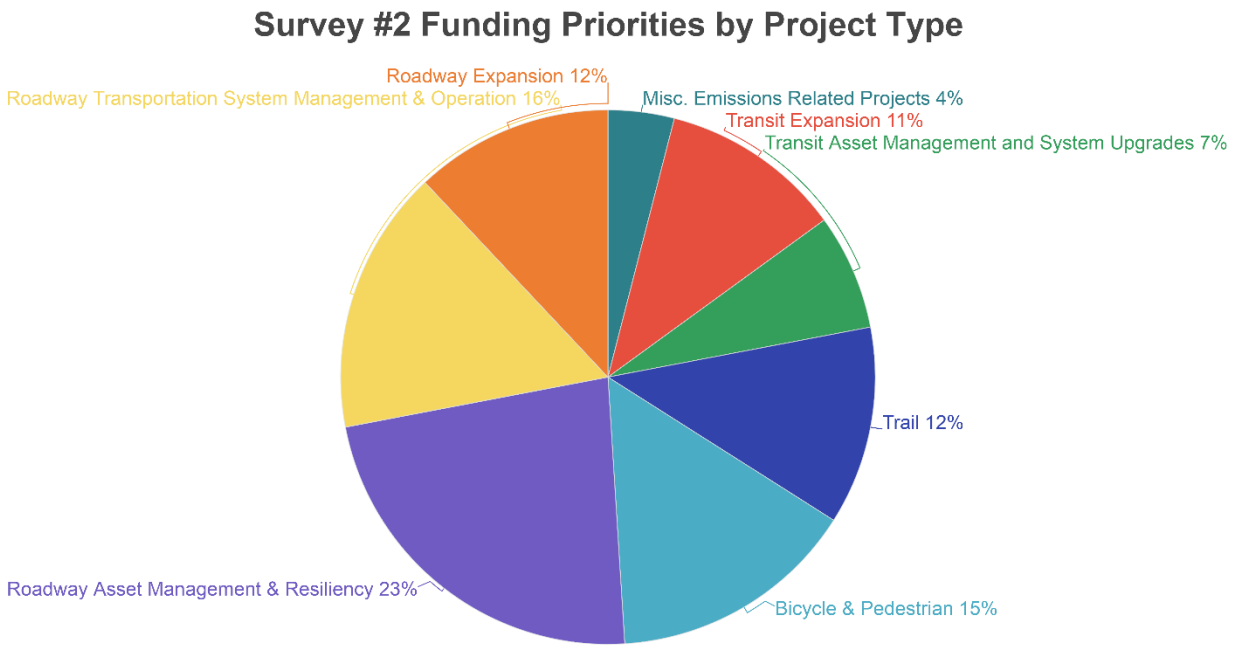


Figure 13, Figure 14, and Figure 15 show the same results by jurisdiction, and Figure 16 compares the cost by project type of the Financially Feasible Plan, all projects (including long-range), and the results of survey #2. Figure 16 shows that percentage of funding for each project type is within at most 16 percentage points of the percentages indicated in the survey. Some variation is inevitable between preferred spending and project costs and is partially due to some project types being much more expensive than others. For example, Roadway Expansion projects make up a small share of the number of projects, but a large share of the cost, and Transit Asset Management and System Upgrades and Roadway Transportation System Management & Operation make up a large share of the number of projects, but a small share of the cost. Number of projects by type are shown in Figure 9.

Figure 13: Financially Feasible Plan Project Costs by City

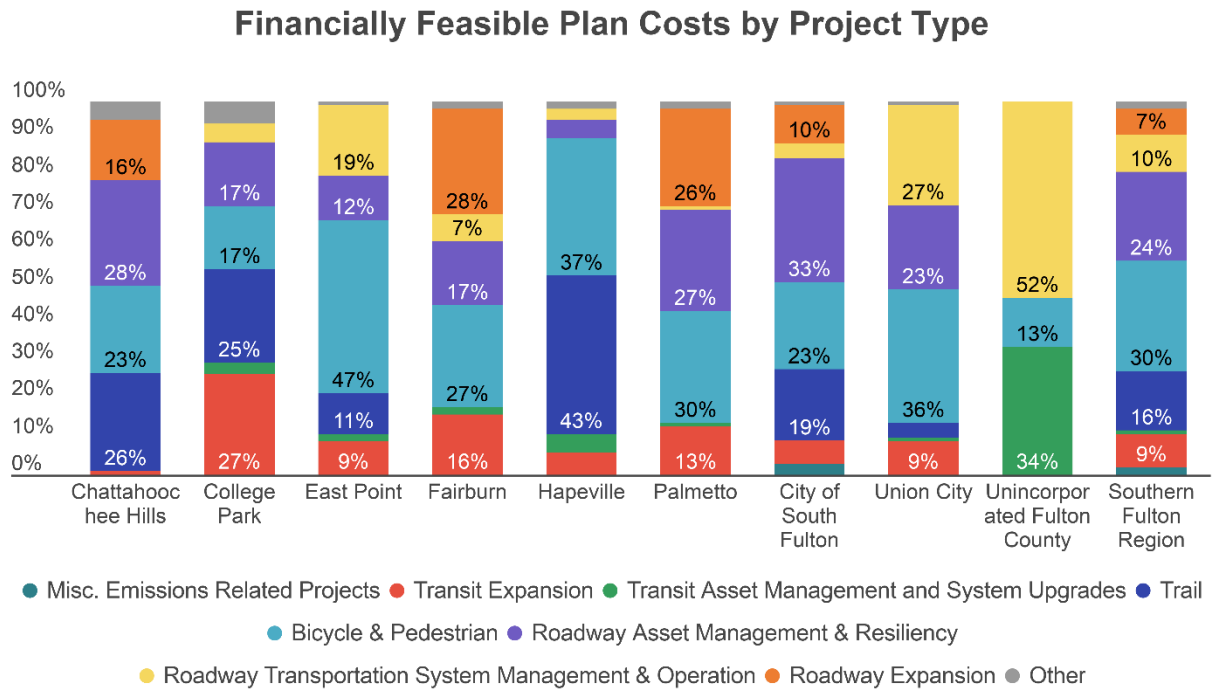


Figure 14: All Project Costs by City

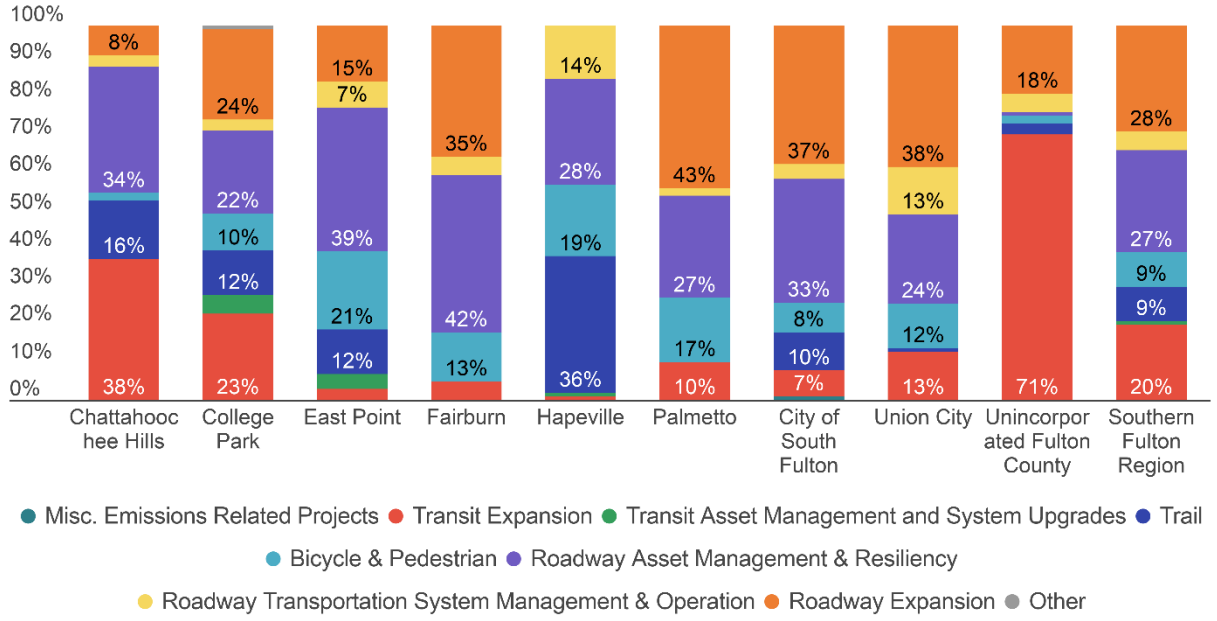


Figure 15: Survey #2 Funding Priorities by Project Type

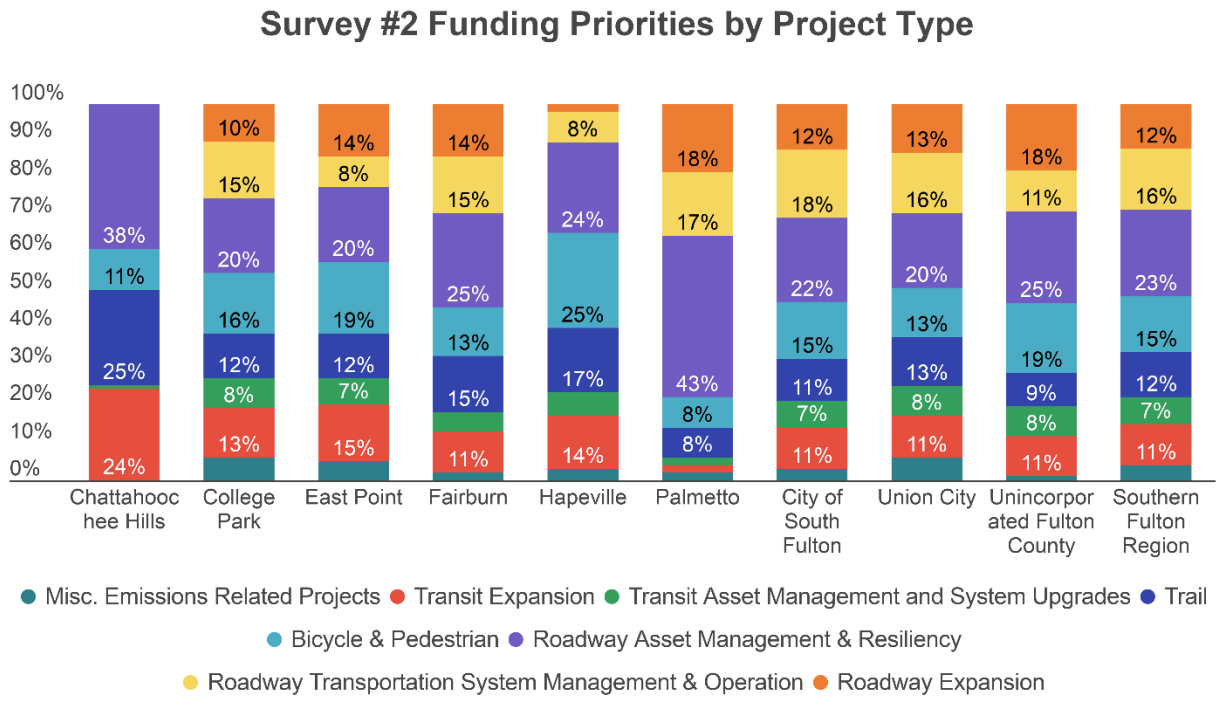
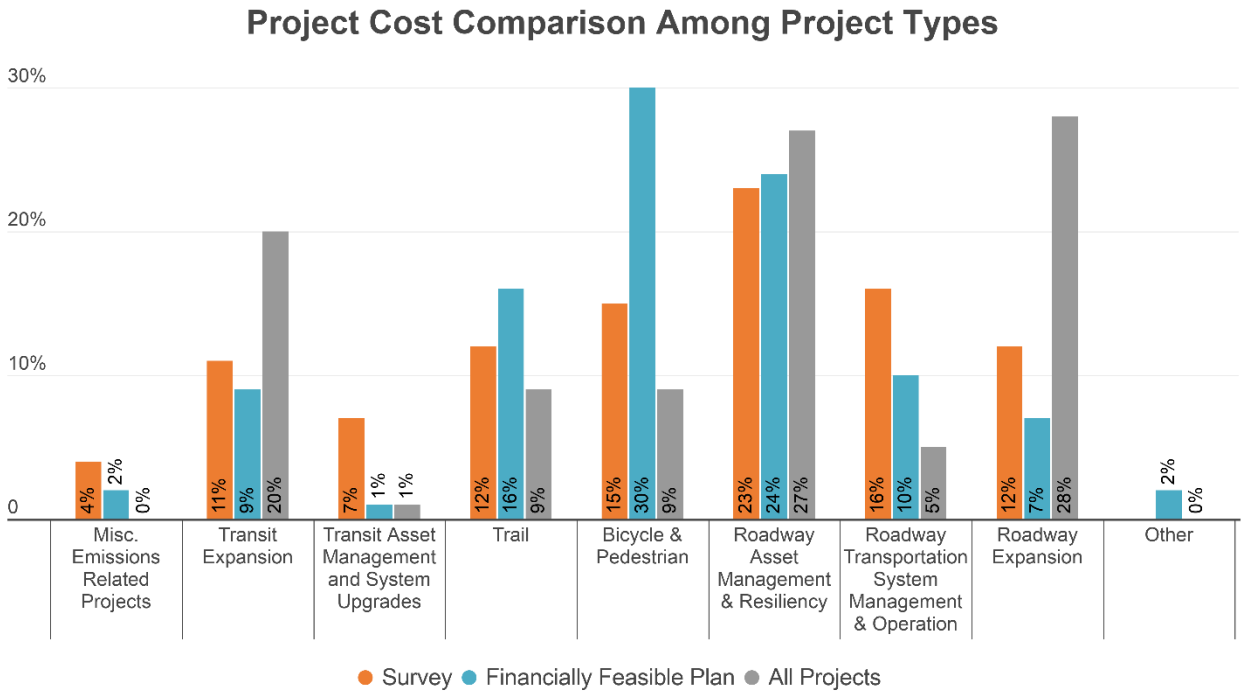


Figure 16: Project Cost Comparison Among Project Types





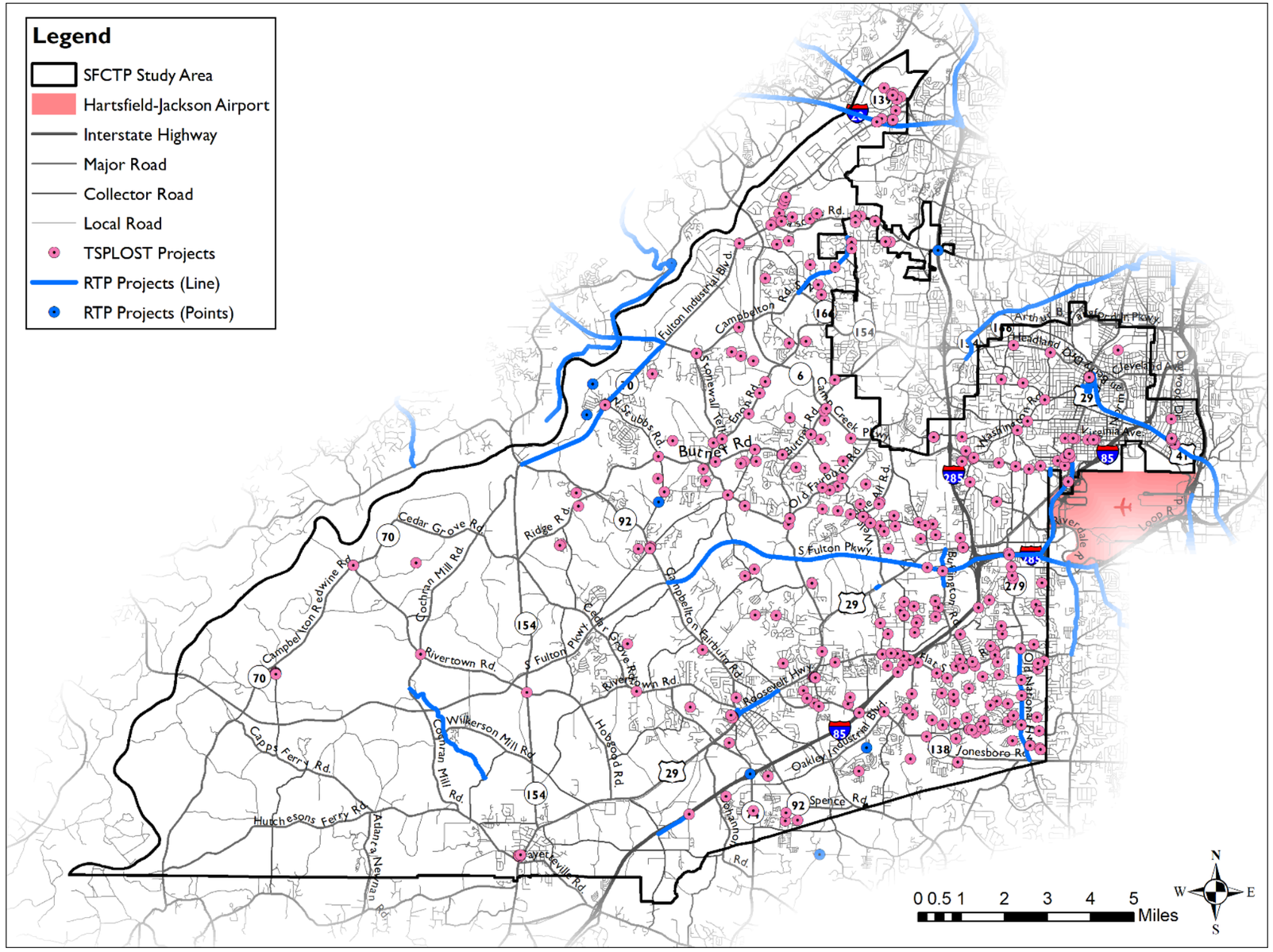
Financially Feasible Plan Project Recommendations

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

- All existing projects currently programmed in the RTP and Fulton County TSPLOST are shown in Figure 17. These projects are displayed separately from the newly identified projects in the SFCTP financially feasible and long-range plan. The RTP and TSPLOST projects are expected to continue as currently programed and funded.
- Figure 18 shows projects recommended to begin in the short-term (5-year) timeframe.
- Figure 19 shows the following short-term plans separately for clarity due to the multiple points: CV Signal Upgrades Phase 1 & 2 (ID #s 151 & 2001), and Bus Stop Amenity projects (ID #s 1505, 1506, 1507, & 1517). More details on these projects are in the Bus Stop Amenities and Connected Vehicle Projects sections.
- Figure 20 illustrates the mid-term (10-year) projects.
- Figure 21 through Figure 28 show all of the financially feasible project recommendations (5- and 10-year) by the eight project types.
- Table 6 through Table 8 list the projects grouped by project type and then by project ID number.
- In addition to the location-specific infrastructure projects, the SFCTP also identifies several recommendations for plans, policies, and other similar projects, as listed in Table 9. These are recommended to begin in the Short-Term (2023-2027) timeframe.
- A map of projects with ID labels corresponding to a project list table is included in the Appendix for each jurisdiction (i.e., by City). Projects in the tables are grouped by timeframe, project type, and then project ID number.

Programmed RTP & TSPLOST Projects

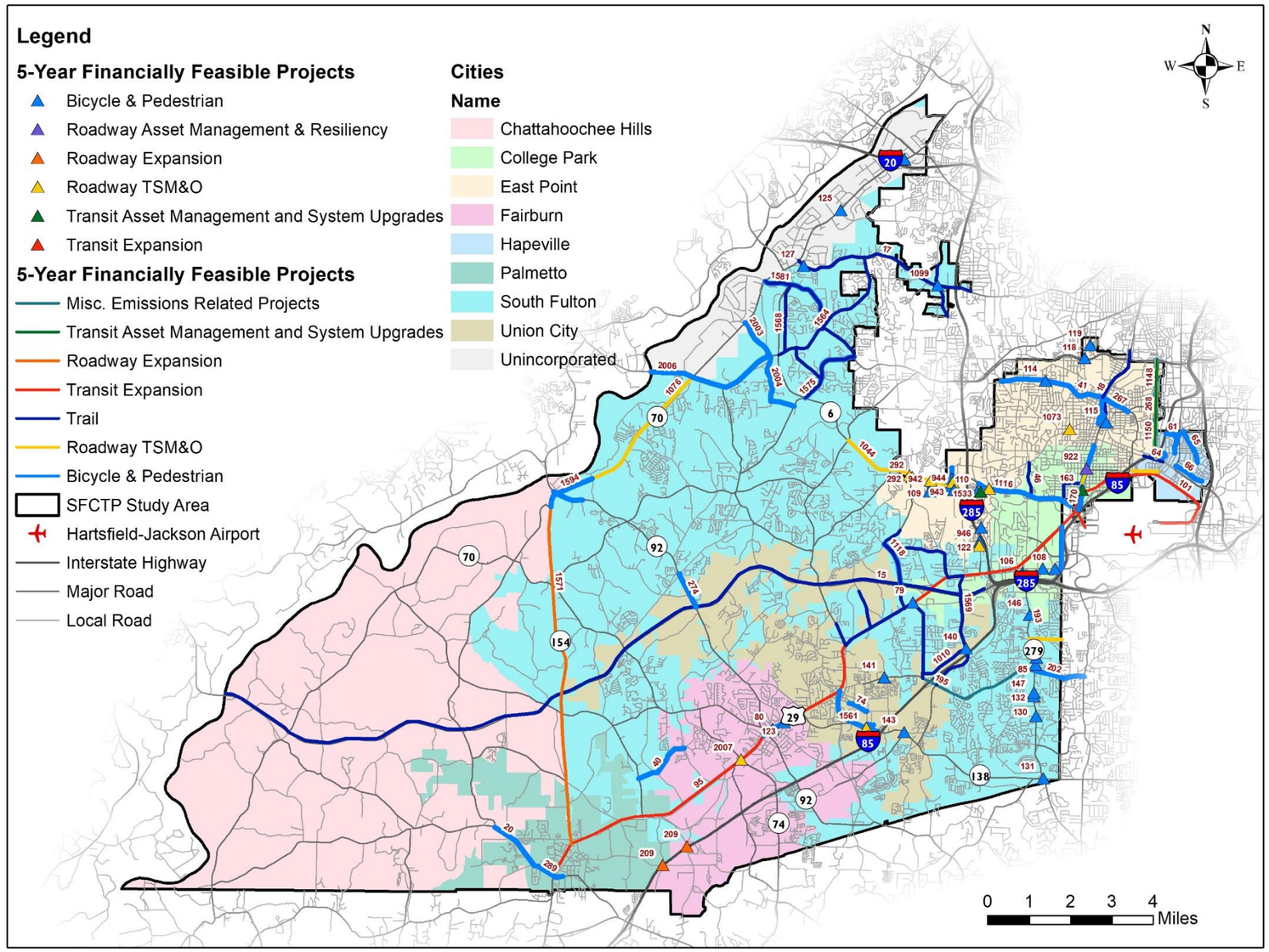
Figure 17: Programmed RTP & TSPLOST Projects





Short-Term (5-Year) Project Recommendations[5]

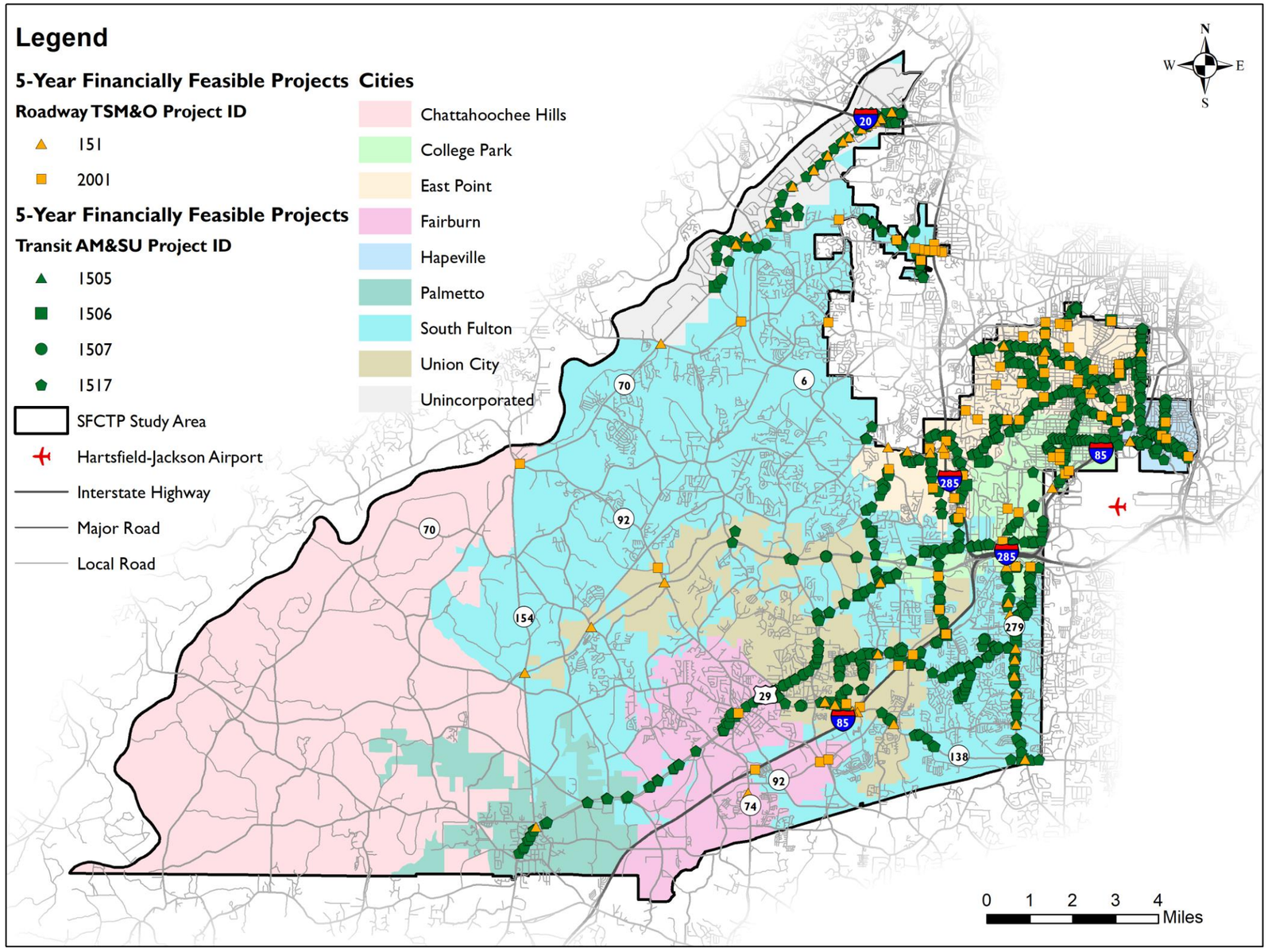
Figure 18: 5-Year Project Recommendations (Excluding CV Signal Upgrade Phases 1 & 2 and Bus Stop Amenity Projects)



[5] Project #209 (new interchange on I-85) is shown at two possible locations. The location would be further evaluated as part of an IJR.

Short-Term (5-Year) Project Recommendations: CV Signal Upgrade Phases 1 & 2 and Bus Stop Amenity Projects Only

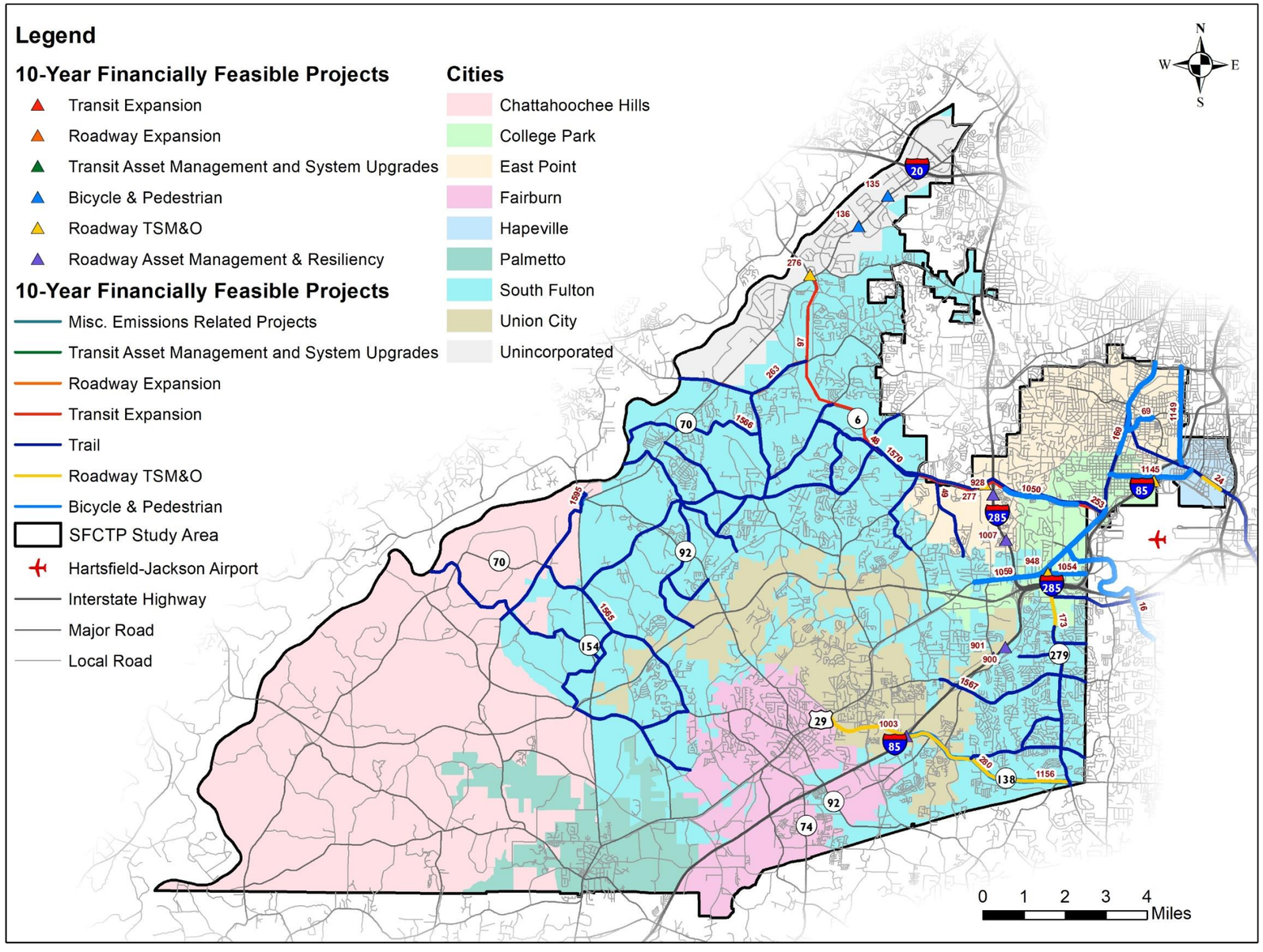
Figure 19: 5-Year Project Recommendations: CV Signal Upgrade Phases 1 & 2 and Bus Stop Amenity Projects Only





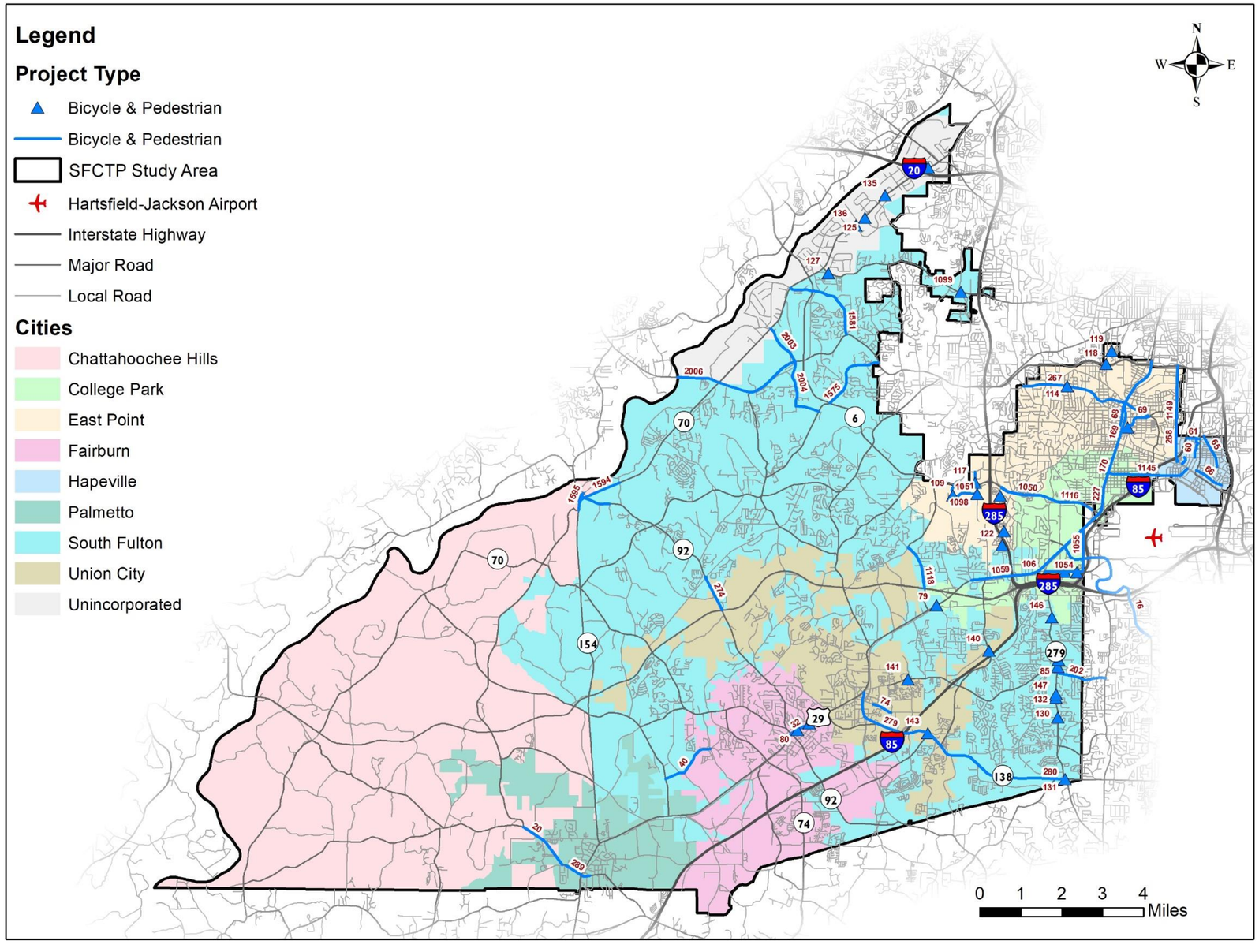
Mid-Term (10-Year) Project Recommendations

Figure 20: 10-Year Project Recommendations



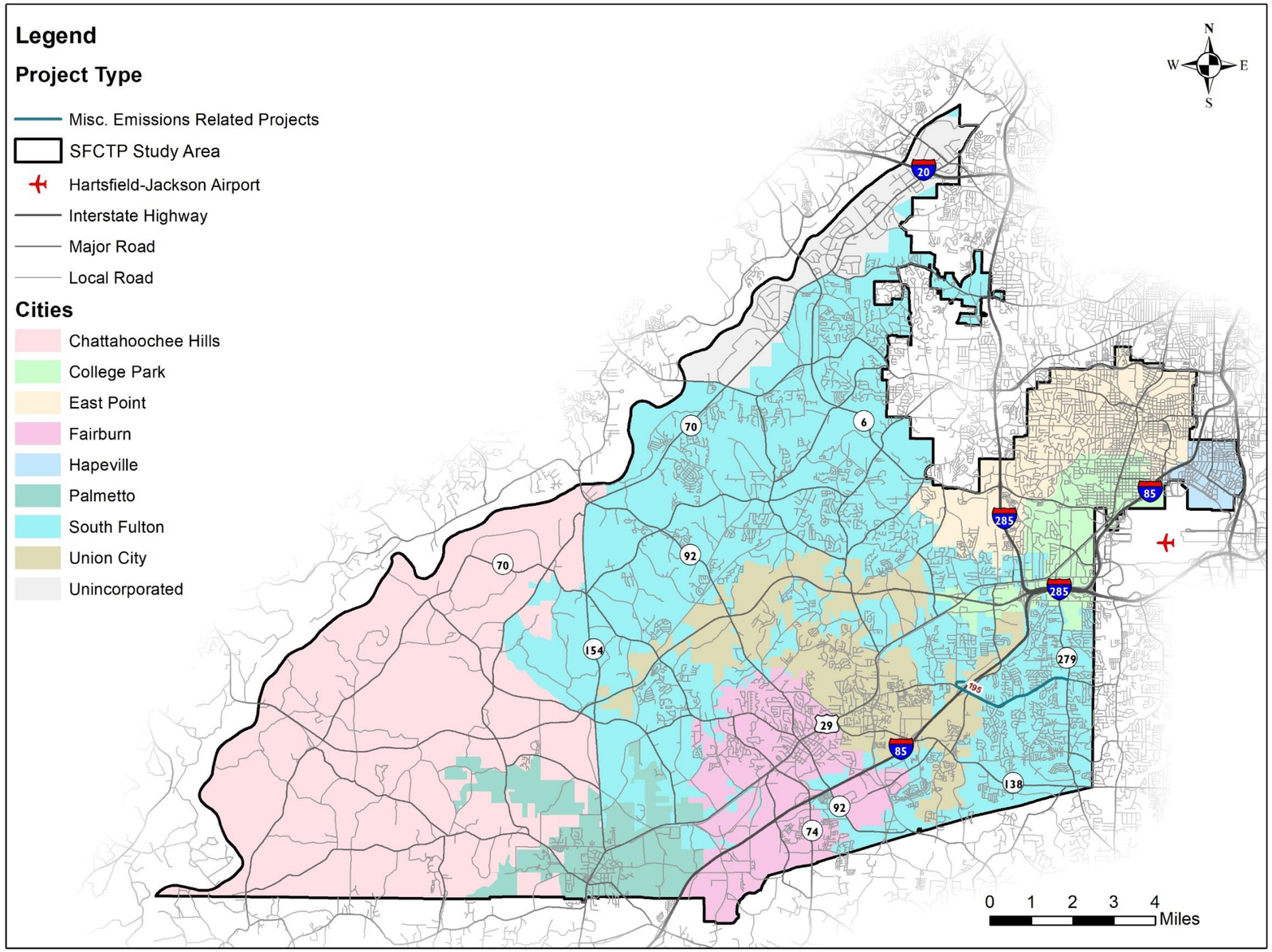
Financially Feasible Plan: Bicycle & Pedestrian Projects

Figure 21: Financially Feasible Plan: Bicycle & Pedestrian Projects



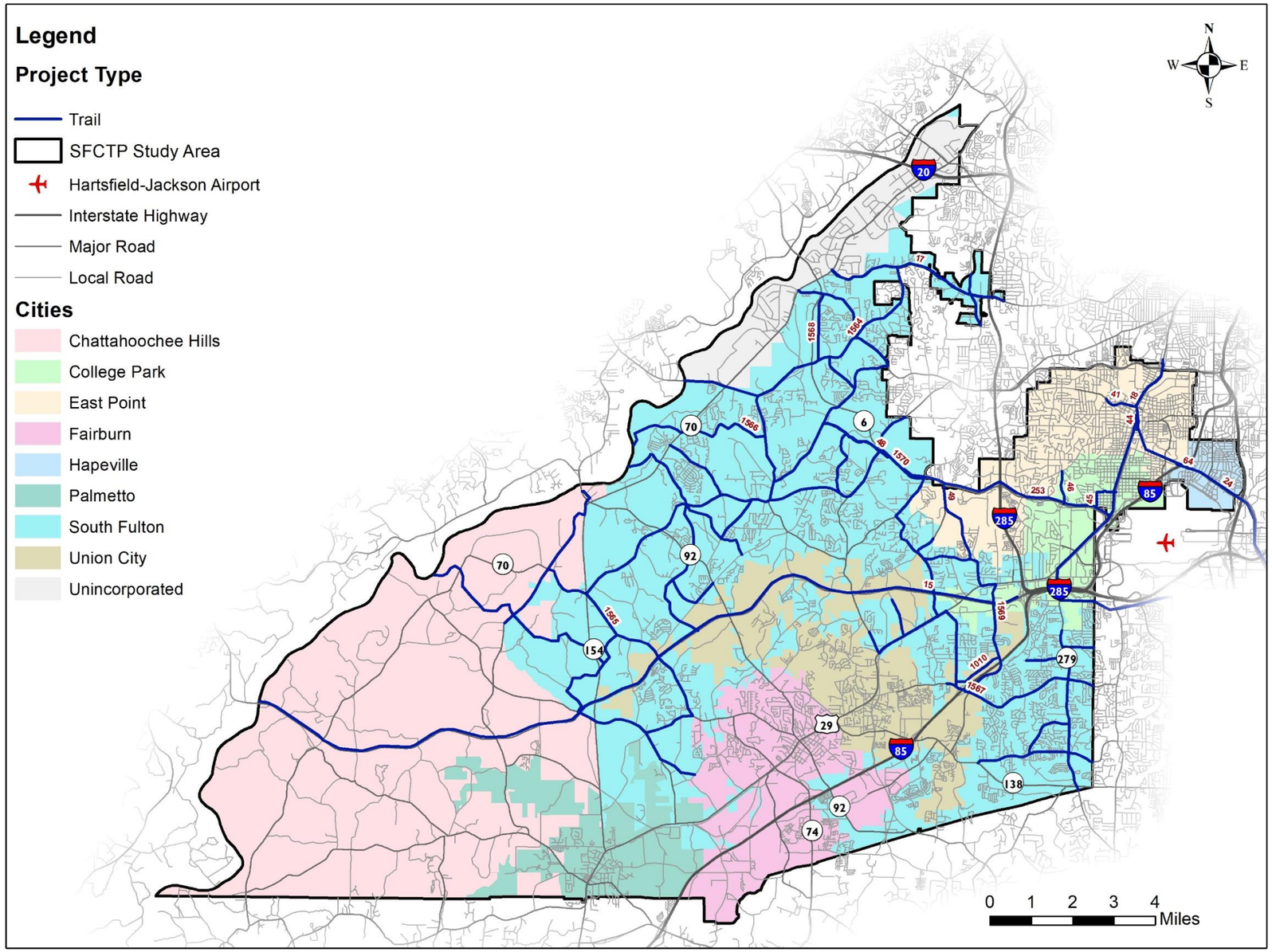
Financially Feasible Plan: Misc. Emissions Related Projects

Figure 22: Financially Feasible Plan: Misc. Emissions Related Projects



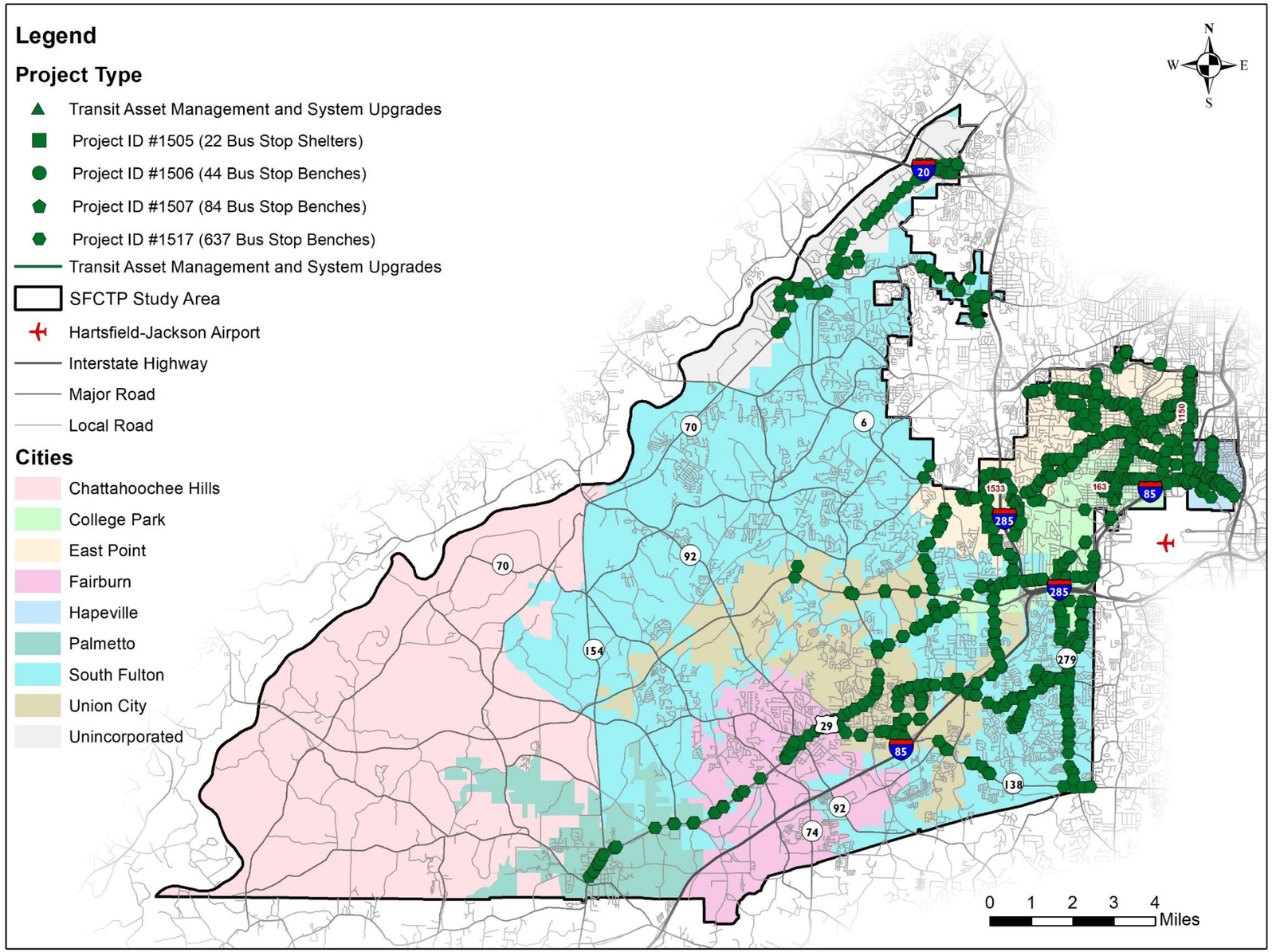
Financially Feasible Plan: Trail Projects

Figure 23: Financially Feasible Plan: Trail Projects



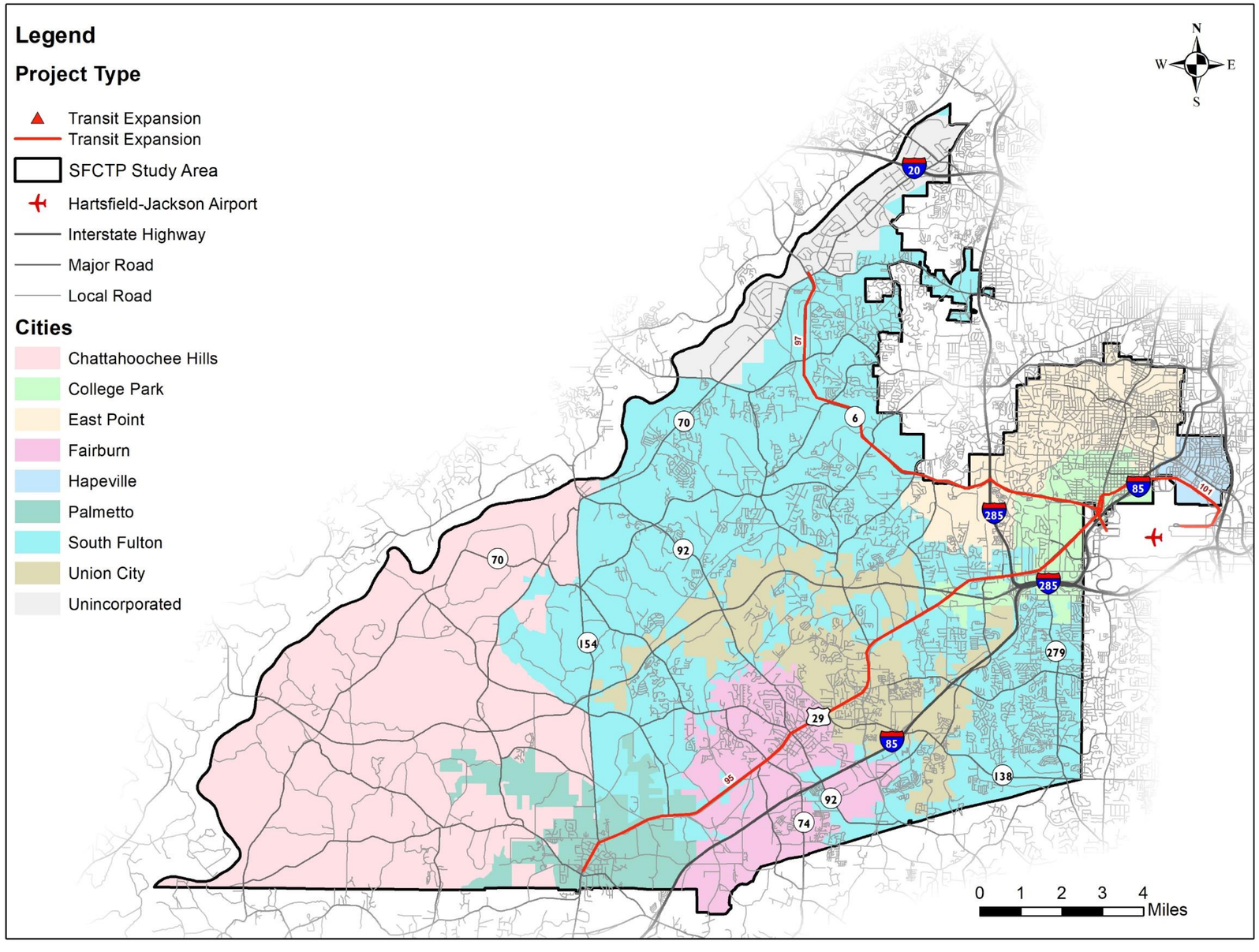
Financially Feasible Plan: Transit Asset Management and System Upgrade Projects

Figure 24: Financially Feasible Plan: Transit Asset Management and System Upgrades



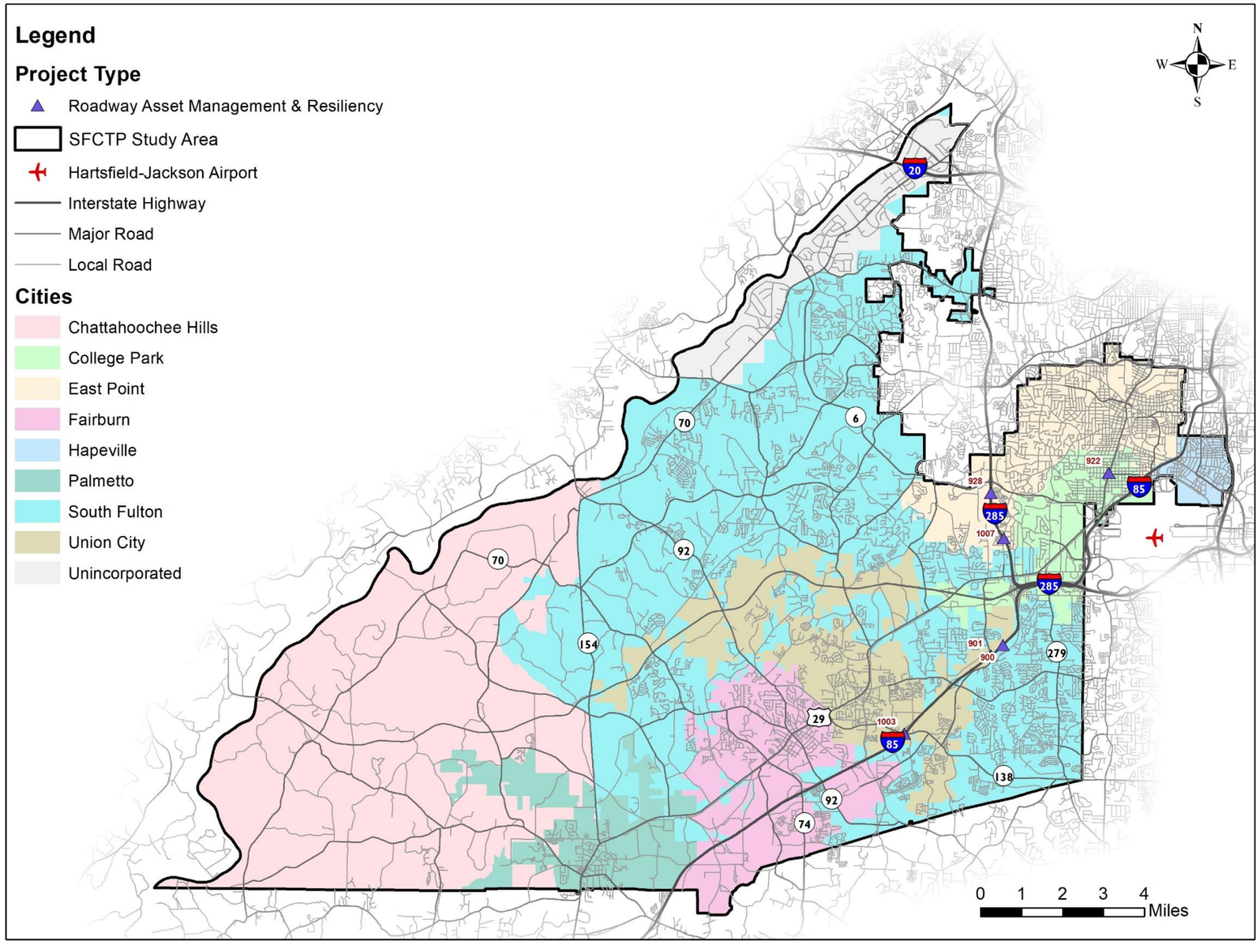
Financially Feasible Plan: Transit Expansion Projects

Figure 25: Financially Feasible Plan: Transit Expansion Projects



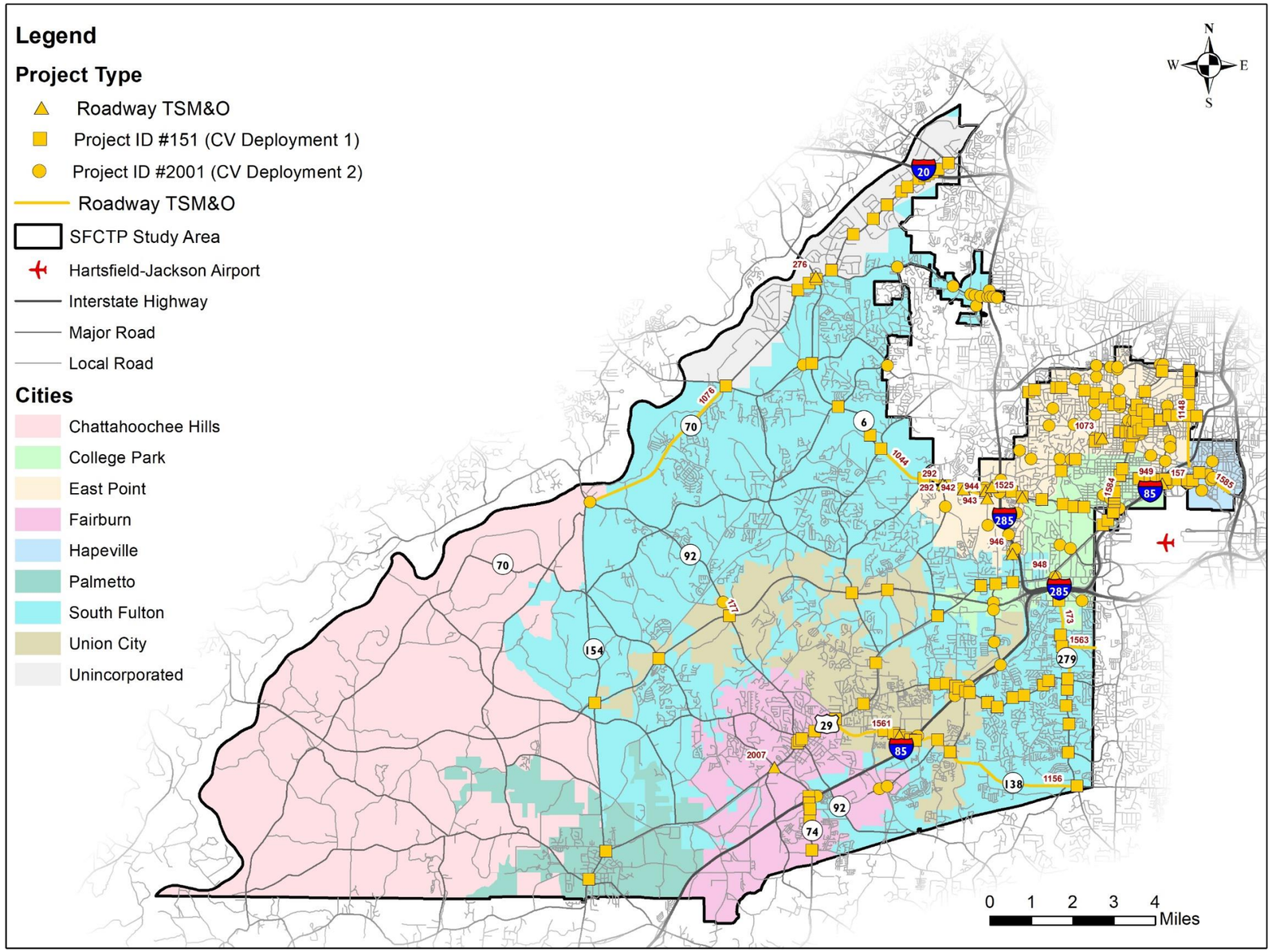
Financially Feasible Plan: Roadway Asset Management & Resiliency Projects

Figure 26: Financially Feasible Plan: Roadway Asset Management & Resiliency Projects



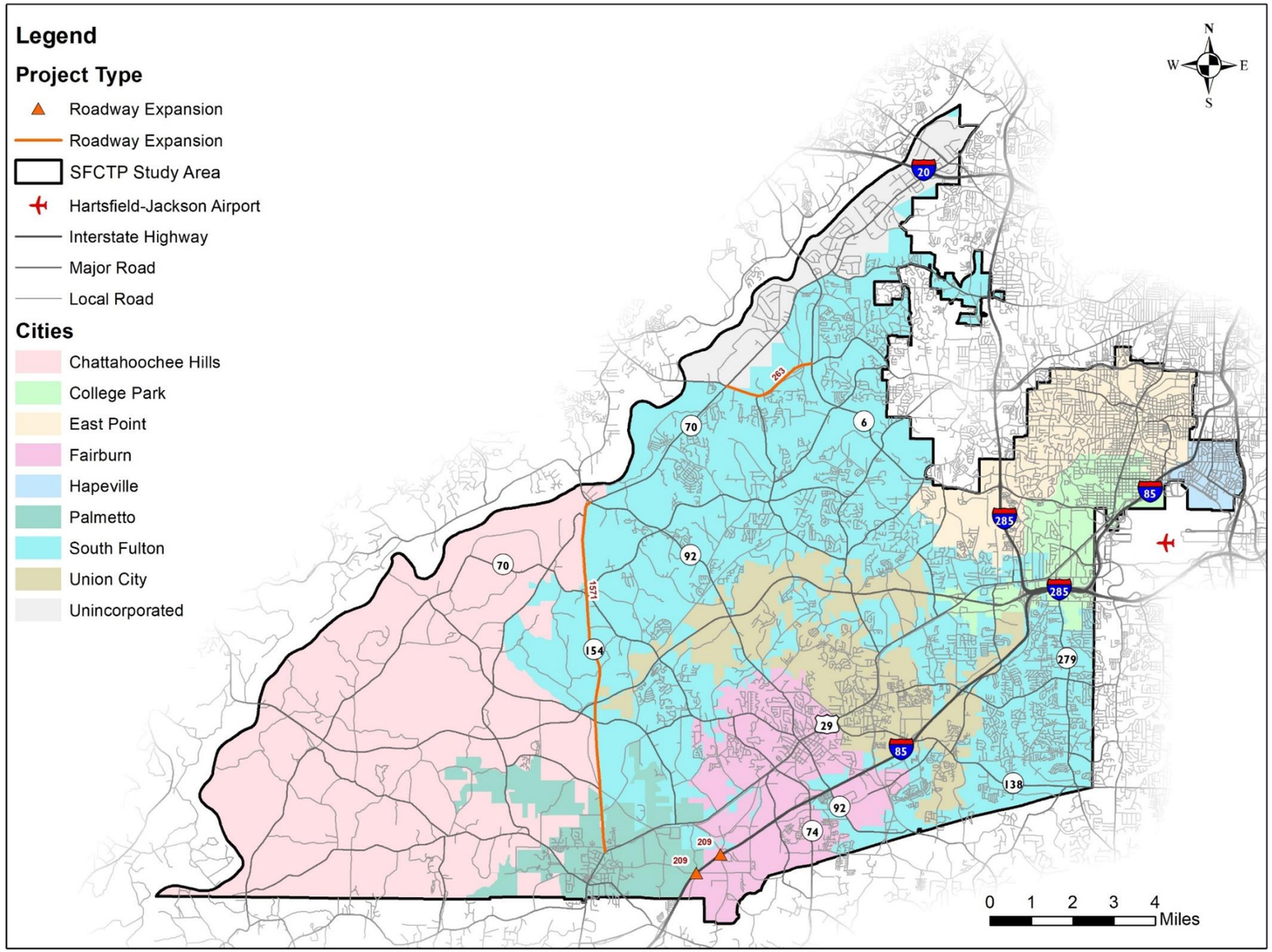
Financially Feasible Plan: Roadway Transportation System Management & Operation Projects

Figure 27: Financially Feasible Plan: Roadway Transportation System Management & Operation Projects

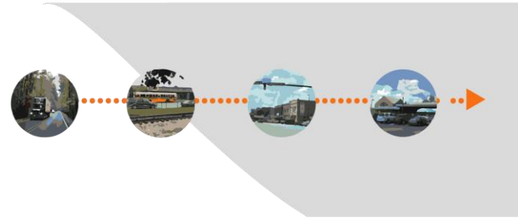


Financially Feasible Plan: Roadway Expansion Projects[6]

Figure 28: Financially Feasible Plan: Roadway Expansion Projects



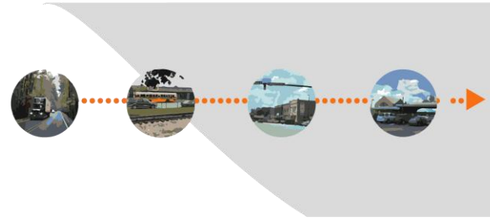
[6] Project #209 (new interchange on I-85) is shown at two possible locations. The location would be further evaluated as part of an IJR.



Short-Term (5-Year) Project Recommendations List

Table 6: Short-Term (5-Year) Project Recommendations List

Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
20	Bicycle & Pedestrian	Bicycle lanes	Hutcheson Ferry Rd	Toombs St	Phillips Rd		4' bike lanes striped on street	Chattahoochee Hills, Palmetto	$216,000	$132,000	$2,337,000	N/A	$232,000	$3,592,098	$3,592,098	$0	85.0	107
32	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Broad St	Smith St	SR 138		Install Bicycle and Pedestrian Facilities	Fairburn	$118,000	$1,730,000	$1,286,000	N/A	$126,000	$4,014,480	$1,746,299	$2,268,181	91.7	68
40	Bicycle & Pedestrian	Sidewalks & crosswalks	Herndon Rd	Hobgood Rd	John River Rd		Install Bicycle and Pedestrian Facilities	Fairburn, South Fulton	$76,000	$208,000	$825,000	N/A	$81,000	$1,465,408	$1,465,408	$0	85.6	102
53	Bicycle & Pedestrian	Sidewalks & crosswalks	N/A				Develop Signage, Landmarks, and Crosswalks for Walking Tour of Downtown/Historic College Park	College Park	$2,966	N/A	$26,697	N/A	N/A	$29,663	$29,663	$0	N/A	N/A
60	Bicycle & Pedestrian	Sidewalks & crosswalks	Lake Ave	North Ave.	Cofield Dr.		Install Bicycle and Pedestrian Facilities	Hapeville	$203,000	$1,015,500	$2,031,000	N/A	$361,056	$3,610,556	$3,610,556	$0	100.9	31
61	Bicycle & Pedestrian	Sidewalks, crosswalks and/or bicycle lanes	Cofield Dr	Dogwood Dr	I-85		Install Bicycle and/or Pedestrian Facilities	Hapeville	$133,000	$664,500	$1,329,000	N/A	$236,278	$2,362,778	$2,362,778	$0	94.1	51
62	Bicycle & Pedestrian	Sidewalks & crosswalks	Stillwood Dr	N Central	North Ave		Install Bicycle and Pedestrian Facilities	Hapeville	$79,000	$393,500	$787,000	N/A	$139,944	$1,399,444	$1,399,444	$0	94.1	51
65	Bicycle & Pedestrian	Sidewalks & crosswalks	Old Jonesboro Rd	Mt. Zion	Parkway Dr		Install traffic calming devices and intersection enhancements. Add signage and wayfinding to designate this route and direct bicycles and pedestrians to nearby destinations.	Hapeville	$12,000	$0	$120,000	N/A	$14,667	$146,667	$146,667	$0	100.9	31
66	Bicycle & Pedestrian	Sidewalks, crosswalks and/or bicycle lanes	King Arnold St	Dogwood Dr.	Sunset Dr		Install traffic calming devices and intersection enhancements. Add signage and wayfinding to designate this route and direct bicycles and pedestrians to nearby destinations. Install bicycle lanes.	Hapeville	$14,000	$0	$144,000	N/A	$17,556	$175,556	$175,556	$0	100.9	31
68	Bicycle & Pedestrian	Streetscape	East Point Street	Norman Berry	Main St/US 29		Streetscaping including bicycle and pedestrian facilities	East Point	$237,000	$0	$2,367,000	N/A	$289,333	$2,893,333	$1,258,600	$1,634,733	101.6	29
74	Bicycle & Pedestrian	Streetscape	Union St	US 29/Main St	Shannon Pkwy		Streetscaping including bicycle and pedestrian facilities	Union City	$195,000	$0	$1,947,000	N/A	$238,000	$2,380,000	$2,380,000	$0	90.1	72
79	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Feldwood Rd	Install crosswalks and sidewalks	South Fulton	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$89,900	$116,767	75.0	158
80	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Broad St			Strickland St	Install crosswalks	Fairburn	$1,000	$0	$11,000	N/A	$1,333	$13,333	$5,800	$7,533	80.8	127
85	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 279/Old National Hwy			Wexford Dr	Install crosswalks	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	81.1	125
106	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 279/Old National Hwy			Sullivan Rd	Midblock pedestrian crossing (in conjunction with planned/programmed new bus shelter)	College Park	$7,000	$0	$69,000	N/A	$8,444	$84,444	$36,733	$47,711	87.5	93



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
107	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Sullivan Rd			Edison Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	College Park	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$206,667	$0	84.1	111
108	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Sullivan Rd			Embarcadero	Install crosswalk (in conjunction with planned/programmed new bus shelter)	College Park	$1,000	$0	$11,000	N/A	$1,333	$13,333	$13,333	$0	84.1	111
109	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Centre Pkwy			1800	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$206,667	$0	96.7	42
110	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Desert Dr			3148	Install sidewalks and midblock crossing at apartment drive (in conjunction with planned/programmed new bus shelter)	East Point	$8,000	$39,000	$78,000	N/A	$13,889	$138,889	$138,889	$0	103.5	23
114	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Headland Dr			Graywall St	Midblock pedestrian crossing (in conjunction with planned/programmed new bus shelter)	East Point	$7,000	$0	$69,000	N/A	$8,444	$84,444	$84,444	$0	95.8	46
115	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Irene Kidd Pkwy			Central Ave	Install crosswalks (in conjunction with planned/programmed new bus shelter)	East Point	$1,000	$0	$11,000	N/A	$1,333	$13,333	$13,333	$0	88.7	82
117	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	N Commerce Dr			Marketplace Blvd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$7,000	$33,500	$67,000	N/A	$11,944	$119,444	$119,444	$0	96.7	42
118	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Stanton Rd			Alison Ct	Install crosswalks (in conjunction with planned/programmed new bus shelter)	East Point	$1,000	$0	$14,000	N/A	$1,667	$16,667	$16,667	$0	93.4	56
119	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Stanton Rd			McClelland Ave	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$6,000	$31,500	$63,000	N/A	$11,167	$111,667	$111,667	$0	93.4	56
121	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Washington Rd			Carmel Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$11,000	$56,000	$112,000	N/A	$19,889	$198,889	$198,889	$0	101.1	30
122	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Washington Rd			Spanish Trl	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$11,000	$56,000	$112,000	N/A	$19,889	$198,889	$198,889	$0	94.0	53
123	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	NW Broad St			NE Broad St	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fairburn	$6,000	$30,000	$60,000	N/A	$10,667	$106,667	$46,400	$60,267	80.1	130
125	Bicycle & Pedestrian	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Bakers Ferry Rd			SR70/Fulton Industrial Blvd	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	79.9	132
127	Bicycle & Pedestrian	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Cascade Rd			Old Cascade Rd SW	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$2,000	$0	$17,000	N/A	$2,111	$21,111	$21,111	$0	76.9	142



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
130	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 279/Old National Hwy			Creel Rd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$5,000	$26,500	$53,000	N/A	$9,389	$93,889	$40,842	$53,047	85.8	100
131	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 279/Old National Hwy			SR 138/Jonesboro Rd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$92,800	$120,533	82.8	116
132	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 279/Old National Hwy			Olmadison Pl	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$6,000	$30,000	$60,000	N/A	$10,667	$106,667	$46,400	$60,267	88.9	80
134	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 279/Old National Hwy			Sheriff Rd	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	85.9	98
137	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 70/Fulton Industrial Blvd			Wendell Dr	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Fulton County	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	84.7	109
140	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Buffington Rd			Royal South Pkwy	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Union City	$1,000	$0	$11,000	N/A	$1,333	$13,333	$13,333	$0	93.2	59
141	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Flat Shoals Rd			Oakley Rd	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Union City	$1,000	$0	$11,000	N/A	$1,333	$13,333	$5,800	$7,533	81.5	122
143	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 138/Jonesboro Rd			Oakley Industrial Blvd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Union City	$7,000	$33,500	$67,000	N/A	$11,944	$119,444	$51,958	$67,486	103.3	26
144	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Lancaster Ln			Shannon Pkwy	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Union City	$15,000	$0	$146,000	N/A	$17,889	$178,889	$178,889	$0	104.1	20
146	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 279/Old National Hwy			Biscayne Dr	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	99.3	38
147	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 279/Old National Hwy			Hackamore Dr	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	88.9	80
170	Bicycle & Pedestrian	Bicycle lanes	US 29/Main St	East Point City Limits	SR 6/Camp Creek Pkwy		Install protected bike lanes.	College Park	$169,000	$844,000	$1,688,000	N/A	$300,111	$3,001,111	$1,305,483	$1,695,628	99.1	39
194	Bicycle & Pedestrian	Pedestrian improvements	SR 279/Old National Hwy			I-285	Midblock pedestrian crossing	College Park	$6,000	$86,000	$58,000	N/A	$6,000	$192,104	$83,565	$108,539	89.2	78
202	Bicycle & Pedestrian	Sidewalks & crosswalks	Flat Shoals Rd	SR 279/Old National Hwy	SR 314		Install crosswalks and sidewalks	South Fulton	$68,000	$184,000	$726,000	N/A	$72,000	$1,293,007	$1,293,007	$0	85.5	103
227	Bicycle & Pedestrian	Bicycle signal detection	US 29/Main St	John Wesley Ave.	Harvard Ave.		Bike signal detection near College Park MARTA station	College Park	$8,000	N/A	$120,000	N/A	$14,222	$142,224	$142,224	$0	108.3	11



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
267	Bicycle & Pedestrian	Sidewalks & crosswalks	Headland Dr/Norman Berry Dr	Ben Hill Rd	Cleveland Ave		Install crosswalks and sidewalks	East Point	$588,000	$2,940,500	$5,881,000	N/A	$1,045,500	$10,455,000	$10,455,000	$0	99.4	37
268	Bicycle & Pedestrian	Sidewalks & crosswalks	Sylvan Rd	SR 166/Campbellton Rd	North Central		Install crosswalks and sidewalks	East Point	$421,000	$2,106,500	$4,213,000	N/A	$748,944	$7,489,444	$7,489,444	$0	95.0	49
274	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 92/Campbellton Fairburn Rd	SR14/South Fulton Pkwy	Jones Rd		Install crosswalks and sidewalks	South Fulton, Union City	$164,000	$821,500	$1,643,000	N/A	$292,056	$2,920,556	$1,270,442	$1,650,114	89.0	79
279	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 138/Jonesboro Rd	US 29/Roosevelt Hwy	I-85		Install crosswalks and sidewalks	Union City	$284,000	$1,422,000	$2,844,000	N/A	$505,556	$5,055,556	$2,199,167	$2,856,389	92.5	62
289	Bicycle & Pedestrian	Sidewalks & crosswalks	Church St				Install crosswalks and sidewalks	Palmetto	$122,000	$611,000	$1,222,000	N/A	$217,222	$2,172,222	$2,172,222	$0	76.3	148
1051	Bicycle & Pedestrian	Sidewalks	Centre Pkwy	Camp Creek Pkwy	N Commerce Dr		Centre Parkway Sidewalk: Fill gaps in sidewalk along Centre Parkway between Camp Creek Parkway (SR 6) and N Commerce Drive.	East Point	$70,000	$210,000	$420,000	N/A	$0	$700,000	$700,000	$0	86.3	97
1052	Bicycle & Pedestrian	Sidewalks	N Commerce Dr	Redwine Rd	Shelby Ln		North Commerce Drive Sidewalk: Install sidewalk along the east side of N Commerce Drive between Redwine Road and Shelby Lane.	East Point	$20,000	$60,000	$120,000	N/A	$0	$200,000	$200,000	$0	86.3	96
1098	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Centre Pkwy			N Commerce Drive	Install crosswalk (in conjunction with planned/programmed new bus shelter)	East Point	$1,000	$0	$14,000	N/A	$1,667	$16,667	$16,667	$0	96.7	42
1099	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Fairburn Rd SW			Cascade Rd	Install crosswalk (in conjunction with planned/programmed new bus shelter)	South Fulton	$1,000	$0	$14,000	N/A	$1,667	$16,667	$16,667	$0	85.8	100
1116	Bicycle & Pedestrian	Sidewalks	SR 6/Camp Creek Pkwy	Desert Dr	Conley St		Sidewalks on EB Camp Creek Pkwy from Desert Dr to existing sidewalk in College Park	East Point	$409,000	$2,044,500	$4,089,000	N/A	$726,944	$7,269,444	$3,162,208	$4,107,236	93.3	58
1118	Bicycle & Pedestrian	Sidewalks	Welcome All Rd	US 29/Roosevelt Hwy	Scarboro/Jailette Rd		Sidewalks on Welcome All Rd from US 29/ Roosevelt Hwy to Scarboro/Jailette Rd	South Fulton	$198,000	$991,500	$1,983,000	N/A	$352,500	$3,525,000	$3,525,000	$0	83.8	115
1575	Bicycle & Pedestrian	Sidewalks	Enon Rd.	SR 6/Camp Creek Pkwy	SR 154/Campbellton Rd.		Sidewalks on Enon Rd. from Camp Creek Pkwy. to SR 154/Campbellton Rd.	South Fulton	$316,000	$1,579,500	$3,159,000	N/A	$561,611	$5,616,111	$5,616,111	$0	76.4	144
1579	Bicycle & Pedestrian	Sidewalks	SR 92/Campbellton Fairburn Rd	Fairburn Campbellton Rd	Bethlehem Rd		Sidewalk installation on both sides of SR 92/Campbellton Fairburn Rd	Chattahoochee Hills, South Fulton	$175,000	$877,500	$1,755,000	N/A	$311,944	$3,119,444	$1,356,958	$1,762,486	81.2	123
1581	Bicycle & Pedestrian	Sidewalks	Boat Rock Road	SR 70/Fulton Industrial Blvd	SR 166		Sidewalk on Boat Rock Road from Fulton Industrial Blvd to SR 166	South Fulton	$369,000	$1,842,500	$3,685,000	N/A	$655,167	$6,551,667	$6,551,667	$0	86.7	95
1583	Bicycle & Pedestrian	Bicycle signal detection	US 29/Main St	Dorsey Ave	White Way		Bike signal detection near East Point MARTA station	East Point	$8,000	N/A	$120,000	N/A	$14,222	$142,224	$61,867	$80,357	109.8	6
1594	Bicycle & Pedestrian	Sidewalks	SR 154/Cascade Palmetto Hwy	Cochran Mill Rd/Landham Rd	Lett Rd/Rataree Rd		Sidewalk installation on both sides of SR 70/Cascade Palmetto Hwy	South Fulton	$228,000	$1,140,500	$2,281,000	N/A	$405,500	$4,055,000	$1,763,925	$2,291,075	81.2	123
2003	Bicycle & Pedestrian	Sidewalks	Riverside Dr	SR 70/Fulton Industrial Blvd	SR 154/Campbellton Rd		Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	$88,000	$438,500	$877,000	N/A	$155,944	$1,559,444	$1,559,444	$0	69.0	208



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
2004	Bicycle & Pedestrian	Sidewalks	Union Rd	SR 154/Campbellton Rd	Vandiver Rd		Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	$97,000	$482,500	$965,000	N/A	$171,611	$1,716,111	**$1,716,111**	$0	73.0	174
2005	Bicycle & Pedestrian	Sidewalks	Vandiver Rd	Union Rd	Enon Rd		Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	$44,000	$219,500	$439,000	N/A	$78,056	$780,556	$780,556	$0	62.6	249
2006	Bicycle & Pedestrian	Sidewalks	SR 154/Campbellton Rd	Union Rd/Riverside Dr	Douglas County Line		Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	$272,000	$1,360,000	$2,720,000	N/A	$483,556	$4,835,556	$2,103,467	$2,732,089	69.0	208
195	Misc. Emissions Related Projects	Transit Signal Priority	Flat Shoals Rd	I-85	SR 279/Old National Hwy		South Fulton Park and Ride to College Park MARTA Station Queue Jumpers (MARTA Route 89)	South Fulton	$439,000	$184,000	$4,569,000	N/A	$228,000	$6,674,381	$6,674,381	$0	104.7	18
2008	Other	Intersection Justification Report	I-85			Gullatt Rd or Johnson Rd	Intersection Justification Report (IJR) for new interchange at I-85 near Johnson Rd and Gullatt Rd	Fairburn, Palmetto	N/A	N/A	N/A	N/A	N/A	$150,000	$65,250	$84,750	N/A	N/A
1548	Other	Scoping study	Camp Creek Parkway/SR 6	Chattahoochee River	I-85		Partner with the Fulton Industrial Boulevard CID and local jurisdictions to conduct a scoping study along Camp Creek Parkway (SR 6) from the Chattahoochee River to I-85, with a focus on operations, capacity, and safety.	College Park, East Point, South Fulton, Atlanta	N/A	N/A	N/A	N/A	N/A	$1,000,000	$435,000	$565,000	N/A	N/A
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$250,000	$0	N/A	N/A
51	Other	Study	N/A				Pedestrian Plan: Evaluate feasibility of Chattahoochee Hill Country Greenway Trail and assess use of resources	Chattahoochee Hills	N/A	N/A	N/A	N/A	N/A	$150,000	$150,000	$0	N/A	N/A
52	Other	Study	N/A				Pedestrian Plan: Expand the current Parks, Recreation and Trails Plan and promote awareness of its recommendations to the community	Chattahoochee Hills	N/A	N/A	N/A	N/A	N/A	$150,000	$150,000	$0	N/A	N/A
1110	Other	Study					Conduct transit feasibility study for potential new high-capacity transit (such as bus rapid transit, express bus, or rail)	Chattahoochee Hills; City of South Fulton	N/A	N/A	N/A	N/A	N/A	$300,000	$300,000	$0	N/A	N/A
54	Other	Study	N/A				Conduct Greenway Trails Plan, to include Connection to Atlanta BeltLine through Bike and Pedestrian Trails	College Park	N/A	N/A	N/A	N/A	N/A	$250,000	$250,000	$0	N/A	N/A
196	Other	Study	SR 279/Old National Hwy			Godby Rd	SR 279/Old National Hwy at Godby Rd.: Safety Study and Improvements	College Park	$100,000	$300,000	$500,000	N/A	$100,000	$1,231,436	$535,675	$695,761	N/A	N/A



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241	Other	Study	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	N/A	N/A	N/A	N/A	N/A	$500,000	$217,500	$282,500	N/A	N/A
1075	Other	Study	Camp Creek Marketplace				Traffic analysis study for Camp Creek Marketplace area with recommendations for improved traffic flow.	East Point	N/A	N/A	N/A	N/A	N/A	$100,000	$100,000	$0	N/A	N/A
1555	Other	Study	I-285 NB				Study to Support Implementation of I-285 NB Directional Signage	East Point, South Fulton	N/A	N/A	N/A	N/A	N/A	$200,000	$87,000	$113,000	N/A	N/A
1070	Other	Study	US 29 / NW Broad St			Senoia Rd	Traffic signal warrant study at US 29 @ Senoia Rd. This is on a bus route and near senior center and police station. Signalized crossing would help seniors cross US 29 to access the senior center and police station.	Fairburn	N/A	N/A	N/A	N/A	N/A	$7,000	$3,045	$3,955	N/A	N/A
59	Other	Study	N/A				Pedestrian Plan: Evaluate a Hapeville Gateway and Downtown Overlay District and Design Guidelines. Design Guidelines may include streetscape standards, block sizes, setbacks, etc. Encourage the incorporation of functional art into streetscapes, including creative streetlights, crosswalks, benches, etc.	Hapeville	N/A	N/A	N/A	N/A	N/A	$200,000	$200,000	$0	N/A	N/A
193	Other	Study	SR 279/Old National Hwy	Flat Shoals Rd	I-285		Corridor study for SR 279/Old National Hwy from Flat Shoals Rd to I-285	South Fulton	N/A	N/A	N/A	N/A	N/A	$350,000	$152,250	$197,750	100.2	35
200	Other	Study	SR 279/Old National Hwy			Flat Shoals	SR 279/Old National Hwy at Flat Shoals Rd.: Safety study and improvements, including Advanced Traffic Management Systems (ATMS)	South Fulton	$100,000	$300,000	$500,000	N/A	$100,000	$1,231,436	$535,675	$695,761	N/A	N/A
1137	Other	Study	Parallel roadway facility	SR 70/Fulton Industrial Blvd	Butner Rd		Study for new roadway facility parallel to the north of Camp Creek Pkwy from approximately SR 70/Fulton Industrial Blvd. to Butner Rd.	South Fulton	N/A	N/A	N/A	N/A	N/A	$100,000	$43,500	$56,500	N/A	N/A
1159	Other	Study					Pedestrian and Bicycle Masterplan for the City of South Fulton	South Fulton	N/A	N/A	N/A	N/A	N/A	$150,000	$150,000	$0	N/A	N/A
242	Other	Study	N/A				Conduct analysis and develop policies to reduce truck traffic on local residential roads. May include cameras, apps/notifications to drivers, etc. as well as infrastructure constraints causing trucks to travel on residential roads	Union City	N/A	N/A	N/A	N/A	N/A	$250,000	$250,000	$0	N/A	N/A



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240	Other	Wayfinding/Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$150,000	$0	N/A	N/A
164	Other	Wayfinding/Directional Signage Plan	College Park MARTA station			E Main St	Wayfinding Signage Plan	College Park	N/A	N/A	N/A	N/A	N/A	$50,000	$50,000	$0	42.5	337
162	Other	Wayfinding/Directional Signage Plan	East Point MARTA station				Wayfinding Signage Plan	East Point	N/A	N/A	N/A	N/A	N/A	$50,000	$50,000	$0	32.7	341
922	Roadway Asset Management & Resiliency	Bridge rehabilitation	US 29/Main St			Virginia Ave	Bridge rehabilitation	College Park	$31,500	N/A	$315,900	N/A	$38,600	$386,000	$167,910	$218,090	76.2	149
1508	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Chattahoochee Hills	N/A	N/A	N/A	N/A	N/A	$66,834,167	$66,834,167	$0	N/A	N/A
1509	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	College Park	N/A	N/A	N/A	N/A	N/A	$49,710,375	$49,710,375	$0	N/A	N/A
1510	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	East Point	N/A	N/A	N/A	N/A	N/A	$84,785,708	$84,785,708	$0	N/A	N/A
1511	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Fairburn	N/A	N/A	N/A	N/A	N/A	$57,367,292	$57,367,292	$0	N/A	N/A
1512	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Hapeville	N/A	N/A	N/A	N/A	N/A	$18,916,333	$18,916,333	$0	N/A	N/A
1513	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Palmetto	N/A	N/A	N/A	N/A	N/A	$21,873,042	$21,873,042	$0	N/A	N/A
1514	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	South Fulton	N/A	N/A	N/A	N/A	N/A	$294,398,271	$294,398,271	$0	N/A	N/A
1515	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Union City	N/A	N/A	N/A	N/A	N/A	$55,235,354	$55,235,354	$0	N/A	N/A
209	Roadway Expansion	New interchange	I-85			Gullatt Rd or Johnson Rd	New interchange at Gullatt Rd or Johnson Rd. The exact location will be determined in the IJR.	Fairburn, Palmetto	$2,390,000	$7,170,000	$11,950,000	N/A	$2,390,000	$29,431,310	$12,802,620	$16,628,690	69.0	212



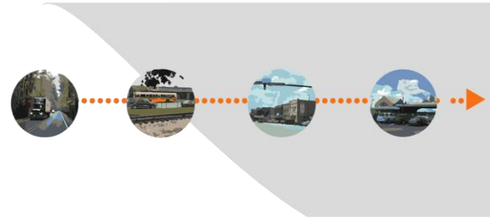
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
1571	Roadway Expansion	Widening	SR 154/Cascade Palmetto Hwy	SR 92/Campbellton Fairburn Rd	US 29/Roosevelt Hwy		Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton, Palmetto	$8,220,717	$24,662,151	$49,324,302	$2,337,984	N/A	$82,207,171	$35,760,119	$46,447,051	88.2	86
151	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, Palmetto, South Fulton, Union City	$118,800	N/A	$1,069,200	N/A	$108,000	$1,188,000	$516,780	$671,220	120.1	1
156	Roadway Transportation System Management & Operation	Add communications at traffic signals with pedestrian activity	Traffic signal locations with pedestrian pushbuttons				Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	$40,000	N/A	$360,000	N/A	N/A	$400,000	$400,000	$0	N/A	N/A
157	Roadway Transportation System Management & Operation	Connected Vehicles	Virginia Ave.	Norman Berry Dr	Harding Ave		Pilot project: Pedestrian event broadcasting: Install connected vehicle infrastructure and associated communications equipment to assist with broadcasting pedestrian event information to motorists approaching the traffic signal. Consider broadcasting predictive pedestrian event information based on historical data. Following pilot project, this can be implemented at traffic signal locations with pedestrian pushbuttons, with priority for roadways with traffic operating at higher speeds	East Point, Hapeville	$10,000	N/A	$90,000	N/A	N/A	$100,000	$100,000	$0	100.4	34
177	Roadway Transportation System Management & Operation	Intersection improvements	SR 92/Campbellton Fairburn Rd	SR 14/South Fulton Pkwy	Jones Rd		Widen SR 92 to 2 thru lanes in each direction and add turn bays from south of South Fulton Pkwy to north of Hall Rd; Install signal at intersection of SR 92 / Thompson Rd. Long Term Project: Continuous Flow Intersection per GDOT project PI#0014081	South Fulton, Union City	$735,000	N/A	$8,593,000	$104,500	$1,048,056	$10,480,556	$4,559,042	$5,921,514	85.8	99



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216	Roadway Transportation System Management & Operation	Signal monitoring, maintenance, and operations	Southern Fulton Region				Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)	All jurisdictions	$786,000	N/A	none	N/A	N/A	$7,860,000	$7,860,000	$0	N/A	N/A
225	Roadway Transportation System Management & Operation	Signal upgrades	Smart Corridors in Southern Fulton Region				Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	$6,960	N/A	$62,640	N/A	N/A	$69,600	$69,600	$0	N/A	N/A
292	Roadway Transportation System Management & Operation	Intersection improvements	Welcome All Rd/Welcome All Connector			SR 6/Camp Creek Pkwy	Intersection reconfiguration and added turning lanes	East Point	$600,000	$77,000	$5,948,818	N/A	N/A	$6,625,818	$6,625,818	$0	76.0	150
942	Roadway Transportation System Management & Operation	Intersection improvements	SR 6/Camp Creek Pkwy			Centre Pkwy	Extend the westbound left-turn lane beyond Carmia Drive and install flexible delineator posts along the left-turn lane on Camp Creek Parkway to prohibit vehicles exiting Carmia Drive from weaving across intersection to make a left-turn or U-turn at Centre Parkway; cut back trees along Camp Creek Parkway to improve sight lines. Relocate the sign on Centre Parkway to the side of the road; stripe two approach lanes along Centre Parkway; install a dedicated left-turn lane to Camp Creek Parkway; convert northbound left-turn signal phasing to protected + permissive and install a left-turn FYA signal head. Implement recommendations from SR 6 Access Management Study to direct circulating retail traffic to frontage roads.	East Point	$60,000	$180,000	$360,000	N/A	$0	$600,000	$261,000	$339,000	85.1	105



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



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



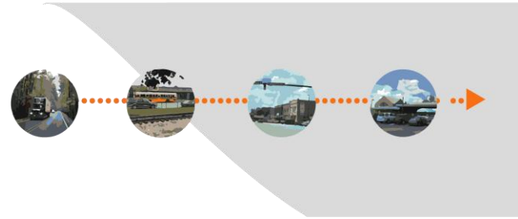
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
1554	Roadway Transportation System Management & Operation	Wayfinding/Directional Signage					Directional and Wayfinding Signage to Key Destinations: Install advance pavement marking and overhead directional and wayfinding signage along key freight routes that direct drivers to interstate highways and key destinations like Hartsfield-Jackson Atlanta International Airport and the Truckpass lot. Suggested locations include: Old Dixie Road north of Southpoint Drive; Old Dixie Road south of Conley Road; Forest Parkway (SR 331) east of Riverdale Road (SR 139); I-85 approaching Riverdale Road (SR 139); Riverdale Road (SR 139) approaching Sullivan Road (to the north and south); South Fulton Parkway (SR 14) west of the I-85/I-285 interchange; and Roosevelt Highway (US 29/SR 14) approaching South Fulton Parkway (to the north and south).	College Park, East Point, Hapeville, South Fulton	$6,933	N/A	$62,400	N/A	N/A	$69,333	$30,160	$39,173	N/A	N/A
1561	Roadway Transportation System Management & Operation	Intersection improvements	SR 138/Jonesboro Rd.			Shannon Pkwy.	SR 138/Jonesboro Rd. at Shannon Pkwy. intersection improvement	Union City	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$870,000	$1,130,000	95.7	48
1563	Roadway Transportation System Management & Operation	Traffic calming measures	Pleasant Hill Rd. SW	SR 279/Old National Hwy.	N. Castlegate Dr.		Traffic calming measures on Pleasant Hill Rd. from Old National Hwy. to Castlegate Rd.	South Fulton	$59,000	N/A	$594,000	N/A	$72,556	$725,556	$725,556	$0	87.8	89
1584	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown East Point. Three charging spots.	East Point	$6,600	N/A	$59,400	N/A	N/A	$66,000	$66,000	$0	75.5	155
2000	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles	All jurisdictions	$0	N/A	$456,500	N/A	N/A	$456,500	$456,500	$0	N/A	N/A
2001	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 83 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, South Fulton, Union City	$83,000	N/A	$747,000	N/A	$83,000	$913,000	$397,155	$515,845	104.8	17



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
2007	Roadway Transportation System Management & Operation	Intersection improvements	US 29/Roosevelt Hwy			SR 74/Senoia Rd	South Fulton CID Multimodal Study projects CID-12A & CID-12B. CID-12A: Intersection improvements at the ramp connecting SR 74 and McLarin Road (0.1 mile), including repaving and restriping the ramp as well as adding a channelized island. CID-12B: Intersection improvements at the ramp connecting SR 74 and U.S. 29 (0.2 miles)., creating an acceleration lane for vehicles turning southbound onto US 29.	Fairburn	$50,000	N/A	$275,000	N/A	N/A	$325,000	$141,375	$183,625	79.9	131
15	Trail	Multi-use trail	SR 14/South Fulton Pkwy	I-285	Chattahoochee River		10' multi-use trail parallel to road with large buffer in between	Chattahoochee Hills	$903,420	$2,710,260	$5,420,520	N/A	N/A	$9,034,199	$3,929,877	$5,104,323	75.7	154
17	Trail	Multi-use trail	Cascade Rd	Atlanta City Limits	SR 70		8'–10' off-street multi-use trail	South Fulton	$46,800	$93,600	$504,000	N/A	$49,950	$855,047	$855,047	$0	89.7	74
18	Trail	Multi-use trail	US 29/Main St	E Main St	Lakewood MARTA Station		Multi-use trail to connect to proposed trail in Lakewood/Ft McPherson LCI	East Point	$31,000	$1,012,000	$328,000	N/A	$32,000	$1,727,704	$751,551	$976,153	98.1	40
41	Trail	Multi-use trail	Norman Berry Dr	Sumner Park	Tri-Cities High School		Multi-use off-road trail	East Point	$75,000	$376,000	$752,000	N/A	$133,667	$1,336,667	$1,336,667	$0	92.3	64
44	Trail	Multi-use trail	Private Property	Pedestrian Bridge	Tri-Cities High School		Multi-use off-road trail	East Point	$45,000	$226,500	$453,000	N/A	$80,500	$805,000	$805,000	$0	87.7	90
45	Trail	Multi-use trail	Airport City	Camp Creek Pkwy	US 29/Main St		Multi-use off-road trail	College Park	$72,000	$362,000	$724,000	N/A	$128,667	$1,286,667	$1,286,667	$0	92.2	66
46	Trail	Multi-use trail	Hershel Rd	Washington Road	SR 6/Camp Creek Pkwy		Multi-use off-road trail	College Park	$73,000	$366,500	$733,000	N/A	$130,278	$1,302,778	$1,302,778	$0	81.5	121
56	Trail	Multi-use trail	N/A				Parkway Trail Phase IV	College Park	$23,730	$71,191	$142,383	N/A	N/A	$237,305	$237,305	$0	N/A	N/A
64	Trail	Multi-use trail	Willingham Drive	South Central Ave.	Hapeville City Limits		Multi-use off-road trail	Hapeville	$43,000	$217,500	$435,000	N/A	$77,278	$772,778	$772,778	$0	89.8	73
1010	Trail	Multi-use trail	Royal South Pkwy	Buffington Rd	Flat Shoals		Multi-use trail / Model Mile	Union City	$112,000	$561,500	$1,123,000	N/A	$199,611	$1,996,111	$1,996,111	$0	88.1	87
1564	Trail	Multi-use trail					South Fulton TrailNet: Cascade Trail	South Fulton	$292,000	$1,460,000	$2,920,000	N/A	$519,111	$5,191,111	$5,191,111	$0	89.7	74
1568	Trail	Multi-use trail					South Fulton TrailNet: Sandtown Trail	South Fulton	$344,000	$1,719,000	$3,438,000	N/A	$611,222	$6,112,222	$6,112,222	$0	93.6	55
1569	Trail	Multi-use trail					South Fulton TrailNet: Welcome All Trail	South Fulton	$477,000	$2,384,500	$4,769,000	N/A	$847,833	$8,478,333	$8,478,333	$0	104.0	21



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
163	Transit Asset Management and System Upgrades	Bicycle & pedestrian access improvement	College Park MARTA station			US 29/Main St	College Park MARTA station area accessibility improvements. May include opening the station to through bike and pedestrian movements and ADA upgrades (e.g., due to stairs to E. Main St.)	College Park	$10,000	N/A	$90,000	N/A	N/A	$100,000	$20,000	$80,000	88.4	85
215	Transit Asset Management and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$1,574,000	$0	N/A	N/A
1150	Transit Asset Management and System Upgrades	Bus stop amenities	Sylvan Road				Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)	East Point, Hapeville	$67,000	$0	$674,000	N/A	$82,333	$823,333	$823,333	$0	107.4	14
1505	Transit Asset Management and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$111,320	$445,280	111.6	3
1506	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$71,280	$285,120	104.7	19
1507	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$136,080	$544,320	111.6	3
1517	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$1,031,940	$4,127,760	118.5	2
1533	Transit Asset Management and System Upgrades	Bus stop amenities	Desert Dr				Install RRFB across Desert Drive to facilitate pedestrian crossing between bus stop on north side of the road and existing sidewalk along the south side of Desert Drive; consolidate existing bus stops and align with RRFB.	East Point	$10,000	N/A	$90,000	N/A	N/A	$100,000	$20,000	$80,000	85.4	104
95	Transit Expansion	High capacity/rapid transit	US 29/Roosevelt Hwy	College Park MARTA station	Palmetto		Bus rapid transit	College Park, Fairburn, Palmetto, South Fulton, Union City	$6,735,000	$13,470,000	$24,695,000	N/A	N/A	$44,900,000	$8,980,000	$35,920,000	107.7	12
101	Transit Expansion	New shuttle service	Corporate Crescent Circulator	International Terminal	College Park MARTA station		Corporate Crescent Circulator shuttle system	Atlanta, College Park, East Point, Hapeville	$1,500,000	$3,000,000	$5,500,000	N/A	N/A	$10,000,000	$2,000,000	$5,650,000	103.4	25
103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$200,000	$800,000	N/A	N/A
Total									**$31,664,337**	**$89,114,432**	**$201,782,120**	**$2,442,484**	**$16,171,828**	**$1,010,415,423**	**$857,289,347**	**$153,126,076**		



Mid-Term (10-Year) Project Recommendations List

Table 7: Mid-Term (10-Year) Project Recommendations List

Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
16	Bicycle & Pedestrian	Bicycle lanes	SR 139/Riverdale Rd	US 29/Roosevelt Hwy	Flat Shoals		4' bike lanes striped on street	College Park	$132,518	$517,762	$1,433,637	N/A	$141,749	$2,740,764	$1,192,232	$1,548,532	92.3	65
69	Bicycle & Pedestrian	Streetscape	West Cleveland Ave	Norman Berry	Main St/US 29		Streetscaping including bicycle and pedestrian facilities	East Point	$325,000	$0	$3,250,000	N/A	$397,222	$3,972,222	$3,972,222	$0	102.6	27
135	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 70/Fulton Industrial Blvd			Robinson Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$92,800	$120,533	88.7	83
136	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	SR 70/Fulton Industrial Blvd			Selig Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$92,800	$120,533	81.8	118
169	Bicycle & Pedestrian	Bicycle lanes	US 29/Main St	Atlanta City Limits	College Park City Limits		Install protected bike lanes.	East Point	$262,000	$1,308,500	$2,617,000	N/A	$465,278	$4,652,778	$2,023,958	$2,628,819	109.1	8
280	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 138/Jonesboro Rd	I-85	SR 279/Old National Hwy		Install crosswalks and sidewalks	Union City	$790,000	$3,949,000	$7,898,000	N/A	$1,404,111	$14,041,111	$6,107,883	$7,933,228	88.4	84
1050	Bicycle & Pedestrian	Sidewalks	Camp Creek Pkwy/SR 6	Washington Rd	Conventional Center Concourse		Camp Creek Parkway (SR 6) Sidewalk: Fill gaps in sidewalk along Camp Creek Parkway (SR 6) between Washington Road and Airport Drive.	College Park, East Point	$60,000	$180,000	$360,000	N/A	$0	$600,000	$261,000	$339,000	93.2	60
1054	Bicycle & Pedestrian	Sidewalks	Sullivan Rd	Old National Hwy/US 279	Best Rd		Sullivan Road Sidewalk: Install sidewalk along the north side of Sullivan Road between Old National Highway (SR 279) and Best Road.	College Park	$60,000	$180,000	$360,000	N/A	$0	$600,000	$600,000	$0	81.1	126
1055	Bicycle & Pedestrian	Sidewalks	Best Rd	Sullivan Rd	W Point Ave		Best Road Sidewalk: Install sidewalk along the east side of Best Road between W Point Avenue and Sullivan Road.	College Park	$80,000	$240,000	$480,000	N/A	$0	$800,000	$800,000	$0	81.8	120
1059	Bicycle & Pedestrian	Sidewalks	Roosevelt Highway/US 29	Ben Hill Rd	Lee St Connector		Roosevelt Highway (US 29/SR 14) Sidewalk: Fill gaps in sidewalk along Roosevelt Highway between Ben Hill Road and Lee Street Connector, with focus on the area near Old National Highway (SR 279). Coordinate with GDOT PI 0011845 US 29/SR 14 at Washington Road intersection improvement.	College Park, South Fulton	$250,000	$750,000	$1,500,000	N/A	$0	$2,500,000	$1,087,500	$1,412,500	85.0	108
1115	Bicycle & Pedestrian	Sidewalks	SR 6/Camp Creek Pkwy	Washington Rd	N Desert Dr		Sidewalk on WB Camp Creek from Washington Rd to N Desert Dr	East Point	$51,000	$254,500	$509,000	N/A	$90,500	$905,000	$393,675	$511,325	87.6	91
1145	Bicycle & Pedestrian	Bicycle & pedestrian facilities	Virginia Avenue				Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes; remove median.	College Park, East Point, Hapeville	$945,025	$4,144,000	$9,107,910	N/A	$1,577,437	$15,774,372	$15,774,372	$0	106.2	15
1149	Bicycle & Pedestrian	Pedestrian improvements	Sylvan Road				Provide pedestrian improvements to connect to transit stops	East Point, Hapeville	$417,000	$0	$4,174,000	N/A	$510,111	$5,101,111	$5,101,111	$0	110.5	5
1595	Bicycle & Pedestrian	Sidewalks	Church Street	SR 154/Cascade Palmetto Hwy	Fairburn Campbellton Rd		Sidewalk installation on both sides of Church Street	Chattahoochee Hills, South Fulton	$44,000	$219,500	$439,000	N/A	$78,056	$780,556	$780,556	$0	75.2	156



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
900	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Morning Creek Tributary	Bridge rehabilitation	South Fulton	$110,700	N/A	$1,105,500	N/A	$135,133	$1,351,333	$587,830	$763,503	75.7	152
901	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Buffington Rd	Bridge rehabilitation	South Fulton	$46,200	N/A	$461,100	N/A	$56,367	$563,667	$245,195	$318,472	75.7	152
928	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-285			South Fork Camp Creek	Bridge rehabilitation	East Point	$103,200	N/A	$1,031,700	N/A	$126,100	$1,261,000	$548,535	$712,465	85.1	106
1003	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			SR 138/Jonesboro Rd	Bridge rehabilitation	Union City	$123,300	N/A	$1,231,800	N/A	$150,567	$1,505,667	$654,965	$850,702	80.6	129
1007	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-285			Washington Rd	Bridge rehabilitation	East Point	$157,800	N/A	$1,579,200	N/A	$193,000	$1,930,000	$839,550	$1,090,450	82.4	117
263	Roadway Expansion	Widening	SR 166/Campbellton Rd	SR 70/Fulton Industrial Blvd	Reynolds Rd		Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton	$3,704,000	$0	$37,040,000	$649,000	$17,739,857	$59,132,857	$25,722,793	$33,410,064	80.7	128
173	Roadway Transportation System Management & Operation	Raised medians	SR 279/Old National Hwy	Flat Shoals Rd	Sullivan Rd		Construct raised median from Flat Shoals Rd to Sullivan Rd.	College Park, South Fulton	$186,791	N/A	$1,681,123	N/A	$186,791	$1,867,914	$812,543	$1,055,372	77.8	138
226	Roadway Transportation System Management & Operation	Signal upgrades	Freight Corridors in Southern Fulton Region				On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	$75,000	N/A	$675,000	N/A	N/A	$750,000	$750,000	$0	N/A	N/A
276	Roadway Transportation System Management & Operation	Intersection improvements	SR 70/Fulton Industrial Blvd			SR 6/Camp Creek Pkwy	Intersection improvement, including pedestrian crossing	Fulton County, South Fulton	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$870,000	$1,130,000	77.7	139
277	Roadway Transportation System Management & Operation	Intersection improvements	SR 6/Camp Creek Pkwy			Marketplace Blvd	Intersection improvement	East Point	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$326,250	$423,750	87.8	88
948	Roadway Transportation System Management & Operation	Intersection improvements	SR 279/Old National Hwy			Sullivan Rd	Upgrade pedestrian landing; convert northbound left-turn and westbound left-turn signal phasing to Protected + Permissive and install left turn flashing yellow arrow signal heads; add channelized yield-controlled eastbound right turn lane with raised concrete island; convert northbound right-turn lane to channelized yield-controlled movement with raised concrete island; and either convert West Point Avenue to right-in/right-out approach or relocate West Point Avenue to the east to mitigate vehicular conflicts.	College Park	$40,000	N/A	$360,000	N/A	$0	$400,000	$174,000	$226,000	89.5	77



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
949	Roadway Transportation System Management & Operation	Intersection improvements	Loop Rd			Toffie Ter	Upgrade pavement markings; install raised pavement markers and median nose delineators; add pedestrian accommodations; convert outside southbound through-lane to exclusive right-turn lane with overlap phase and FYA; convert inside northbound through-lane to exclusive left-turn lane; convert eastbound and westbound left-turn signals to FYAs; convert outside eastbound through-lane to exclusive right-turn lane.	East Point, Hapeville	$30,000	N/A	$270,000	N/A	$0	$300,000	$300,000	$0	75.9	151
1156	Roadway Transportation System Management & Operation	Access management	SR 138/Jonesboro Rd				Install a median along corridor for safety; assess driveway access and modify or eliminate access points for safety	Fairburn, South Fulton, Union City	$470,881	$1,412,644	$2,825,287	N/A	$470,881	$4,708,812	$2,048,333	$2,660,479	84.1	113
1585	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown Hapeville. Three charging spots.	Hapeville	$6,600	N/A	$59,400	N/A	N/A	$66,000	$66,000	$0	84.5	110
24	Trail	Multi-use trail	East Point, College Park, Hapeville, Forest Park, Airport City, GICC, Mountain View, Old National Hwy, Phoenix Blvd				Multi-use trail connecting the downtowns and activity centers around the airport. Include link to Phoenix Trail.	College Park, East Point, Hapeville	$1,493,000	$7,465,500	$14,931,000	N/A	$2,654,389	$26,543,889	$11,546,592	$14,997,297	109.5	7
48	Trail	Multi-use trail	Wolf Creek Trail	Butner Rd	Enon Rd		Multi-use off-road trail	South Fulton	$168,000	$842,000	$1,684,000	N/A	$299,333	$2,993,333	$2,993,333	$0	77.2	140
49	Trail	Multi-use trail	Welcome All Rd	Camp Creek Pkwy	Will Lee Rd		Multi-use off-road trail	East Point	$185,000	$923,500	$1,847,000	N/A	$328,389	$3,283,889	$3,283,889	$0	83.9	114
253	Trail	Multi-use trail	SR 6/Camp Creek Pkwy	US 29/Main St	Piedmont Driving Club		Multi-use off-road trail	Atlanta, College Park, East Point, South Fulton	$484,000	$2,422,000	$4,844,000	N/A	$861,111	$8,611,111	$3,745,833	$4,865,278	102.3	28
1565	Trail	Multi-use trail					South Fulton TrailNet: Cedar Grove Trail	South Fulton	$991,000	$4,953,500	$9,907,000	N/A	$1,761,278	$17,612,778	$17,612,778	$0	90.7	71
1566	Trail	Multi-use trail					South Fulton TrailNet: Cliftondale Trail	South Fulton	$928,000	$4,639,500	$9,279,000	N/A	$1,649,611	$16,496,111	$16,496,111	$0	93.7	54
1567	Trail	Multi-use trail					South Fulton TrailNet: Old National Trail	South Fulton	$518,000	$2,587,500	$5,175,000	N/A	$920,056	$9,200,556	$9,200,556	$0	104.0	21
1570	Trail	Multi-use trail					South Fulton TrailNet: Wolf Creek Trail	South Fulton	$520,000	$2,600,500	$5,201,000	N/A	$924,611	$9,246,111	$9,246,111	$0	87.5	92
97	Transit Expansion	High capacity/rapid transit	SR 6/Camp Creek Pkwy	College Park MARTA station	SR 70/Fulton Industrial Blvd		Arterial rapid transit	College Park, East Point, Fulton County, South Fulton	$1,980,000	$3,960,000	$7,260,000	N/A	$0	$13,200,000	$2,640,000	$10,560,000	108.4	10
Total									**$16,037,016**	**$44,494,906**	**$142,466,657**	**$649,000**	**$33,164,605**	**$236,669,609**	**$148,991,307**	**$87,678,302**		



Bus Stop Amenities and Connected Vehicle Projects

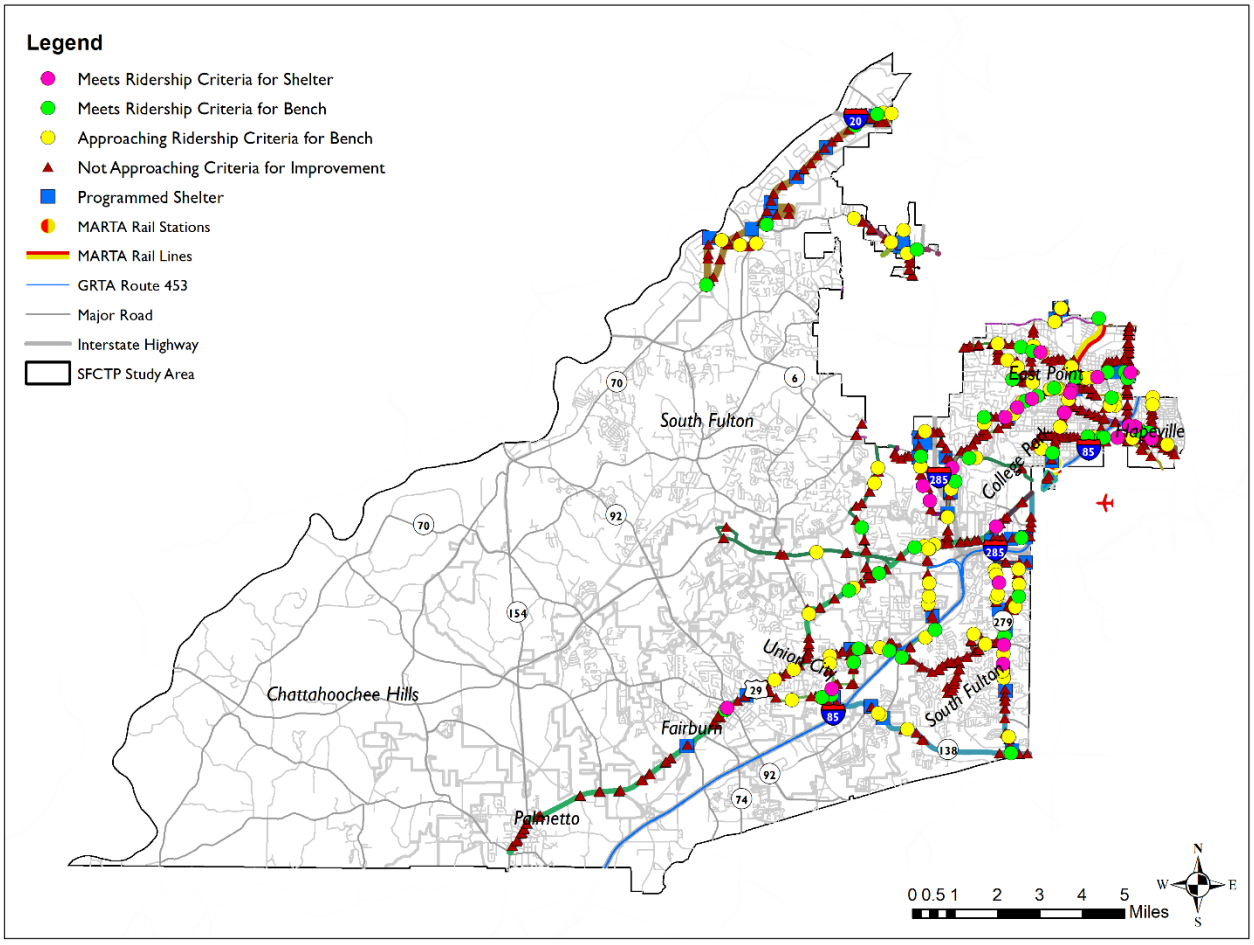
Bus Stop Amenities

As a policy throughout Southern Fulton, all bus stops are recommended to have either a bench or shelter, according to ridership at each stop. Three categories were established and are further described in the *Needs Assessment Technical Report*. They include: meets ridership criteria for shelters, meets ridership criteria for bench, and approaching ridership criteria for bench, as shown in Figure 29.

Bus stop amenities can be provided by either MARTA or by cities. When MARTA installs a bus shelter, bench, or trash receptacle, MARTA maintains those amenities. When a jurisdiction implements bus stop amenities, the jurisdiction is responsible for maintenance. In Hapeville, the city owns and maintains all but one of its bus shelters, for example.

During the SFCTP planning process, the Aerotropolis Atlanta Community Improvement Districts Freight Cluster Plan (AACIDs FCP) was also underway and made similar recommendations for bus stop amenities. Both plans based recommendations on MARTA's ridership thresholds of 15 boarding per day for a bench and 25 per day for a shelter. The bus stop locations in the AACIDS FCP have relevance to freight and workforce. However, since the SFCTP covers all bus stops and does not include the AACIDs FCP bus stop recommendations, as they would be duplicates.

Figure 29: MARTA Bus Stop Ridership Analysis



Source: MARTA

Connected Vehicle Projects

Projects were identified for Connected Vehicle (CV) readiness: CV Deployment Phase 1 (project #151) and Phase 2 (project #2001), Regional contract for signal monitoring, maintenance, and operations (project #216).

Connected Vehicles Deployment Phase 1

Connected Vehicles Deployment Phase 1 includes outfitting 108 traffic signals with CV infrastructure and activating emergency vehicle preemption (EVP), transit signal priority (TSP), and freight signal priority (FSP) applications. Phase 1 provides CV signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative.

In conjunction with CV Deployment Phase 1, another project is recommended to install vehicle transponders on fire vehicles in each of the eight cities (project ID # 2000).

Connected Vehicles Deployment Phase 2

Connected Vehicles Deployment Phase 2 includes CV signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. Phase 2 includes 83 signalized intersections.

Figure 30 and Figure 31 show the locations of the CV Phase 1 and 2 intersection project locations.

Figure 30: CV Phase 1 Signal Upgrades

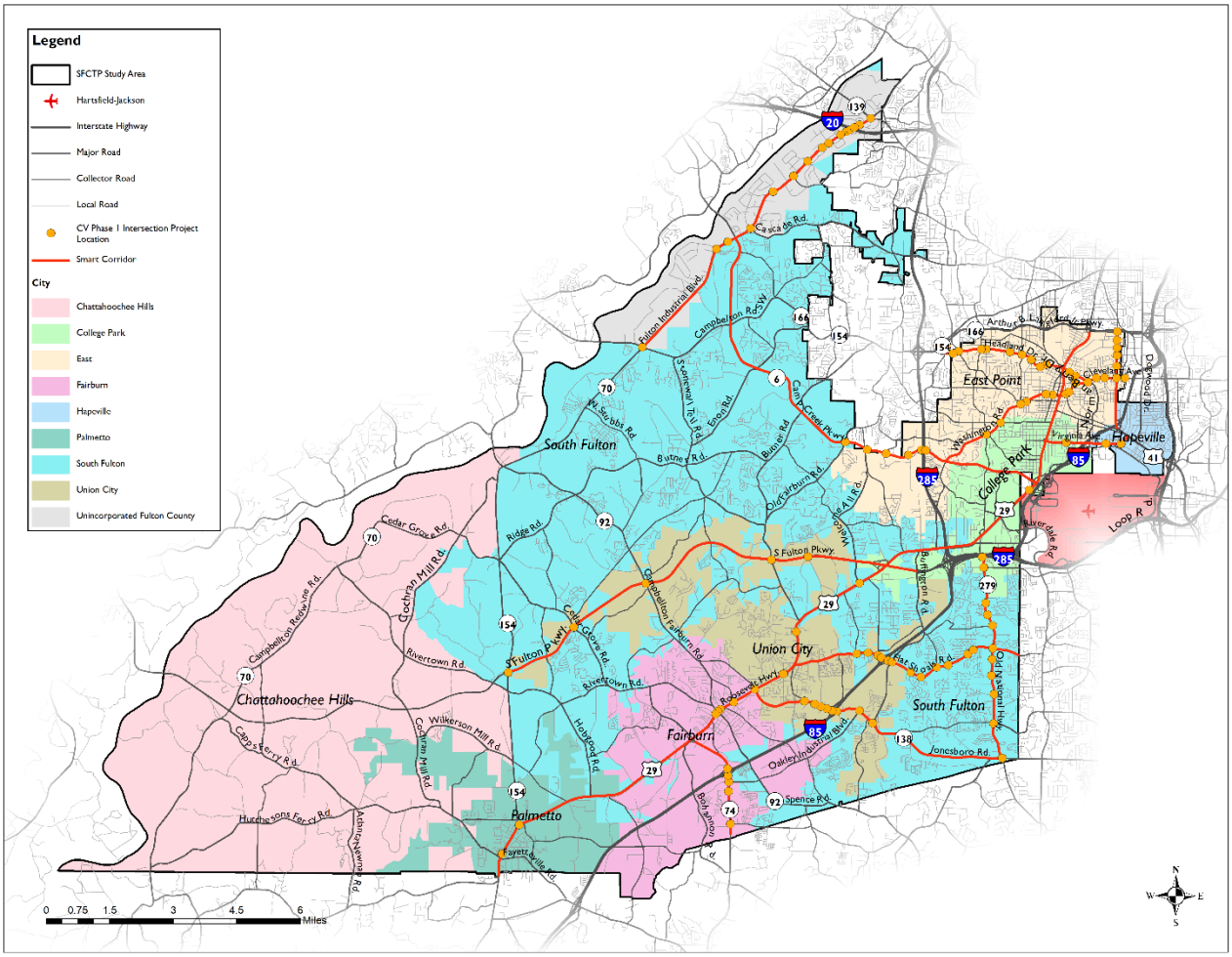
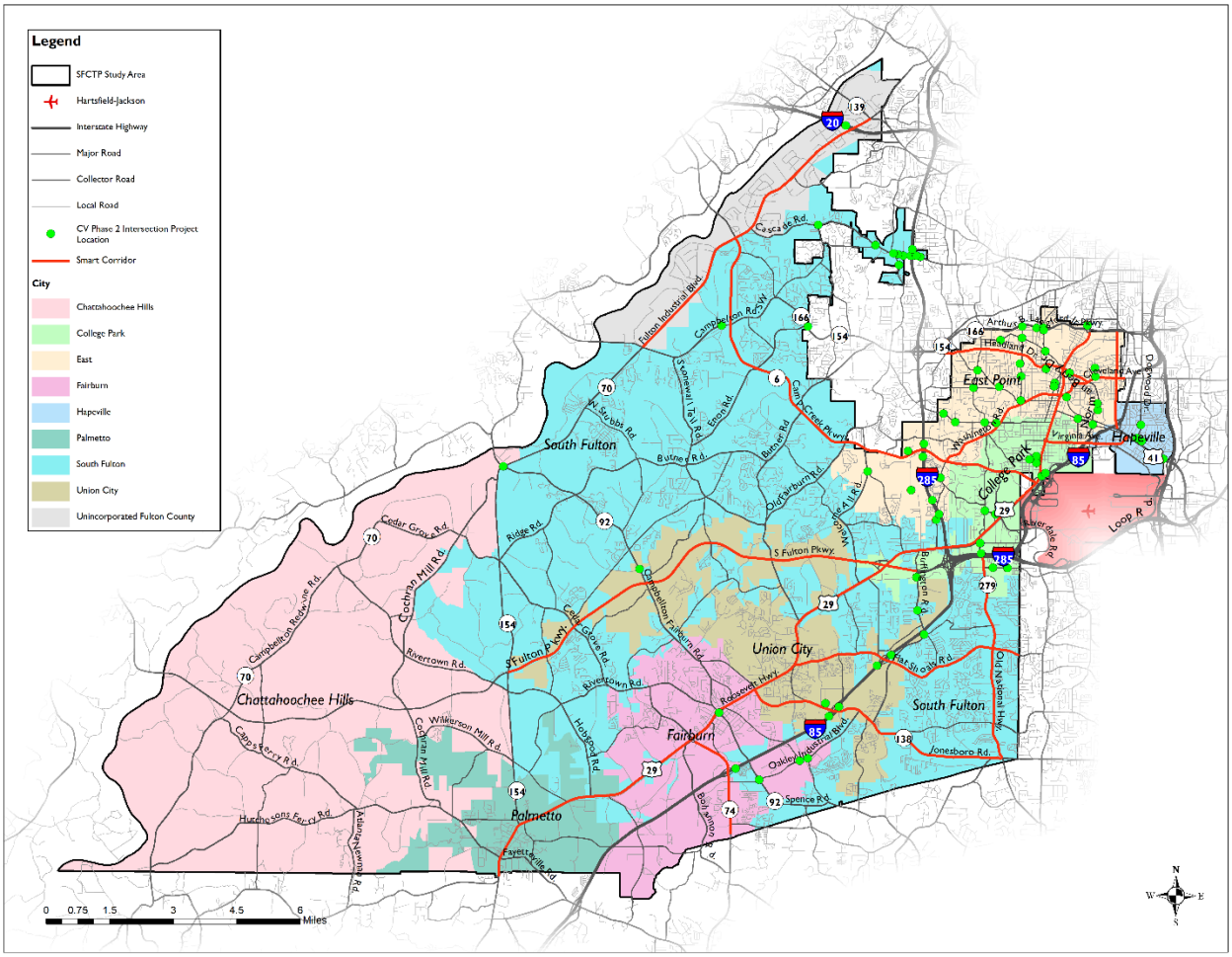


Figure 31: CV Phase 2 Signal Upgrades



Regional Contract for Signal Monitoring, Maintenance, and Operations

A project is also recommended to establish a regional contract for signal monitoring, maintenance, and operations in the Southern Fulton region (project #216). This would be like GDOT's Regional Traffic Operations Program (RTOP) but for non-state routes.

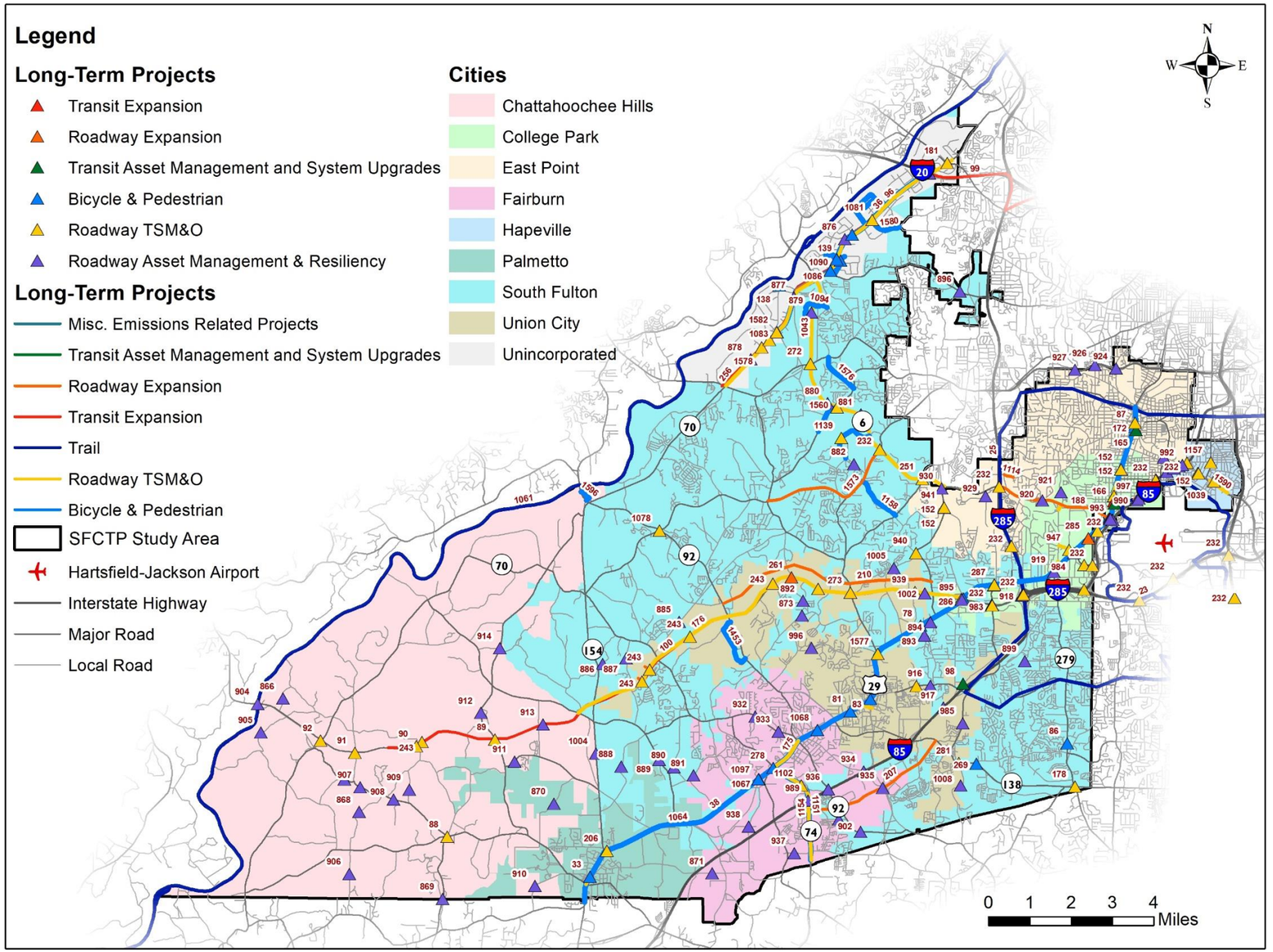
Long-Term Projects

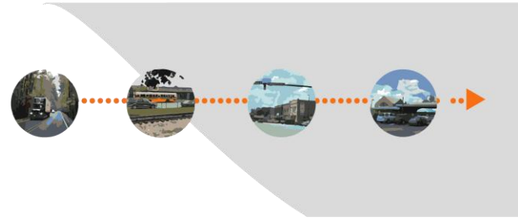
SFCTP projects recommended to begin in 2033 and beyond are shown in Figure 32: Long-Term Project RecommendationsFigure 32 and Table 8.



Long-Term Project Recommendations Map

Figure 32: Long-Term Project Recommendations





Long-Term Project Recommendations List

Table 8: Long-Term Project Recommendations List

Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
33	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Thornton Ave	Install crosswalks	Palmetto	$5,000	$0	$20,000	N/A	$2,500	$33,864	$14,731	$19,133	62.3	251
34	Bicycle & Pedestrian	Streetscape	US 29/Roosevelt Hwy	Thornton Rd	Jackson Ave		Streetscaping including bicycle and pedestrian facilities	Palmetto	$3,000	$0	$20,000	N/A	$2,300	$31,155	$13,553	$17,603	70.8	187
36	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 70/Fulton Industrial Blvd	Frederick Dr	Riverside Dr		Streetscaping including bicycle and pedestrian facilities, including sidewalks and pedestrian crossings	Fulton County, South Fulton	$281,000	$1,022,000	$3,042,000	N/A	$300,000	$5,720,018	$2,488,208	$3,231,810	99.7	36
38	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		Multi-use off-road trail	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	$2,700,000	$9,367,000	$29,200,500	N/A	$2,888,000	$54,374,653	$23,652,974	$30,721,679	107.7	13
78	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Mallory Rd	Install crosswalks and sidewalks	South Fulton	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$89,900	$116,767	67.8	219
81	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Westbrook Pl	Install crosswalks	Union City	$1,000	$0	$11,000	N/A	$1,333	$13,333	$5,800	$7,533	63.2	245
83	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Lee St	Install crosswalks	Union City	$1,000	$0	$14,000	N/A	$1,667	$16,667	$7,250	$9,417	63.2	245
86	Bicycle & Pedestrian	Sidewalks & crosswalks	Hallie Mill Rd			US 279/Old National Hwy	Install crosswalks and sidewalks	South Fulton	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$89,900	$116,767	73.7	163
87	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Main St			Thompson Ave	Install crosswalks	East Point	$1,000	$0	$11,000	N/A	$1,333	$13,333	$5,800	$7,533	73.1	171
138	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Lagrange Dr			Boat Rock Blvd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$213,333	$0	78.5	137
139	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	West Park Pl			West Park Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$206,667	$0	81.8	118
269	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 138/Jonesboro Rd			Bethsaida Rd	Install crosswalks and sidewalks	South Fulton	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$89,900	$116,767	70.6	189
278	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 74/Senoia Rd			US 29/Roosevelt Hwy	Install crosswalks and sidewalks to improve access to transit	Fairburn	$7,000	$33,500	$67,000	N/A	$11,944	$119,444	$51,958	$67,486	60.4	255
282	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Buffington Rd	Install crosswalks and sidewalks	College Park	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$92,800	$120,533	65.4	230



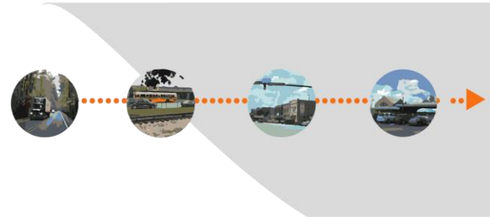
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
284	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			SR 14/South Fulton Pkwy	Install crosswalks and sidewalks	South Fulton	$10,000	$0	$128,000	N/A	$15,333	$153,333	$66,700	$86,633	70.6	189
1067	Bicycle & Pedestrian	Pedestrian improvements	US 29 / railroad / frontage road (McLarin Rd)			US 29 / railroad / frontage road (McLarin Rd)	Pedestrian bridge over the railroad and frontage road across from Harbor Lakes for employees of the distribution centers on Bohannon Rd	Fairburn	$22,000	$0	$224,000	N/A	$27,333	$273,333	$273,333	$0	60.4	255
1068	Bicycle & Pedestrian	Pedestrian improvements	US 29 / NW Broad St			Barton St	Safe, mid-block crossing at Georgia Military College campus, near Barton St. MARTA re-routed the bus route to pick up on the back side of campus, temporarily, and a safe crossing is needed to access the existing bus stop.	Fairburn	$7,000	$0	$69,000	N/A	$8,444	$84,444	$36,733	$47,711	67.5	220
1085	Bicycle & Pedestrian	Pedestrian improvements	Fulton Industrial Boulevard			Great Southwest Parkway	Installation of pedestrian crossings	Fulton County	$2,296	N/A	$17,500	N/A	$1,750	$22,960	$9,988	$12,972	68.7	213
1086	Bicycle & Pedestrian	Pedestrian improvements	Fulton Industrial Boulevard			Cascade Road	Installation of pedestrian crossings	Fulton County	$2,296	N/A	$17,500	N/A	$1,750	$22,960	$9,988	$12,972	68.7	213
1090	Bicycle & Pedestrian	Sidewalks	Great Southwest Parkway	Fulton Industrial Boulevard	Villanova Drive		Installation of sidewalks	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$88,894	$0	62.5	250
1091	Bicycle & Pedestrian	Sidewalks	Villanova Drive	Great Southwest Parkway	Fulton Industrial Blvd/SR 70		Installation of sidewalks	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$88,894	$0	76.4	145
1093	Bicycle & Pedestrian	Sidewalks	Philip Lee Drive	Fulton Industrial Boulevard	MacDermid Printing Solutions		Installation of sidewalks	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$88,894	$0	76.4	145
1094	Bicycle & Pedestrian	Sidewalks	Westlake Blvd.	SR 70/Fulton Industrial Blvd	6100 Fulton Industrial Blvd		Installation of sidewalks.	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$88,894	$0	73.2	170
1095	Bicycle & Pedestrian	Sidewalks	Westpark Drive	Fulton Industrial Boulevard	Southern Fulton Government Center		Installation of sidewalks	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$88,894	$0	73.5	166
1096	Bicycle & Pedestrian	Sidewalks	Wharton Drive	Wharton Drive	Wharton Circle		Installation of sidewalks	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$88,894	$0	76.4	145
1097	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/programmed new bus shelter)	Roosevelt Highway			Village Center Boulevard	Install crosswalk (in conjunction with planned/programmed new bus shelter)	Fairburn	$1,000	$0	$7,000	N/A	$889	$8,889	$3,867	$5,022	73.0	173
1138	Bicycle & Pedestrian	Sidewalks	Merk Rd	Aldredge Rd	SR 6/Camp Creek Pkwy		Sidewalks along Merk Rd	South Fulton	$237,000	$1,184,500	$2,369,000	N/A	$421,167	$4,211,667	$4,211,667	$0	73.3	169



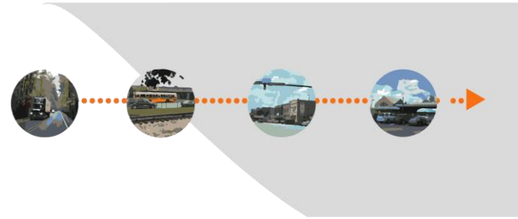
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
1152	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 74/Senoia Rd/Fairburn Industrial Boulevard				Install sidewalks to connect to transit stops	Fairburn	$454,000	$2,272,500	$4,545,000	N/A	$807,944	$8,079,444	$3,514,558	$4,564,886	90.9	69
1158	Bicycle & Pedestrian	Sidewalks	Thaxton Rd	Butner Rd	Old Fairburn Rd		Thaxton Rd between Butner and Old Fairburn Rd	South Fulton	$207,000	$1,035,500	$2,071,000	N/A	$368,167	$3,681,667	$3,681,667	$0	69.9	197
1452	Bicycle & Pedestrian	Sidewalks	Line Creek Rd	Colonist Dr	SR 92		Install sidewalks along Line Creek Rd from Colonist Drive to SR 92	South Fulton	$94,000	$472,000	$944,000	N/A	$167,778	$1,677,778	$1,677,778	$0	66.9	221
1453	Bicycle & Pedestrian	Sidewalks	Colonist Drive	Line Creek Rd	McClure Road		Install sidewalks on Colonist Drive from Line Creek Rd to McClure Lake Road	South Fulton	$96,000	$481,000	$962,000	N/A	$171,000	$1,710,000	$1,710,000	$0	70.3	193
1454	Bicycle & Pedestrian	Sidewalks	McClure Lake Rd	Colonist Dr	SR 92		Install sidewalks on McClure Lake Rd from Colonist drive to SR 92	South Fulton	$51,000	$253,000	$506,000	N/A	$90,000	$900,000	$900,000	$0	70.3	193
1574	Bicycle & Pedestrian	Sidewalks	Enon Rd.	Sanford J. Jones Blvd.	SR 6/Camp Creek Pkwy		Sidewalks on Enon Rd from Sanford J. Jones Blvd. to SR 6/Camp Creek Pkwy.	South Fulton	$175,000	$877,500	$1,755,000	N/A	$311,944	$3,119,444	$3,119,444	$0	70.3	193
1576	Bicycle & Pedestrian	Sidewalks	Wallace Rd.	SR 154/Campbellton Rd.	Enon Rd.		Sidewalks on Wallace Rd. from SR 154/Campbellton Rd. to Enon Rd.	South Fulton	$175,000	$877,500	$1,755,000	N/A	$311,944	$3,119,444	$3,119,444	$0	73.3	168
1580	Bicycle & Pedestrian	Sidewalks	Bakers Ferry Road	SR 70/Fulton Industrial Blvd	Mendel Dr/Boulder Park Dr		Sidewalk on Bakers Ferry Road from Fulton Industrial Blvd to Mendel Dr/Boulder Park Dr	Fulton County	$87,500	$438,750	$877,500	N/A	$155,972	$1,559,722	$1,559,722	$0	73.5	166
1596	Bicycle & Pedestrian	Sidewalks	Fairburn Campbellton Rd	SR 92/Campbellton Fairburn Rd	Church St		Sidewalk installation on both sides of Fairburn Campbellton Rd	Chattahoochee Hills	$44,000	$219,500	$439,000	N/A	$78,056	$780,556	$780,556	$0	75.2	156
866	Roadway Asset Management & Resiliency	Bridge replacement	Garretts Ferry Rd			Chattahoochee River Tributary	Bridge rehabilitation or replacement	Chattahoochee Hills	$16,000	N/A	$158,000	N/A	$19,333	$193,333	$193,333	$0	51.4	321
867	Roadway Asset Management & Resiliency	Bridge replacement	Barnes Rd			White Oak Creek	Bridge rehabilitation or replacement	Chattahoochee Hills	$32,000	N/A	$316,000	N/A	$38,667	$386,667	$386,667	$0	51.4	321
868	Roadway Asset Management & Resiliency	Bridge replacement	Vernon Grove Rd			Longino Creek	Bridge rehabilitation or replacement	Chattahoochee Hills	$18,000	N/A	$175,000	N/A	$21,444	$214,444	$214,444	$0	51.4	321
869	Roadway Asset Management & Resiliency	Bridge replacement	Atlanta Newnan Rd			Cedar Creek	Bridge rehabilitation or replacement	Chattahoochee Hills	$42,000	N/A	$421,000	N/A	$51,444	$514,444	$514,444	$0	51.4	321



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
870	Roadway Asset Management & Resiliency	Bridge replacement	Phillips Rd			Little Bear Creek	Bridge rehabilitation or replacement	Palmetto	$23,000	N/A	$232,000	N/A	$28,333	$283,333	$283,333	$0	46.2	333
871	Roadway Asset Management & Resiliency	Bridge replacement	Johnson Rd			Shoal Creek	Bridge rehabilitation or replacement	Fairburn	$15,000	N/A	$154,000	N/A	$18,778	$187,778	$187,778	$0	39.8	338
872	Roadway Asset Management & Resiliency	Bridge replacement	Harris Rd			White Water Creek Tributary	Bridge rehabilitation or replacement	South Fulton	$19,000	N/A	$185,000	N/A	$22,667	$226,667	$226,667	$0	54.4	306
873	Roadway Asset Management & Resiliency	Bridge replacement	Koweta Rd			Deep Creek	Bridge rehabilitation or replacement	South Fulton	$38,000	N/A	$379,000	N/A	$46,333	$463,333	$463,333	$0	45.4	334
875	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-20			SR 70/Fulton Industrial Blvd	Bridge rehabilitation	Fulton County, South Fulton	$107,400	N/A	$1,074,000	N/A	$131,267	$1,312,667	$571,010	$741,657	72.1	178
876	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 70/Fulton Industrial Blvd			Utoy Creek	Bridge rehabilitation	Fulton County	$65,700	N/A	$657,000	N/A	$80,300	$803,000	$349,305	$453,695	59.6	265
877	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 70/Fulton Industrial Blvd			Chattahoochee River Tributary	Bridge rehabilitation	Fulton County	$20,100	N/A	$202,200	N/A	$24,700	$247,000	$107,445	$139,555	63.4	242
878	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 70/Fulton Industrial Blvd			Morris Creek	Bridge rehabilitation	Fulton County	$20,100	N/A	$202,200	N/A	$24,700	$247,000	$107,445	$139,555	53.5	309
879	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			Camp Creek Tributary	Bridge rehabilitation	South Fulton	$20,100	N/A	$202,200	N/A	$24,700	$247,000	$107,445	$139,555	66.6	225
880	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			Camp Creek Tributary, 6.2 Miles west of College Park	Bridge rehabilitation	South Fulton	$20,100	N/A	$202,200	N/A	$24,700	$247,000	$107,445	$139,555	52.9	316
881	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			Camp Creek Tributary, 6.1 Miles west of College Park	Bridge rehabilitation	South Fulton	$20,100	N/A	$202,200	N/A	$24,700	$247,000	$107,445	$139,555	59.2	271



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882	Roadway Asset Management & Resiliency	Bridge rehabilitation	Aldredge Rd			Wolf Creek	Bridge rehabilitation	South Fulton	$10,200	N/A	$101,100	N/A	$12,367	$123,667	$123,667	$0	46.8	331
885	Roadway Asset Management & Resiliency	Bridge rehabilitation	Jones Bridge Rd			Line Creek	Bridge rehabilitation	South Fulton	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	56.4	297
886	Roadway Asset Management & Resiliency	Bridge rehabilitation	Northcutt Rd			Pea Creek	Bridge rehabilitation	South Fulton	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	53.0	312
887	Roadway Asset Management & Resiliency	Bridge rehabilitation	Short Rd			Pea Creek	Bridge rehabilitation	South Fulton	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	53.0	312
888	Roadway Asset Management & Resiliency	Bridge rehabilitation	Ono Rd			Bear Creek	Bridge rehabilitation	South Fulton	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$100,000	$0	53.0	312
889	Roadway Asset Management & Resiliency	Bridge rehabilitation	Hobgood Rd			Bear Creek	Bridge rehabilitation	South Fulton	$13,200	N/A	$132,600	N/A	$16,200	$162,000	$162,000	$0	53.0	312
890	Roadway Asset Management & Resiliency	Bridge rehabilitation	Bishop Rd			Bear Creek	Bridge rehabilitation	South Fulton	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$100,000	$0	60.4	257
891	Roadway Asset Management & Resiliency	Bridge rehabilitation	Herndon Rd			Bear Creek	Bridge rehabilitation	South Fulton	$13,200	N/A	$132,600	N/A	$16,200	$162,000	$162,000	$0	60.4	257
892	Roadway Asset Management & Resiliency	Bridge rehabilitation	Derrick Rd			Deep Creek Tributary	Bridge rehabilitation	South Fulton	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$100,000	$0	46.8	331
893	Roadway Asset Management & Resiliency	Bridge rehabilitation	Mallory Rd			CSX Railroad	Bridge rehabilitation	South Fulton	$12,600	N/A	$126,300	N/A	$15,433	$154,333	$154,333	$0	59.5	268
894	Roadway Asset Management & Resiliency	Bridge rehabilitation	Stacks Rd			CSX Railroad	Bridge rehabilitation	South Fulton	$12,600	N/A	$126,300	N/A	$15,433	$154,333	$154,333	$0	66.8	222



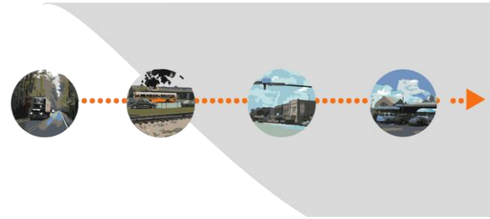
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895	Roadway Asset Management & Resiliency	Bridge rehabilitation	US 29/Roosevelt Hwy			SR 14/South Fulton Pkwy	Bridge rehabilitation	College Park	$138,900	N/A	$1,389,900	N/A	$169,867	$1,698,667	$738,920	$959,747	59.5	267
896	Roadway Asset Management & Resiliency	Bridge rehabilitation	Cascade Rd			CSX Railroad	Bridge rehabilitation	South Fulton	$25,200	N/A	$252,600	N/A	$30,867	$308,667	$134,270	$174,397	65.4	231
899	Roadway Asset Management & Resiliency	Bridge rehabilitation	Burdette Rd			Morning Creek Tributary	Bridge rehabilitation	South Fulton	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$100,000	$0	65.4	231
902	Roadway Asset Management & Resiliency	Bridge rehabilitation	Spence Rd			White Water Creek Tributary	Bridge rehabilitation	South Fulton	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$100,000	$0	59.4	270
904	Roadway Asset Management & Resiliency	Bridge rehabilitation	Capps Ferry Rd			Chattahoochee River Tributary	Bridge rehabilitation	Chattahoochee Hills	$54,300	N/A	$543,300	N/A	$66,400	$664,000	$664,000	$0	55.3	302
905	Roadway Asset Management & Resiliency	Bridge rehabilitation	Westside Rd			Mill Branch	Bridge rehabilitation	Chattahoochee Hills	$12,600	N/A	$126,300	N/A	$15,433	$154,333	$154,333	$0	56.8	282
906	Roadway Asset Management & Resiliency	Bridge rehabilitation	Sardis Church Rd			Dry Branch	Bridge rehabilitation	Chattahoochee Hills	$10,000	N/A	$90,000	N/A	N/A	$100,000	$100,000	$0	56.8	282
907	Roadway Asset Management & Resiliency	Bridge rehabilitation	Rico Rd			Moss Creek	Bridge rehabilitation	Chattahoochee Hills	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	56.8	282
908	Roadway Asset Management & Resiliency	Bridge rehabilitation	Rico Rd			Longino Creek	Bridge rehabilitation	Chattahoochee Hills	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	56.8	282
909	Roadway Asset Management & Resiliency	Bridge rehabilitation	Old Phillips Rd			Longino Creek	Bridge rehabilitation	Chattahoochee Hills	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$100,000	$0	56.8	282
910	Roadway Asset Management & Resiliency	Bridge rehabilitation	Waterworks Rd			Cedar Creek	Bridge rehabilitation	Chattahoochee Hills	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$100,000	$0	60.5	253



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911	Roadway Asset Management & Resiliency	Bridge rehabilitation	Wilkerson Mill Rd			Little Bear Creek	Bridge rehabilitation	Chattahoochee Hills	$5,700	N/A	$57,000	N/A	$6,967	$100,000	$100,000	$0	56.8	282
912	Roadway Asset Management & Resiliency	Bridge rehabilitation	Cochran Mill Rd			Bear Creek	Bridge rehabilitation	Chattahoochee Hills	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$100,000	$0	56.8	282
913	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 14/South Fulton Pkwy			Bear Creek	Bridge rehabilitation	Chattahoochee Hills	$31,500	N/A	$315,900	N/A	$38,600	$386,000	$386,000	$0	56.8	282
914	Roadway Asset Management & Resiliency	Bridge rehabilitation	Woodruff Rd			Little Pea Creek Tributary	Bridge rehabilitation	Chattahoochee Hills	$9,300	N/A	$92,700	N/A	$11,333	$113,333	$113,333	$0	56.8	282
916	Roadway Asset Management & Resiliency	Bridge rehabilitation	Flat Shoals Rd			Morning Creek Tributary	Bridge rehabilitation	South Fulton, Union City	$15,900	N/A	$157,800	N/A	$19,300	$193,000	$193,000	$0	69.3	205
917	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Branch of Morning Creek	Bridge rehabilitation	Union City	$294,900	N/A	$2,948,100	N/A	$360,333	$3,603,333	$1,567,450	$2,035,883	72.6	175
918	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-285 Ramp	I-285	I-85 South		Bridge rehabilitation	College Park	$209,400	N/A	$2,092,500	N/A	$255,767	$2,557,667	$1,112,585	$1,445,082	60.0	262
919	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 279/Old National Hwy			CSX Railroad	Bridge rehabilitation	College Park	$60,000	N/A	$600,000	N/A	$73,333	$733,333	$319,000	$414,333	56.7	291
920	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			Camp Creek	Bridge rehabilitation	College Park	$16,500	N/A	$164,100	N/A	$20,067	$417,499	$181,612	$235,887	70.4	192
921	Roadway Asset Management & Resiliency	Bridge rehabilitation	Herschel Rd			Camp Creek	Bridge rehabilitation	College Park	$63,785	N/A	$574,061	N/A	N/A	$637,846	$637,846	$0	64.7	237
923	Roadway Asset Management & Resiliency	Bridge rehabilitation	Central Ave			Norman Berry Dr	Bridge rehabilitation	East Point	$18,900	N/A	$189,600	N/A	$23,167	$231,667	$231,667	$0	55.9	299



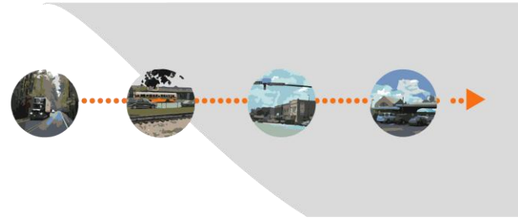
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
924	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 154/Cascade Palmetto Hwy			Stanton Rd	Bridge rehabilitation	East Point	$55,200	N/A	$552,900	N/A	$67,567	$675,667	$293,915	$381,752	72.0	179
926	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 166/Campbellton Rd			Delowe Dr	Bridge rehabilitation	East Point	$50,400	N/A	$505,500	N/A	$61,767	$617,667	$268,685	$348,982	70.7	188
927	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 154/Cascade Palmetto Hwy			South Utoy Creek	Bridge rehabilitation	East Point	$31,500	N/A	$315,900	N/A	$38,600	$386,000	$167,910	$218,090	70.0	196
929	Roadway Asset Management & Resiliency	Bridge rehabilitation	N Commerce Dr			Camp Creek	Bridge rehabilitation	East Point	$214,800	N/A	$2,148,000	N/A	$262,533	$2,625,333	$2,625,333	$0	69.6	201
930	Roadway Asset Management & Resiliency	Bridge rehabilitation	Welcome All Rd			Camp Creek	Bridge rehabilitation	East Point	$27,300	N/A	$273,600	N/A	$33,433	$334,333	$334,333	$0	63.6	241
931	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Virginia Ave	Bridge rehabilitation	East Point	$78,900	N/A	$789,600	N/A	$96,500	$965,000	$419,775	$545,225	65.3	233
932	Roadway Asset Management & Resiliency	Bridge rehabilitation	Rivertown Rd			Line Creek	Bridge rehabilitation	Fairburn	$7,500	N/A	$73,800	N/A	$9,033	$100,000	$100,000	$0	53.2	311
933	Roadway Asset Management & Resiliency	Bridge rehabilitation	Rivertown Rd			King Branch	Bridge rehabilitation	Fairburn	$7,500	N/A	$73,800	N/A	$9,033	$100,000	$100,000	$0	53.2	310
934	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Fayetteville Rd	Bridge rehabilitation	Fairburn	$55,200	N/A	$552,900	N/A	$67,567	$675,667	$293,915	$381,752	63.3	243
935	Roadway Asset Management & Resiliency	Bridge rehabilitation	Oakley Industrial Blvd			CSX Railroad	Bridge rehabilitation	Fairburn	$94,800	N/A	$9,477,002	N/A	$1,063,534	$10,635,336	$10,635,336	$0	57.1	281
936	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Spence Rd	Bridge rehabilitation	Fairburn	$36,300	N/A	$363,300	N/A	$44,400	$444,000	$193,140	$250,860	56.3	298



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937	Roadway Asset Management & Resiliency	Bridge rehabilitation	Landrum Rd			Trickham Creek	Bridge rehabilitation	Fairburn	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	60.2	261
938	Roadway Asset Management & Resiliency	Bridge rehabilitation	Creekwood Rd			Borum Springs Creek	Bridge rehabilitation	Fairburn	$1,800	N/A	$18,900	N/A	$2,300	$100,000	$100,000	$0	46.9	330
983	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 14/South Fulton Pkwy			Buffington Rd	Bridge rehabilitation	College Park	$69,900	N/A	$698,700	N/A	$85,400	$854,000	$371,490	$482,510	56.6	292
984	Roadway Asset Management & Resiliency	Bridge rehabilitation	US 29/Roosevelt Hwy			SR 139/Riverdale Rd	Bridge rehabilitation	College Park	$162,000	N/A	$1,621,500	N/A	$198,167	$1,981,667	$862,025	$1,119,642	65.2	234
985	Roadway Asset Management & Resiliency	Bridge rehabilitation	Buffington Rd			Shannon Creek	Bridge rehabilitation	Union City	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$100,000	$0	69.0	211
987	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85 North			SR 6/Camp Creek Pkwy (NBL)	Bridge rehabilitation	College Park	$45,000	N/A	$450,000	N/A	$55,000	$550,000	$239,250	$310,750	52.0	318
988	Roadway Asset Management & Resiliency	Bridge rehabilitation	International Dr			Flint River	Bridge rehabilitation	Hapeville	$16,500	N/A	$165,900	N/A	$20,267	$202,667	$202,667	$0	66.4	227
989	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			SR 74/Senoia Rd	Bridge rehabilitation	Fairburn	$99,000	N/A	$989,700	N/A	$120,967	$1,209,667	$526,205	$683,462	70.4	191
990	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85 Ramp			Loop Rd	Bridge rehabilitation	College Park	$72,900	N/A	$729,600	N/A	$89,167	$891,667	$387,875	$503,792	54.8	305
991	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			US 29/Roosevelt Hwy	Bridge rehabilitation	College Park	$22,500	N/A	$223,800	N/A	$27,367	$273,667	$119,045	$154,622	68.0	216
992	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Central Ave	Bridge rehabilitation	Hapeville	$63,600	N/A	$634,800	N/A	$77,600	$776,000	$337,560	$438,440	69.1	206



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993	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85 North			SR 6/Camp Creek Pkwy (SBL)	Bridge rehabilitation	College Park	$52,200	N/A	$521,100	N/A	$63,700	$637,000	$277,095	$359,905	52.0	318
995	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Willingham Rd	Bridge rehabilitation	Hapeville	$62,400	N/A	$625,500	N/A	$76,433	$764,333	$332,485	$431,848	69.1	206
996	Roadway Asset Management & Resiliency	Bridge rehabilitation	High Point Rd			Deep Creek	Bridge rehabilitation	Union City	$11,400	N/A	$113,700	N/A	$13,900	$139,000	$139,000	$0	59.1	272
997	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Flint River Tributary (north of N Outer Loop Rd)	Bridge rehabilitation	East Point	$50,400	N/A	$505,500	N/A	$61,767	$617,667	$268,685	$348,982	55.2	303
998	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Flint River Tributary (south of Willingham Dr)	Bridge rehabilitation	East Point	$50,400	N/A	$505,500	N/A	$61,767	$617,667	$268,685	$348,982	66.3	228
1000	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			I-85 Spur Conn	Bridge rehabilitation	College Park	$134,100	N/A	$1,342,500	N/A	$164,067	$1,640,667	$713,690	$926,977	62.8	247
1001	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			E Main St	Bridge rehabilitation	College Park	$24,300	N/A	$243,300	N/A	$29,733	$297,333	$129,340	$167,993	52.0	318
1002	Roadway Asset Management & Resiliency	Bridge rehabilitation	US 29/Roosevelt Hwy			CSX Railroad	Bridge rehabilitation	South Fulton	$31,500	N/A	$315,900	N/A	$38,600	$386,000	$167,910	$218,090	66.7	223
1004	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 154/Cascade Palmetto Hwy			Bear Creek	Bridge rehabilitation	Chattahoochee Hills, South Fulton	$8,700	N/A	$87,000	N/A	$10,633	$106,333	$46,255	$60,078	64.1	238
1005	Roadway Asset Management & Resiliency	Bridge rehabilitation	Scarboro Rd			Wolf Creek	Bridge rehabilitation	South Fulton, Union City	$3,600	N/A	$36,900	N/A	$4,500	$100,000	$100,000	$0	66.2	229
1008	Roadway Asset Management & Resiliency	Bridge rehabilitation	Peter Rd			Broadanax Creek	Bridge rehabilitation	Union City	$8,700	N/A	$87,000	N/A	$10,633	$106,333	$106,333	$0	55.6	301



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1516	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Fulton County, Fulton Industrial Blvd.	N/A	N/A	N/A	N/A	N/A	$180,583	$180,583	$0	N/A	N/A
188	Roadway Expansion	Widening	SR 6/Camp Creek Pkwy	I-285	I-85		Roadway widening from 4 to 6 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	College Park, East Point	$4,708,000	$0	$47,084,000	$121,000	$22,248,429	$74,161,429	$32,260,221	$41,901,207	103.4	24
205	Roadway Expansion	Collector Distributer and/or new ramp	SR 14/South Fulton Pkwy			Buffington Rd	C/D and/or loop ramps for WB South Fulton Pkwy to Buffington Road	College Park	$1,000,000	$3,000,000	$6,000,000	N/A	N/A	$10,000,000	$4,350,000	$5,650,000	58.2	278
207	Roadway Expansion	Widening	Oakley Industrial Blvd	Jonesboro Rd	SR 74/Senoia Rd		Roadway widening from 2 to 4 lanes, including sidewalks. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	Fairburn, South Fulton, Union City	$5,105,000	$0	$51,052,000	$1,045,000	$24,515,143	$81,717,143	$81,717,143	$0	94.6	50
210	Roadway Expansion	Alternate and parallel routes	SR 14/South Fulton Pkwy	SR 92/Campbellton Fairburn Rd	Welcome All Rd		Alternate and parallel routes along South Fulton Parkway	College Park, South Fulton, Union City	$5,086,000	$20,344,400	$50,861,000	$632,500	$32,967,386	$109,891,286	$47,802,709	$62,088,576	73.6	164
248	Roadway Expansion	Road extension	SR 14/South Fulton Pkwy			The Lakes Point and Harbor Grove	Expand The Lakes Point to provide northside access. Expand Harbor Grove Apartments to provide northside access.	South Fulton, Union City	$112,000	$448,800	$1,122,000	$33,000	$735,343	$2,451,143	$1,066,247	$1,384,896	72.1	177
256	Roadway Expansion	Widening	SR 70/Fulton Industrial Blvd	SR 166/Campbellton Rd	SR 6/Camp Creek Pkwy		Roadway widening from 4 to 6 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	Fulton County	$5,556,000	$0	$55,560,000	$973,500	$26,609,786	$88,699,286	$38,584,189	$50,115,096	79.1	135
261	Roadway Expansion	Interchange improvements	SR 14/South Fulton Pkwy			Derrick Rd	Intersection improvement, which may include construction of a tight diamond interchange	South Fulton	$1,360,600	$625,000	$13,606,000	N/A	$1,559,160	$21,120,056	$9,187,224	$11,932,832	63.8	240
285	Roadway Expansion	New roadway connection	US 29/Roosevelt Hwy			Consolidated Rental Car Center	US 29 - Improved access to Consolidated Rental Car Center (Contract) from local street network	College Park	$62,000	$247,200	$618,000	N/A	$291,429	$971,429	$422,571	$548,857	57.4	280
1041	Roadway Expansion	Widening	Roosevelt Highway/US 29	Welcome All Rd	Washington Rd		Widen Roosevelt Highway (US 29/SR 14) from two to four lanes from S. Fulton Parkway to Washington Road, tying into the proposed roundabout at Washington Road. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	College Park, South Fulton	$780,000	$2,340,000	$4,680,000	N/A	N/A	$7,800,000	$3,393,000	$4,407,000	87.2	94
1060	Roadway Expansion	New ramp/connection	New Ramp	Myrtle St/Columbia Ave	I-85		New ramp from I-85 SB to Myrtle St/Columbia Ave	College Park	$2,000,000	$6,000,000	$12,000,000	N/A	N/A	$20,000,000	$8,700,000	$11,300,000	57.7	279



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1064	Roadway Expansion	Frontage roads	Along US 29	Tatum Rd	Gullatt Rd		Install new frontage road parallel to US 29 from Tatum Rd to Gullatt Rd	Palmetto	$916,000	$3,665,200	$9,163,000	$269,500	$6,005,871	$20,019,571	$20,019,571	$0	63.3	244
1114	Roadway Expansion	Re-open roadway to traffic	Redwine Rd	Desert Dr	Prince George St		Open Redwine Rd from Desert Dr to Prince George St. This section was closed to traffic in the 1980s and re-opening has been considered previously. Evaluate re-opening to improve traffic operations in the area.	East Point	$10,000	$30,000	$60,000	N/A	N/A	$100,000	$100,000	$0	73.0	172
1573	Roadway Expansion	Widening	Butner Rd.	Stonewall Tell Rd	SR 6/Camp Creek Pkwy		Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton	$5,185,000	$15,555,900	$51,853,000	$962,500	$31,524,171	$105,080,571	$105,080,571	$0	71.3	182
88	Roadway Transportation System Management & Operation	Intersection improvements	Rico Rd			Atlanta Newnan Rd	Install roundabout	Chattahoochee Hills	$137,922	$413,765	$827,530	N/A	N/A	$1,379,216	$1,379,216	$0	56.6	293
89	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Cochran Mill Rd	Intersection Improvements. Enhanced safety measures may be warranted at this intersection, such as the addition of crossing signage and transverse rumble strips to alert drivers on Cochran Mill Road as they approach the intersection.	Chattahoochee Hills	$118,652	$355,957	$711,915	N/A	N/A	$1,186,525	$516,138	$670,386	56.6	293
90	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Old Rico Connector Rd	Intersection Improvements	Chattahoochee Hills	$29,663	$88,989	$177,979	N/A	N/A	$296,631	$129,035	$167,597	56.6	293
91	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Rico Rd	Intersection Improvements	Chattahoochee Hills	$118,652	$355,957	$711,915	N/A	N/A	$1,186,525	$516,138	$670,386	56.6	293
92	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Campbellton-Redwine Rd	Intersection Improvements	Chattahoochee Hills	$118,652	$355,957	$711,915	N/A	N/A	$1,186,525	$516,138	$670,386	58.8	274



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152	Roadway Transportation System Management & Operation	Railroad crossing event tracking	Railroad signals where there is an at grade crossing with nearby traffic signal: Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave				Railroad crossing event broadcasting at 6 locations: CSX Railroad at Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave. At each location, add communications to traffic signal system to predict train arrivals and train event durations, and install connected vehicle infrastructure and associated communications equipment to assist with broadcasting train arrival and event duration information to emergency vehicles and motorists approaching the highway-rail crossing. Using traffic signal system data from ATSPM, develop analytics to predict train arrivals and train event durations and make information available to emergency vehicle dispatch centers; track railroad activity over time to understand traffic impacts; evaluate driver behavior and risk associate with train events; and monitor critical equipment related to highway-rail intersection operations.	College Park, East Point, Hapeville	$44,000	N/A	$396,000	N/A	N/A	$440,000	$191,400	$248,600	58.3	277
171	Roadway Transportation System Management & Operation	Parking	US 29/Main St	Princeton Ave	South of John Wesley Ave		Convert existing conventional angle parking in downtown College Park to back-in angle parking	College Park	$26,667	N/A	$240,000	N/A	$26,667	$266,667	$116,000	$150,667	44.7	336
172	Roadway Transportation System Management & Operation	Parking	US 29/Main St			East Point MARTA Station	Convert existing conventional angle parking at East Point MARTA station to back-in angle parking	East Point	$5,556	N/A	$50,000	N/A	$5,556	$55,556	$24,167	$31,389	33.6	340
175	Roadway Transportation System Management & Operation	Raised medians	US 29/Broad St				Construct raised median in downtown Fairburn.	Fairburn	$138,017	N/A	$1,242,154	N/A	$138,017	$1,380,171	$600,374	$779,797	60.4	254
176	Roadway Transportation System Management & Operation	Roadside barrier/guardrail	SR 14/South Fulton Pkwy	Rivertown Rd	US 29/Roosevelt Hwy		Install roadside barrier/guardrail at locations where obstructions are located within the clear zone	Chattahoochee Hills, College Park, South Fulton, Union City	$672,903	N/A	$6,056,128	N/A	N/A	$6,729,031	$2,927,129	$3,801,903	59.4	269
178	Roadway Transportation System Management & Operation	Intersection improvements	SR 138/Jonesboro Rd			SR 279/Old National Hwy	Make the left turns protected only and expand the northbound left turn lane to a dual left.	South Fulton	$160,000	N/A	$187,000	N/A	$38,556	$385,556	$167,717	$217,839	73.9	161



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181	Roadway Transportation System Management & Operation	Intersection improvements	SR 139/Martin Luther King, Jr. Dr			SR 70/Fulton Industrial Blvd	Intersection improvement	Fulton County	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$870,000	$1,130,000	76.7	143
192	Roadway Transportation System Management & Operation	Interchange improvement	SR 279/Old National Hwy			I-285	Interchange improvement	College Park	$100,000	$0	$2,000,000	N/A	$210,000	$2,844,616	$1,237,408	$1,607,208	71.2	183
206	Roadway Transportation System Management & Operation	Intersection improvements	Phipps Rd			US 29/Roosevelt Hwy	Intersection re-alignment to allow for signal	Palmetto	$122,000	N/A	$1,430,000	N/A	$172,444	$1,724,444	$750,133	$974,311	64.0	239
229	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown College Park. Three charging spots.	College Park	$6,600	$19,800	$39,600	N/A	N/A	$66,000	$66,000	$0	72.6	176
232	Roadway Transportation System Management & Operation	Wayfinding/Directional Signage	N/A				CIDs wayfinding locations	Atlanta, College Park, East Point, Hapeville, South Fulton	$400,000	N/A	$4,800,000	N/A	N/A	$6,055,657	$6,055,657	$0	75.0	159
233	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown College Park	College Park	$1,000	$3,000	$6,000	N/A	N/A	$10,000	$10,000	$0	58.5	276
243	Roadway Transportation System Management & Operation	New access points	SR 14/South Fulton Pkwy				New Access Points along S Fulton Pkwy	Union City	$470,000	$1,878,400	$4,696,000	$418,000	$3,198,171	$10,660,571	$4,637,349	$6,023,223	55.7	300
251	Roadway Transportation System Management & Operation	Intersection improvements	SR 6/Camp Creek Pkwy			Old Fairburn Rd	Intersection improvements	South Fulton	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$326,250	$423,750	70.8	186
272	Roadway Transportation System Management & Operation	Intersection improvements	SR 6/Camp Creek Pkwy			SR 166/Campbellton Road	Intersection improvement	South Fulton	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$870,000	$1,130,000	70.9	185



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273	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Stonewall Tell Rd	Intersection improvements, including potentially: extending left lane(s) at Stonewall Tell Rd onto South Fulton Pkwy; and extending the eastbound left turn lane and westbound right turn lanes	Union City	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$2,000,000	$0	59.6	266
281	Roadway Transportation System Management & Operation	Intersection improvements	SR 138/Jonesboro Rd			Peters Rd	Intersection improvement	Union City	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$326,250	$423,750	69.8	199
286	Roadway Transportation System Management & Operation	Intersection improvements	US 29/Roosevelt Hwy			SR 14/South Fulton Pkwy	Intersection improvement	South Fulton	$500,000	$1,500,000	$3,000,000	N/A	N/A	$5,000,000	$2,175,000	$2,825,000	73.9	161
287	Roadway Transportation System Management & Operation	Intersection improvements	US 29/Roosevelt Hwy			Buffington Rd	Intersection improvement	College Park	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$326,250	$423,750	65.2	235
939	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Majestic Pl	Convert intersection to unsignalized Restricted Crossing U-turn design; install signage to redirect left turns to Mason Road; cut trees back to improve sight lines; upgrade pavement markings; install raised pavement markers and median nose delineators; and install sidewalks along South Fulton Parkway (SR 14).	Union City	$10,000	$30,000	$60,000	N/A	N/A	$100,000	$43,500	$56,500	69.8	199
940	Roadway Transportation System Management & Operation	Intersection improvements	Welcome All Rd			Scarborough Rd	To tighten the approaches and curb radius along Jailette Road and Scarborogh Road to reinforce the residential character of these roadways; upgrade pavement markings and install raised pavement markers; Install signage along Welcome All Road directing trucks to stay on Welcome All Road to complement existing signage prohibiting trucks on Jailette Road and Scarborough Road. Coordinate with Fulton County T-SPLOST project CSF-159, Welcome All Road at Scarboro Road intersection improvements to provide geometric and congestion relief.	South Fulton	$10,000	$30,000	$60,000	N/A	N/A	$100,000	$100,000	$0	64.9	236



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
941	Roadway Transportation System Management & Operation	Intersection improvements	Ben Hill Rd			Welcome All Rd	Upgrade and enhance pavement markings; retrofit pedestrian poles and signal heads; install raised pavement markers and median nose delineators; relocate stop bar, add supplemental signal heads and signage to discourage vehicles from queuing on the railroad tracks; and install sidewalks along Welcome All Road.	East Point	$30,000	$90,000	$180,000	N/A	N/A	$300,000	$300,000	$0	66.7	224
947	Roadway Transportation System Management & Operation	Intersection improvements	Global Gateway Conn			SR 139/Riverdale Rd	Upgrade pavement markings and install raised pavement markers; upgrade signal equipment, signal heads, and wiring; install directional signage and pavement markings to direct vehicles to SR 139, US 29, and I-285; retrofit curb radii.	College Park	$50,000	N/A	$450,000	N/A	N/A	$500,000	$217,500	$282,500	71.4	181
962	Roadway Transportation System Management & Operation	Wayfinding/Directional Signage	SR 6/Camp Creek Pkwy	Princeton Lakes Pkwy	Carmia Drive		Redirect Camp Creek Marketplace Traffic: Build on recommendation from SR 6 Access Management Study and redirect Publix traffic in Camp Creek Marketplace area from Princeton Lakes Parkway to Carmia Drive.	East Point	$500	N/A	$4,500	N/A	N/A	$5,000	$2,175	$2,825	52.2	317
1037	Roadway Transportation System Management & Operation	Intersection improvements	SR 70/Fulton Industrial Blvd			Westpark Pl/Villanova Dr	Evaluate intersection for improvement opportunities, including potential signal and pedestrian crossing.	Fulton County	$2,500	N/A	$22,500	N/A	N/A	$25,000	$25,000	$0	69.6	202
1038	Roadway Transportation System Management & Operation	Signal installation	Riverdale Rd			Embassy Dr	New Signal	College Park	$23,000	N/A	$234,000	N/A	$28,556	$285,556	$285,556	$0	60.3	260
1039	Roadway Transportation System Management & Operation	Parking	N Central Ave			King Arnold St	Potential for Automated Parking System. A possible location is the lot with existing surface parking and detention pond on King Arnold St. east of Dearborn Pl.	Hapeville	$408,711	$544,000	$3,715,556	N/A	$2,000,686	$6,668,953	$6,668,953	$0	37.6	339
1043	Roadway Transportation System Management & Operation	Raised medians	Camp Creek Pkwy/SR 6	Welcome All Rd	Fulton Industrial Blvd/SR 70		Camp Creek Parkway (SR 6) Median Barrier: Build on recommendation from SR 6 Access Management Study and provide a median barrier on Camp Creek Parkway (SR 6) between Fulton Industrial Boulevard (SR 70) and Welcome All Road.	South Fulton	$220,000	N/A	$1,980,000	N/A	N/A	$2,200,000	$957,000	$1,243,000	60.3	259



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
1057	Roadway Transportation System Management & Operation	Wayfinding/Directional Signage	Herschel Rd	Roosevelt Hwy	South Fulton Pkwy		Herschel Road Truck Prohibition Signage: Per Sec. 19-25.1 of the City of College Park Code of Ordinances, install truck prohibition signs on southbound Herschel Avenue at its intersection with Camp Creek Parkway (SR 6) and on northbound Herschel Avenue at its intersection with Old National Highway (SR 279).	College Park	$400	N/A	$3,600	N/A	N/A	$4,000	$4,000	$0	51.2	325
1058	Roadway Transportation System Management & Operation	Wayfinding/Directional Signage	Riverdale Rd	Herschel Rd	Global Gateway Conn		Riverdale Road (SR 139) Truck Prohibition Signage: Per Sec. 19-25.1 of the City of College Park Code of Ordinances, install truck prohibition signs on westbound Riverdale Road (SR 139) at its intersection with Global Gateway Connector and on eastbound Riverdale Road (SR 139) at its intersection with Herschel Road.	College Park	$400	N/A	$3,600	N/A	N/A	$4,000	$1,740	$2,260	55.2	304
1078	Roadway Transportation System Management & Operation	Intersection improvements	SR 92			Butner Rd/Ridge Rd	Ridge Road @ Butner Road at SR 92 intersection improvement	South Fulton	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$326,250	$423,750	71.0	184
1081	Roadway Transportation System Management & Operation	Intersection improvements	Fulton Industrial Boulevard			Bakers Ferry Drive	Addition of a right turn lane to Bakers Ferry Road; turn radii and median modifications; left turn bulb out for SB U-turns	Fulton County	$52,300	N/A	$614,600	N/A	$54,400	$860,315	$374,237	$486,078	69.6	202
1082	Roadway Transportation System Management & Operation	Intersection improvements	Fulton Industrial Boulevard			Cascade Road	Addition of a right turn lane to Cascade Road; turn radii and median modifications; pedestrian crossings and signals	Fulton County	$56,700	N/A	$767,100	N/A	$59,000	$1,052,941	$458,029	$594,912	69.6	202
1083	Roadway Transportation System Management & Operation	Intersection improvements	Fulton Industrial Boulevard			Riverside Drive/Tradewater Parkway	Traffic signal installation at intersection	Fulton County	$45,000	N/A	$169,700	N/A	$14,100	$272,896	$118,710	$154,186	66.4	226
1102	Roadway Transportation System Management & Operation	Intersection improvements	SR 74			Senoia Rd	Intersection improvements at SR 74 at Senoia Road	Fairburn	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$870,000	$1,130,000	69.0	210
1139	Roadway Transportation System Management & Operation	Parking	Merk Rd			Wolf Creek Amphitheater area	Potential for Automated Parking System (APS) or other parking solution near Merk Rd and Wolf Creek Amphitheater	South Fulton	$319,306	$42,000	$2,902,778	N/A	$1,398,893	$4,662,977	$4,662,977	$0	11.0	344



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1143	Roadway Transportation System Management & Operation	Raised medians	SR 70/Fulton Industrial Boulevard				Install a raised median along corridor for safety	Fulton County	$1,155,035	N/A	$10,395,314	N/A	$1,155,035	$11,550,349	$5,024,402	$6,525,947	62.6	248
1151	Roadway Transportation System Management & Operation	Raised medians	SR 74/Senoia Rd/Fairburn Industrial Boulevard				Install a raised median along corridor for safety	Fairburn	$378,386	N/A	$3,405,477	N/A	$378,386	$3,783,863	$1,645,980	$2,137,882	59.7	264
1154	Roadway Transportation System Management & Operation	Railroad crossing event tracking	SR 74/Senoia Rd/Fairburn Industrial Boulevard				Install railroad event broadcasting to notify drivers of trains	Fairburn	$1,500	N/A	$13,500	N/A	N/A	$15,000	$6,525	$8,475	54.2	307
1157	Roadway Transportation System Management & Operation	Signal cabinet upgrades	Dogwood Dr			North Ave	Upgrade signal cabinet for Dogwood Dr at North Ave intersection	Hapeville	$3,000	N/A	$27,000	N/A	N/A	$30,000	$30,000	$0	51.0	326
1560	Roadway Transportation System Management & Operation	Intersection improvements	Camp Creek Parkway/SR 6			Enon Rd.	Camp Creek Pkwy. at Enon Rd. intersection improvement and road alignment	South Fulton	$125,000	$375,000	$750,000	N/A	N/A	$1,250,000	$543,750	$706,250	67.8	218
1562	Roadway Transportation System Management & Operation	Intersection improvements	Flat Shoals Rd.			Oakley Rd.	Intersection improvement at Flat Shoals Rd. at Oakley Rd. to improve left turn from WB Flat Shoals Rd. onto Oakley Rd.	South Fulton	$125,000	$375,000	$750,000	N/A	N/A	$1,250,000	$1,250,000	$0	74.0	160
1577	Roadway Transportation System Management & Operation	Intersection improvements	US 29/Roosevelt Hwy.			Stonewall Tell Rd.	Intersection improvements at Stonewall Tell Rd. at US 29/Roosevelt Hwy.	South Fulton	$125,000	$375,000	$750,000	N/A	N/A	$1,250,000	$543,750	$706,250	67.9	217
1578	Roadway Transportation System Management & Operation	Signal installation	SR 70/Fulton Industrial Blvd.			Westgate Pkwy.	Install traffic signal at intersection of SR 70/Fulton Industrial Blvd. and Westgate Pkwy.	Fulton County	$28,556	N/A	$257,000	N/A	N/A	$285,556	$124,217	$161,339	45.2	335
1582	Roadway Transportation System Management & Operation	Signal installation	SR 70/Fulton Industrial Blvd.	Tradewater Pkwy. /Riverside Dr.		Tradewater Pkwy. /Riverside Dr.	Install traffic signal at intersection of SR 70/Fulton Industrial Blvd. and Tradewater Pkwy. /Riverside Dr.	Fulton County	$28,556	N/A	$257,000	N/A	N/A	$285,556	$124,217	$161,339	48.1	328



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
1586	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown Fairburn. Three charging spots.	Fairburn	$6,600	N/A	$59,400	N/A	N/A	$66,000	$66,000	$0	59.8	263
1587	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown Union City. Three charging spots.	Union City	$6,600	N/A	$59,400	N/A	N/A	$66,000	$66,000	$0	71.8	180
1588	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown Palmetto. Three charging spots.	Palmetto	$6,600	N/A	$59,400	N/A	N/A	$66,000	$66,000	$0	61.4	252
1589	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown East Point	East Point	$1,000	N/A	$9,000	N/A	N/A	$10,000	$10,000	$0	59.0	273
1590	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown Hapeville	Hapeville	$1,000	N/A	$9,000	N/A	N/A	$10,000	$10,000	$0	68.1	215
1591	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown Fairburn	Fairburn	$1,000	N/A	$9,000	N/A	N/A	$10,000	$10,000	$0	47.2	329
1592	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown Union City	Union City	$1,000	N/A	$9,000	N/A	N/A	$10,000	$10,000	$0	58.6	275
1593	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown Palmetto	Palmetto	$1,000	N/A	$9,000	N/A	N/A	$10,000	$10,000	$0	48.4	327
23	Trail	Multi-use trail	Loop Rd	SR 139/Riverdale Rd	SR 139/Riverdale Rd		15-mile trail that would circle Hartsfield-Jackson Atlanta International Airport. Include link to Phoenix Trail.	Atlanta, College Park, Hapeville	$762,667	$3,812,000	$7,624,000	N/A	$1,355,407	$13,554,074	$5,896,022	$7,658,052	95.7	47



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	Construction Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	Total Local Match	State/ Federal Match	Final Score	Final Ranking
25	Trail	Multi-use trail	East Point, College Park, South Fulton, Flat Shoals Rd, Forest Park, Mountain View, Hapeville, City of Atlanta				The Outer Loop multi-use trail will connect the AeroATL Greenway to other greenway and bike/ped networks in the region.	Atlanta, College Park, East Point, Hapeville, South Fulton	$2,282,400	$11,412,400	$22,824,800	N/A	$4,057,733	$40,577,333	$17,651,140	$22,926,193	108.9	9
43	Trail	Multi-use trail	East Main Street	GICC	City Boundary		Multi-use off-road trail	College Park	$168,000	$376,000	$752,000	N/A	$144,000	$1,440,000	$626,400	$813,600	78.9	136
1061	Trail	Multi-use trail					Chattahoochee RiverLands Greenway along Chattahoochee River, nearly 100 miles (from Bufford Dam to Chattahoochee Bend State Park)	Chattahoochee Hills, South Fulton, Unincorporated Fulton County	$2,104,050	$10,520,445	$21,040,890	N/A	$3,740,598	$37,405,983	$37,405,983	$0	92.5	63
98	Transit Asset Management and System Upgrades	Park and Ride improvements	N/A				Improvements to the Southside Park and Ride to include resurfacing, shelter, lighting, safety, and communications/technology improvements	South Fulton	$100,000	N/A	$900,000	N/A	N/A	$1,000,000	$200,000	$800,000	54.1	308
165	Transit Asset Management and System Upgrades	Parking	East Point MARTA station				Provide parking deck at East Point station parking lot and reduce surface parking. As described in TOD LCI.	East Point	$411,840	N/A	$3,744,000	N/A	$1,781,074	$5,936,914	$5,936,914	$0	22.6	343
166	Transit Asset Management and System Upgrades	Parking	College Park MARTA station			E Main St	Provide parking deck (consider Automated Parking Systems) at College Park station parking lot and reduce surface parking.	College Park	$957,917	N/A	$8,708,333	N/A	$4,142,679	$13,808,929	$13,808,929	$0	24.6	342
96	Transit Expansion	High capacity/rapid transit	SR 70/Fulton Industrial Blvd				Arterial rapid transit	Fulton County	$1,320,000	$2,640,000	$4,840,000	N/A	N/A	$8,800,000	$1,760,000	$7,040,000	92.5	61
99	Transit Expansion	High capacity/rapid transit	N/A				MARTA West Line High Capacity Transit - The MARTA Board adopted an LPA, a heavy rail extension to the interchange of MLK Dr and I-285 and a BRT segment along I-20 to Fulton Industrial Blvd. Three stations are included as part of the alternative (two BRT stations and one heavy rail station).	Atlanta, Fulton County, South Fulton	$37,500,000	$75,000,000	$137,500,000	N/A	N/A	$250,000,000	$50,000,000	$200,000,000	97.5	41
100	Transit Expansion	High capacity/rapid transit	SR 14/South Fulton Pkwy	SR 92	Campbellton-Redwine Road		Bus rapid transit	Chattahoochee Hills, South Fulton, Union City	$21,750,000	$43,500,000	$79,750,000	N/A	N/A	$145,000,000	$29,000,000	$116,000,000	91.7	67
104	Transit Expansion	Intermodal transportation center	N/A				Construct an Intermodal Transit Centers west of the airport	College Park	$7,500,000	$15,000,000	$27,500,000	N/A	N/A	$50,000,000	$10,000,000	$40,000,000	73.6	165
Total									**$122,268,521**	**$243,536,422**	**$771,879,267**	**$4,455,000**	**$181,666,886**	**$1,339,861,205**	**$663,017,047**	**$676,844,158**		



Plans, Policies, and Other Recommendations

Table 9: Plans, Policies, and Other Recommendations

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



Project Subtype	Description	Jurisdiction	Source Plan	Total Cost Estimate
Policy	Work with local jurisdictions to encourage them to adopt and implement policies that require new freight-generating warehouse and distribution facilities to allow and provide short-term/temporary on-site parking.	All jurisdictions	AACIDs Freight Cluster Plan	N/A
Policy	Sidewalk and First/Last Mile Upgrades: Collaborate with local and regional agencies to advance sidewalk projects along critical routes: North Loop Road, Riverdale Road, Camp Creek Parkway.	All jurisdictions	AACIDs Freight Cluster Plan	N/A
Policy	Zoning and Land Use Coordination: Provide information to Aerotropolis Alliance to facilitate collaboration with local agencies and partner jurisdictions and encourage them to review their respective zoning and development regulations to determine ways to better coordinate and accommodate truck traffic, as well as to avoid future conflicts between residential and industrial land uses. Strategies may include more clustering of manufacturing, warehousing, and distribution centers; mandating or encouraging siting of such facilities on regional truck routes; or incentivizing redevelopment of underutilized properties in lieu of developing greenfield.	All jurisdictions	AACIDs Freight Cluster Plan	N/A
Policy	Systematic Intersection Upgrades along Key Truck Routes: Work with GDOT to prioritize standard intersection upgrades on key freight corridors where they have not already been installed. Standard upgrades should include installing FYAs for protected-permissive left turn phases; raised pavement markers; retroreflective signal panels; and median nose delineators. Suggested routes include: Camp Creek Parkway (SR 6); Old Dixie Road (US 19/US 41/SR 3); Roosevelt Highway (US 29/SR 14); Forest Parkway (SR 331).	All jurisdictions	AACIDs Freight Cluster Plan	N/A
Policy	All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	All jurisdictions		N/A
Policy	Consider design elements such as wider sidewalks, when possible, to allow for physical distancing related to pandemics, such as COIVD-19.	All jurisdictions		N/A
Policy	Install raised medians on multi-lane corridors without existing raised medians as needed. When other projects are done along a freight corridor, a raised median should be included where it makes sense.	Atlanta, College Park, East Point, Fairburn, Fulton County, Palmetto, Union City		N/A
Policy	Plan and design multi-use trails and/or sidewalks during the development or renovation of any Fulton County facility.	South Fulton	2035 Fulton County Comprehensive Plan	N/A
Policy	Adopt development regulation amendments requiring installation of bicycle and pedestrian amenities with new development.	Union City	2015 Union City Comprehensive Plan	N/A
Scoping study	Partner with the Fulton Industrial Boulevard CID and local jurisdictions to conduct a scoping study along Camp Creek Parkway (SR 6) from the Chattahoochee River to I-85, with a focus on operations, capacity, and safety.	College Park	AACIDs Freight Cluster Plan	$1,000,000
Study	Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions		$250,000
Study	Pedestrian Plan: Evaluate feasibility of Chattahoochee Hill Country Greenway Trail and assess use of resources	Chattahoochee Hills	City of Chattahoochee Hills Comprehensive Plan	$150,000
Study	Pedestrian Plan: Expand the current Parks, Recreation and Trails Plan and promote awareness of its recommendations to the community	Chattahoochee Hills	City of Chattahoochee Hills Comprehensive Plan	$150,000
Study	Conduct transit feasibility study for potential new high-capacity transit (such as bus rapid transit, express bus, or rail)	Chattahoochee Hills; City of South Fulton		$300,000
Study	Conduct Greenway Trails Plan, to include Connection to Atlanta BeltLine through Bike and Pedestrian Trails	College Park	City of College Park Comprehensive Plan (2016)	$250,000
Study	SR 279/Old National Hwy at Godby Rd.: Safety Study and Improvements	College Park	SFCTP 2013	$1,231,436
Study	US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City		$500,000
Study	Traffic analysis study for Camp Creek Marketplace area with recommendations for improved traffic flow.	East Point		$100,000
Study	Study to Support Implementation of I-285 NB Directional Signage	East Point, South Fulton	AACIDs Freight Cluster Plan	$200,000



Project Subtype	Description	Jurisdiction	Source Plan	Total Cost Estimate
Study	Traffic signal warrant study at US 29 @ Senoia Rd. This is on a bus route and near senior center and police station. Signalized crossing would help seniors cross US 29 to access the senior center and police station.	Fairburn		$7,000
Study	Pedestrian Plan: Evaluate a Hapeville Gateway and Downtown Overlay District and Design Guidelines. Design Guidelines may include streetscape standards, block sizes, setbacks, etc. Encourage the incorporation of functional art into streetscapes, including creative streetlights, crosswalks, benches, etc.	Hapeville	City of Hapeville Comprehensive Plan/LCI Study Update (2017)	$200,000
Study	Corridor study for SR 279/Old National Hwy from Flat Shoals Rd to I-285	South Fulton	SFCTP 2013	$350,000
Study	SR 279/Old National Hwy at Flat Shoals Rd.: Safety study and improvements, including Advanced Traffic Management Systems (ATMS)	South Fulton	SFCTP 2013	$1,231,436
Study	Study for new roadway facility parallel to the north of Camp Creek Pkwy from approximately SR 70/Fulton Industrial Blvd. to Butner Rd.	South Fulton		$100,000
Study	Pedestrian and Bicycle Masterplan for the City of South Fulton	South Fulton		$150,000
Study	Conduct analysis and develop policies to reduce truck traffic on local residential roads. May include cameras, apps/notifications to drivers, etc. as well as infrastructure constraints causing trucks to travel on residential roads	Union City		$250,000
Travel Demand Management	Microtransit Pilot within AACIDs. 24-passenger van to operate within Aerotropolis CID boundaries, focused on transportation for employees traveling outside of MARTA service hours.	All jurisdictions		N/A
Travel Demand Management	Employer Networking: Networking meetings for area employers to identify employee transportation issues and develop area-wide solutions	All jurisdictions		N/A
Travel Demand Management	AERO TMA Boundary Expansion: Expand the AERO TMA to allow more tailored and in-depth TDM programming in South Fulton, including discounted transit passes. Would require going through ARC TMA feasibility process.	College Park, East Point, Hapeville		N/A
Wayfinding/Directional Signage Inventory	Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions		$150,000
Wayfinding/Directional Signage Plan	Wayfinding Signage Plan	College Park		$50,000
Wayfinding/Directional Signage Plan	Wayfinding Signage Plan	East Point		$50,000
Total				**$6,819,871**



Funding Strategies

In addition to the local, state, and federal funding sources, there may be other funds available through a variety of programs. The funding sources matrix (found in the Appendix) identifies potential funding sources for projects in the SFCTP based on characteristics of the project. The identified programs are outlined below:

- FAST Act:
    a. FHWA Formula Programs: Federal Aid (most if not all programs are administered through ARC's TIP)
        i. National Highway Performance Program (NHPP)
        ii. Surface Transportation Block Grant (STBG)
        iii. Highway Safety Improvement Program (HSIP)
        iv. Railway-Highway Crossings Program
        v. Congestion, Mitigation & Air Quality Improvement Program (CMAQ)
        vi. National Highway Freight Program (NHFP)
        vii. Metropolitan Planning Program
        viii. Highway Bridge Replacement & Rehabilitation (HBRRP)
    b. Federal Transit Administration (FTA) Formula Funds (Funds are administered through MARTA and ATL)
        i. Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310
        ii. Grants for Buses and Bus Facilities Formula Program – Section 5339(a)
        iii. Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning – Sections 5303, 5304, and 5305
        iv. Public Transportation Emergency Relief Program -Section 5324
        v. Urbanized Area Formula Grants – Section 5307
    c. Federal Competitive Grants
        i. Better Utilizing Investment to Leverage Development (BUILD)
        ii. Infrastructure and Rebuilding America (INFRA)
        iii. Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)
        iv. Accelerated Innovation Deployment Demonstration (AID)
        v. Automated Driving Systems Grant (ADS)
        vi. Competitive Highway Bridge Program (CHBP)
        vii. Access and Mobility Partnership Grants
        viii. Capital Investment Grants – Section 5309



ix. Commuter Rail Positive Train Control Grants
x. Integrated Mobility Innovation (IMI)
xi. Low or No Emissions Vehicle Program – Section 5339(c)
xii. Public Transportation Innovation – Section 5312
xiii. Safety Research and Demonstration Program (SRD)

- Other Federal programs
  a. United States Department of Transportation (USDOT), Federal Motor Carrier Safety Administration – High Priority Grants
  b. United States Department of Housing and Urban Development (HUD) – Choice Neighborhoods Implementation Grant Program
  c. United States Department of Energy – Energy Efficiency and Conservation Block Grant Program
- Georgia Department of Transportation
  a. Local Maintenance and Improvement Grant (LMIG)
  b. Roadside Enhancement and Beautification Council Grant (REBC)
  c. Safe Routes to School (SRTS)
  d. Quick Response
- SRTA
  a. Georgia Transportation Infrastructure Bank (GTIB) Grants and Loans
- ARC
  a. Livable Centers Initiative (LCI)
  b. Smart Communities Challenge
  c. Community Development Assistance Program
- Fulton County
  a. Transportation – Special Purpose Local Option Sales Tax
- Public-Private Partnerships

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



The Financially Feasible Plan is a guide for projects that are likely to have the most impact. However, if an opportunity arises for a project in the long-term plan earlier, any recommended project in this SFCTP is eligible for funding applications and it is encouraged to seek these opportunities for additional investment in Southern Fulton.

For projects that traverse multiple jurisdictions, some jurisdictions may have funding available, but all may not, based on the revenue projections. Therefore, where funding is available, it is recommended that these jurisdictions reserve their portion until all jurisdictions have funding available which will allow for quicker implementation and illustrate partnerships between jurisdictions, making projects more competitive for funding grants.

Additionally, further coordination should continue to occur with ongoing planning efforts like the ARC CDAP study underway for the Cascade Palmetto Hwy at SR 92/Campbellton Rd area as well as the ARC freight cluster plans (Aerotropolis Atlanta Freight Cluster Plan and Boulevard Freight Cluster Plan) in the Southern Fulton region.

Plan Performance

Plan-Level System Performance Dashboard

The system performance dashboard in Figure 33 summarizes the anticipated impacts of implementing the SFCTP project recommendations. It shows Base Year, 2050 Existing + Committed (E+C), which includes all projects programmed in the ARC RTP through 2050, and 2050 Build, which includes the 2050 E+C plus all SFCTP projects.

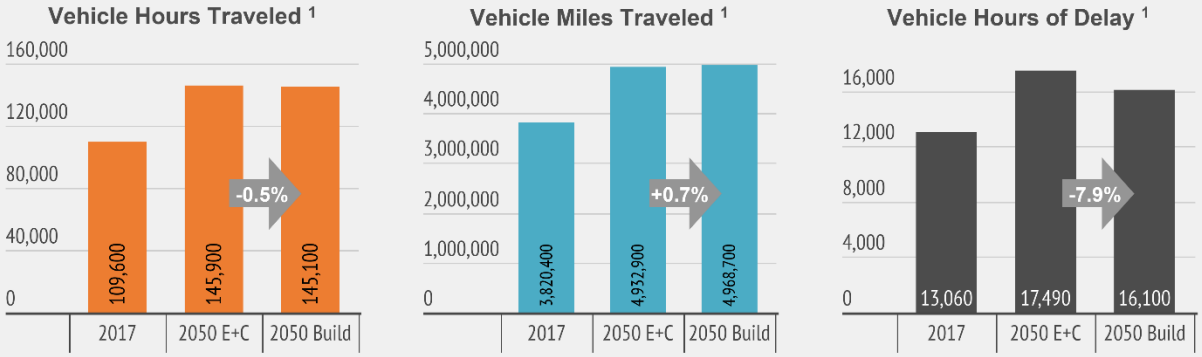
The Appendix includes a system performance dashboard for each jurisdiction as well as maps showing average annual daily traffic (AADT), truck AADT, and AM and PM peak period level of service (LOS) for 2050 E+C and 2050 Build in the Southern Fulton region.

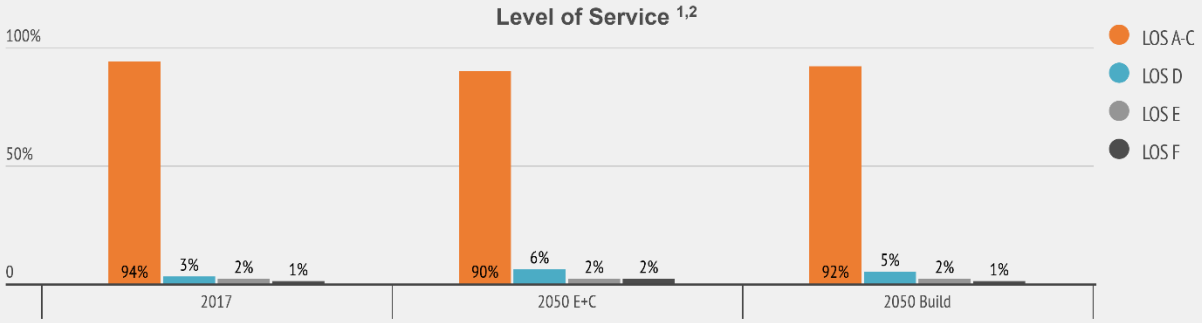
Figure 33: System Performance Dashboard: Southern Fulton Region

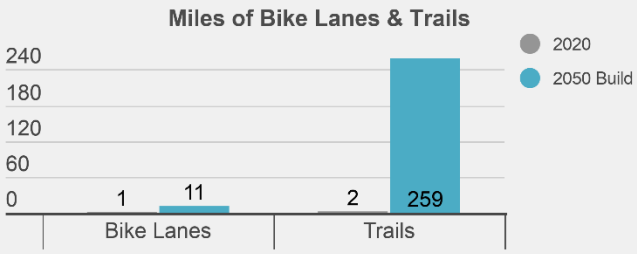
System Performance Dashboard: Southern Fulton Region

SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

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

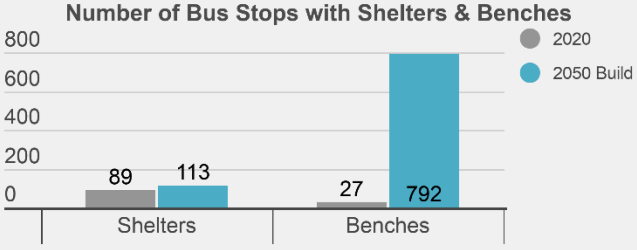






Multi-Jurisdictional Projects: 64
Projects that cross jurisdictional boundaries have high economic and regional benefits.

Projects in High SVI Areas: 104
Projects in areas that are high on the CDC's Social Vulnerability Index (SVI), are expected to improve accessibility and mobility in those areas.



Projects in High Isolation Areas (Transit): 23
Projects in High Isolation Areas (Auto): 65
The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

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



Environmental Justice Impacts

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

Performance Monitoring Plan

The performance monitoring plan consists of strategies to continuously track and report future progress towards project implementation and assess the SFCTP's overall progress over time. In addition, it provides the link between the investment strategy and plan goals, objectives, and policies, facilitating better communication of progress and performance to the municipalities, planning partners, and the general public.

General Coordination

- Coordinate with Georgia Department of Transportation (GDOT), Atlanta Regional Commission (ARC), and Atlanta-Region Transit Link Authority (ATL) for project implementation.
- Coordinate with Fulton County and the eight municipalities (South Fulton, Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City) to track project implementation.
- Coordinate land use decisions along key corridors with appropriate jurisdictions.
- Coordinate implementation of transportation demand modeling strategies with appropriate partners.
- Provide updates on project progress to elected officials and key decision makers.

Implementation

- Coordinate with GDOT and ARC on key projects for the Transportation Improvement Program (TIP) and RTP.
- Coordinate with Fulton County, eight municipalities, GDOT, Georgia Regional Transportation Authority, Metropolitan Atlanta Rapid Transit Authority, the Community Improvement Districts, Aerotropolis and other agencies for project implementation.
- For recommended transit projects, coordinate with local transit agencies to include projects in the Atlanta-Region Transit Link Regional Transit Plan (ARTP) along with other applicable State or Federal funding agencies.
- The multi-jurisdictional projects, including policy recommendations, would require collaboration among the jurisdictions to implement, likely including a lead agency to initiate further discussion and refinement for implementation.



Tracking

Recommended system performance measures for tracking are shown in Table 10. Measures are broken up by categories that represent various transportation modes as well as economic and safety criteria. For each measure, the metric, geography, description, and source agency are provided. Most measures were available for the entire study area, but some were only available for individual corridors. In that case, the corridors used to develop the measure are listed in the 'Description' column.

Performance measure data was collected from the GDOT Measurement, Accuracy, and Reliability Kit (MARK 1); the Georgia Electronic Accident Reporting System (GEARS), Atlanta Regional Commission (ARC), the Metropolitan Atlanta Rapid Transit Authority (MARTA), and the Centers for Disease Control (CDC). These data sources were chosen because they are accessible, accurate, and updated on a regular basis. As projects are implemented, the data sources used for performance measures should still be available and accessible for updates.

Because of the variety of data sources, there was no consistent time interval that could be used across all performance measures. Some sources provide data in a monthly interval, some by calendar year, and others by fiscal year. This variation made it necessary to include the time period used along with the performance measure value in the 'Value' column of the performance measures table.

Before and after studies along key corridors should be conducted to assess results of implemented projects. This data and information will be part of a project information system for constant update on projects.

More information about each data source and its respective performance measure(s) is included below.

GDOT MARK 1 Dashboard

The MARK 1 dashboard is an interactive dashboard hosted by GDOT containing corridor-level performance data. The dashboard includes performance and volume measures like throughput, arrivals on green, and progression ratio. It also includes equipment and activity data like uptime measures for traffic detectors, pedestrian pushbuttons, CCTV cameras, and intersection communications systems. Data is provided on a monthly basis.

The MARK 1 dashboard was used to collect average volume, average throughput, and pedestrian pushbutton activations for the following corridors in the study area: SR 74, SR 138, Old National Highway, SR 70, and SR 154.

Georgia Electronic Accident Reporting System (GEARS)

GEARS provides access to data and documents related to crashes occurring in the state of Georgia from a central repository. Crash data is provided by local and state law enforcement agencies. Data is provided on a monthly basis. GEARS was used to collect commercial vehicle crashes as well as the total number of crashes, injuries, and fatalities in the study area.



Atlanta Regional Commission (ARC) Bicycle Facility Inventory

ARC's Bicycle Facility Inventory is accessible through their publicly available open data repository and is available in spreadsheet, KML, and shapefile formats. The data is developed by ARC's Transportation Access & Mobility Division and most recently updated on March 26, 2020. Facilities are verified using Google Earth and Bing satellite imagery.

This inventory was used to collect the total linear miles of multi-use trail and bicycle lanes within the study area. Bicycle facility data types used for the performance measure were conventional, buffered, contra-flow, and left-side bike lanes; protected cycle tracks; raised cycle tracks; and multi-use paths.

Centers for Disease Control and Prevention (CDC) Social Vulnerability Index (SVI)

The CDC SVI includes data at the Census Tract level for 15 socioeconomic variables gathered from the U.S. Census: population below poverty, unemployed, income, no high school diploma, aged 65 or older, aged 17 or younger, older than age 5 with a disability, single-parent households, minority, speaks English "less than well", multi-unit housing structures, mobile homes, crowding, no-vehicle, and group quarters. After ranking, it groups the factors into four related themes. Each tract receives a separate ranking for each of the four themes, as well as an overall ranking.

The overall SVI ranking of all census tracts within the study area were averaged for the final value.

Metropolitan Atlanta Rapid Transit Authority (MARTA)

MARTA data was used for the following measures: bus ridership, rail boardings and alightings, and on-time performance. This data was obtained from correspondence with MARTA staff. Bus ridership for each MARTA bus route serving the study area was collected for Fiscal Year 2018, which was the most recent data provided by MARTA. Bus ridership for weekdays, Saturdays, and Sundays was averaged to arrive at three values used as the performance measures.

MARTA also provided Fiscal Year 2018 rail boardings and alightings for each rail station within the study area (East Point, College Park, and Airport). Boardings and alightings were averaged over the time period. On-time performance was also averaged for all bus routes serving the study area in calendar year 2019.

Future Measures

Another metric to be considered in the future is emergency vehicle response time, if available. One of the project recommendations included in the plan is signal preemption for emergency vehicles. This metric could measure any reductions in response times that result from project implementation. It was not included due to a lack of online availability from the local jurisdictions within the study area.



Table 10: System Performance Tracking

Category	Metrics	Geography	Description	Source Agency	Value
Vehicle	Average Traffic Volume	Corridor(s)	Average vehicles per day in five roadways within study area: SR 74, SR 138, Old National Hwy, SR 70, SR 154.	GDOT MARK-1 Dashboard	20,861 vehicles per day (February 2020)
	Average Throughput	Corridor(s)	Maximum number of vehicles served on all phases at an intersection. Average of five roadways within study area: SR 74, SR 138, Old National Hwy, SR 70, SR 154.	GDOT MARK-1 Dashboard	1,499 vehicles per hour (February 2020)
Freight	Commercial Vehicle Crashes	Study area		GDOT GEARS Database	654 (2018)
Pedestrian	Pushbutton Activations	Corridor(s)	Total number of pedestrian pushbutton events along corridor. Average of five roadways within study area: SR 74, SR 138, Old National Hwy, SR 70, SR 154.	GDOT MARK-1 Dashboard	75 activations per day (February 2020)
Bicycle	Linear miles of multi-use trail and bicycle lanes	Study Area	Bicycle Facilities in Metro Atlanta including: Bicycle lanes, multi-use path, protected bike lanes and cycles	ARC Metro Atlanta Bicycle Facility Inventory 2014 (updated 2020)	0.64 miles of Phoenix Trail (multi-use path) and 1 mile of on-street bicycle lanes
Transit	Bus Ridership	Study area	Average Ridership (Weekday, Saturday, Sunday) for all MARTA bus routes within study area	MARTA	Weekday: 1,499 (FY18) Saturday: 976 (FY 18) Sunday: 738 (FY 18)
	Rail boardings and alightings	Study area	Average AM and PM peak boardings and alightings for all MARTA rail stations within study area (East Point, College Park, and Airport)	MARTA	Average Boardings: 10,180 (FY 18) Average Alightings: 9,213 (FY 18)
	On-time performance	Study area	Average on-time percentage of bus routes serving study area	MARTA	78.2% (2019)



Category	Metrics	Geography	Description	Source Agency	Value
Economic	CDC Social Vulnerability Index	Study area	Census Tract level information using 15 variables. Percentile ranking values range from 0 to 1, with higher values indicating greater vulnerability. Average overall value of all Census Tracts in study area.	Center for Disease Control and Prevention (CDC)	0.644918 (2018)
Safety	Number of crashes	Study area		GDOT GEARS Database	9,458 (2018)
	Number of injuries	Study area		GDOT GEARS Database	3,325 (2018)
	Number of fatalities	Study area		GDOT GEARS Database	45 (2018)

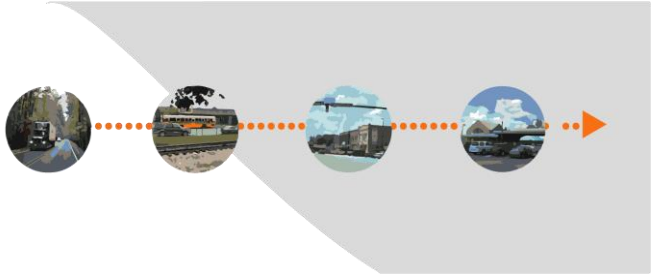
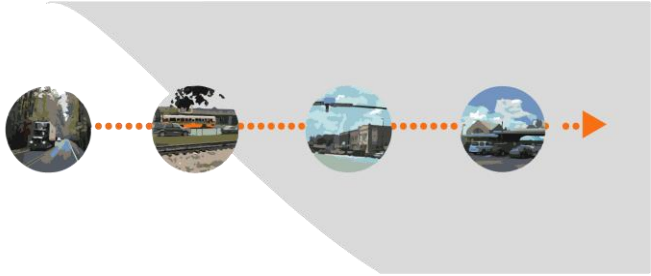


Table 11: SFCTP Goals, Objectives, and Performance Measures

SFCTP Goal	SFCTP Objective	SFCTP Project-Level Evaluation		SFCTP Plan-Level Evaluation Metrics	Plan Monitoring (Post-Adoption)		
		Category	Metrics		Category	Metrics	Source Agency
Provide safe and reliable mobility options for all.	▪ Ensure the availability of transportation options for people of all ages and abilities. ▪ Provide new and improved transportation facilities that support existing and emerging modes. ▪ Promote last-mile connectivity to leverage existing and planned public transit.	Mobility Options & Access	▪ Provides for new modes of transportation ▪ Improves existing transit, bicycle, and/or pedestrian facilities	▪ Linear miles of multi-use trail	Pedestrian	Pushbutton Activations	GDOT MARK-1 Dashboard, Cities, ARC
				▪ Linear miles of multi-use trail ▪ Linear miles of bicycle lanes	Bicycle	Linear miles of multi-use trail and bicycle lanes	Bike facilities KMZ, GDOT, Cities, ARC
				▪ Number of bus stops with shelters or benches	Transit	Bus boardings and alightings	MARTA
						Rail boardings and alightings	MARTA
						Bus route headways	MARTA
						On-time performance	MARTA



SFCTP Goal	SFCTP Objective	SFCTP Project-Level Evaluation		SFCTP Plan-Level Evaluation Metrics	Plan Monitoring (Post-Adoption)		
		Category	Metrics		Category	Metrics	Source Agency
	▪ Facilitate the implementation of new and emerging technologies, such as connected and autonomous vehicles, to improve safety.	Safety	▪ High crash location ▪ High risk bike/ped location ▪ Proximity to schools and/or EMS facilities	N/A	Safety	Number of crashes, injuries, and fatalities	GDOT GEARS Database
Provide a connected, reliable transportation system that operates efficiently and supports future growth.	▪ Promote innovative approaches for reducing congestion and promoting travel time reliability across multiple modes. ▪ Provide new or improved transportation connections. ▪ Address existing and future congestion on major roads and intersections. ▪ Balance mobility and accessibility through improved access management.	Connectivity & Reliability System Preservation	▪ Congestion relief ▪ New or improved connection (regardless of mode) ▪ Critical/vulnerable transportation asset ▪ Poor pavement conditions ▪ Poor bridge conditions	▪ AADT ▪ VMT ▪ VHT ▪ VHD ▪ LOS ▪ Daily Trips	Vehicle	Traffic Volume	GDOT MARK-1 Dashboard, Cities, ARC
						Throughput	GDOT MARK-1 Dashboard, Cities, ARC
Promote economic growth in Southern Fulton and the metropolitan Atlanta region.	▪ Ensure long-term success of regional economic generators, including the Hartsfield Jackson Atlanta International Airport and existing freight and logistics areas. ▪ Provide safe and efficient freight facilities that minimize conflicts with other modes and uses.	Public Health	▪ Anticipated emissions reduction ▪ Active transportation ▪ Proximity to medical facilities ▪ Located in high SVI area	▪ Linear miles of multi-use trail ▪ Linear miles of sidewalks ▪ Linear miles of bicycle lanes ▪ Number of projects in high SVI areas	Economic	CDC Social Vulnerability Index	CDC



SFCTP Goal	SFCTP Objective	SFCTP Project-Level Evaluation		SFCTP Plan-Level Evaluation Metrics	Plan Monitoring (Post-Adoption)		
		Category	Metrics		Category	Metrics	Source Agency
	▪ Coordinate transportation improvements with local and regional land use and economic development plans to promote transportation facilities that support existing and future development patterns. ▪ Provide context-sensitive improvements that enhance the existing character of the area.	Regional Impact	▪ Benefits multiple jurisdictions ▪ Improves access to Environmental Justice (EJ) communities (ARC EJ Model)	▪ Number of multi-jurisdictional projects		N/A	N/A
		Economic Impacts	▪ Return on Investment (ROI) ▪ High Freight Volumes ▪ Proximity to major employment centers	▪ AADT ▪ VMT ▪ VHT ▪ VHD ▪ LOS ▪ Daily Trips	Freight	Commercial Vehicle Crashes	GDOT GEARS Database
		Project Readiness	▪ Ease of implementation	N/A	N/A	N/A	N/A



Next Steps

The final SFCTP must be adopted by at least five of the eight Southern Fulton cites in order to be considered an adopted plan, which would allow the cities to apply for federal funds from the ARC. Projects that receive non-local funding through ARC will be eligible for inclusion in the ARC RTP through ARC's solicitation process. As a result, continued coordination among the local jurisdictions, CIDs, ARC, and GDOT is critical. For locally funded projects, cities should consider (but are not required) to incorporate the SFCTP projects into their next TSPLOST project lists and work programs for implementation. A final report that will provide a high-level executive summary of the entire SFCTP will be released in late July / early August for review and adoption by the cities.

SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

APPENDICES

SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

APPENDIX I

2050 System Performance Dashboards & Maps



Figure 34: Chattahoochee Hills System Performance Dashboard

System Performance Dashboard: Chattahoochee Hills

SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

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



Multi-Jurisdictional Projects: 20
Projects that cross jurisdictional boundaries have high economic and regional benefits.

Projects in High SVI Areas: 1
Projects in areas that are high on the CDC's Social Vulnerability Index (SVI), are expected to improve accessibility and mobility in those areas.

Projects in High Isolation Areas (Transit): 6
Projects in High Isolation Areas (Auto): 4
The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

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

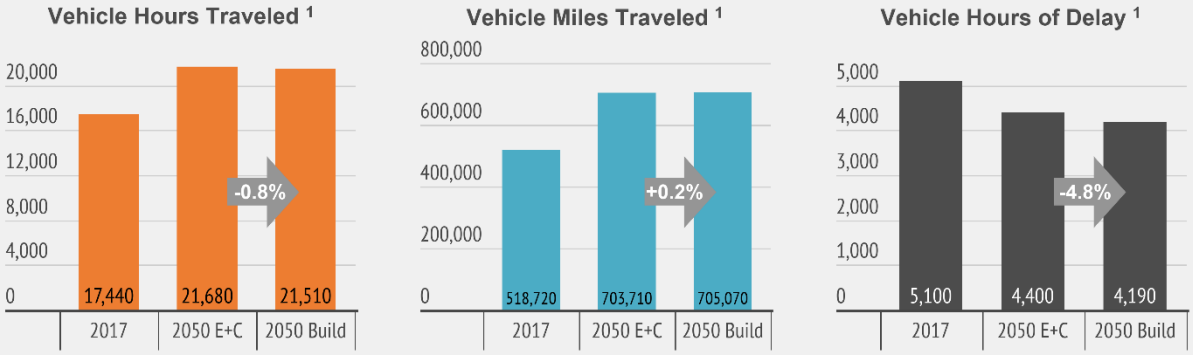


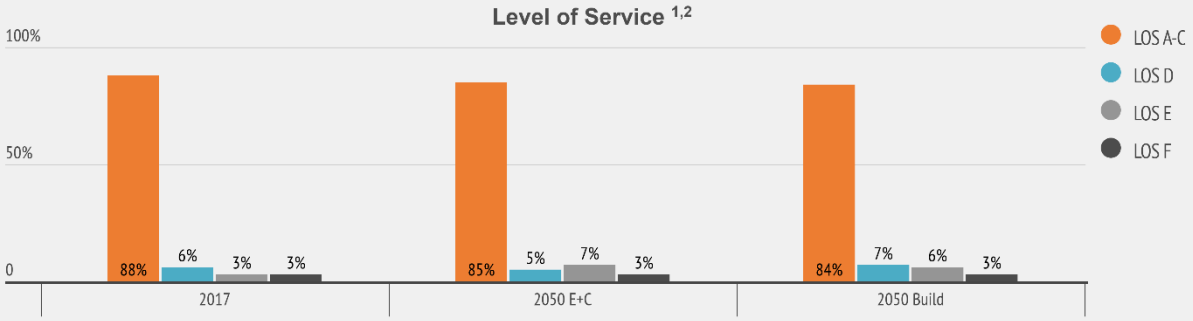
Figure 35: College Park System Performance Dashboard

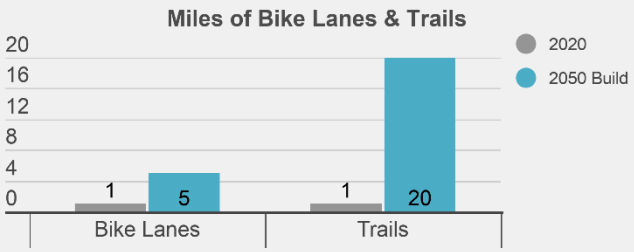
System Performance Dashboard: College Park

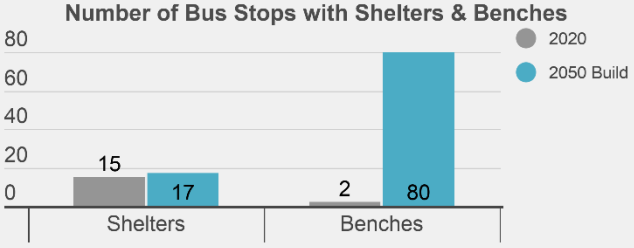
SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

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









Multi-Jurisdictional Projects: 37
Projects that cross jurisdictional boundaries have high economic and regional benefits.

Projects in High SVI Areas: 41
Projects in areas that are high on the CDC's Social Vulnerability Index (SVI), are expected to improve accessibility and mobility in those areas.

Projects in High Isolation Areas (Transit): 4
Projects in High Isolation Areas (Auto): 13
The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

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

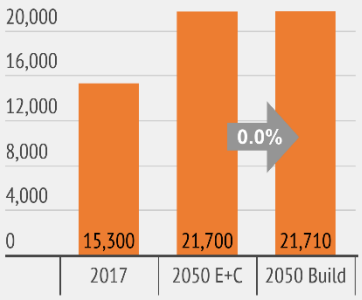
Figure 36: East Point System Performance Dashboard

System Performance Dashboard: East Point

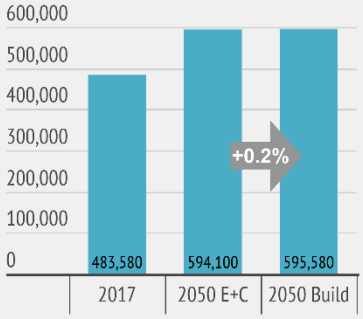
SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

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

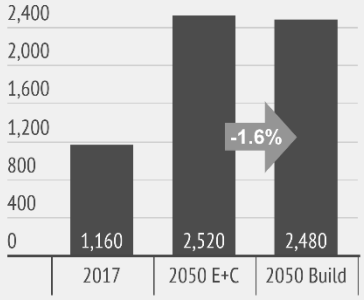
Vehicle Hours Traveled [1]



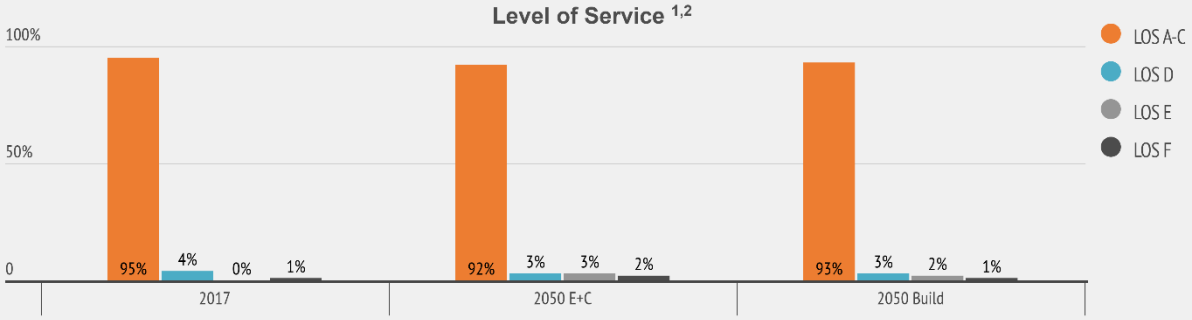
Vehicle Miles Traveled [1]



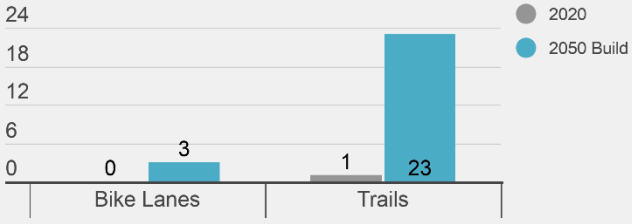
Vehicle Hours of Delay [1]



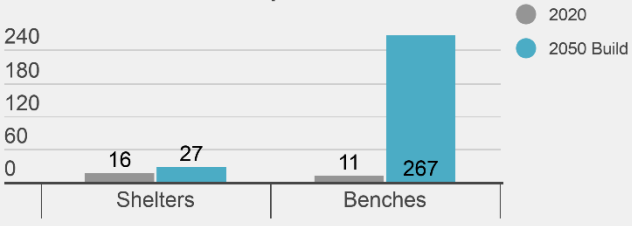
Level of Service [1,2]



Miles of Bike Lanes & Trails



Number of Bus Stops with Shelters & Benches



Multi-Jurisdictional Projects: 35
Projects that cross jurisdictional boundaries have high economic and regional benefits.

Projects in High SVI Areas: 46
Projects in areas that are high on the CDC's Social Vulnerability Index (SVI), are expected to improve accessibility and mobility in those areas.

Projects in High Isolation Areas (Transit): 3
Projects in High Isolation Areas (Auto): 11
The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

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



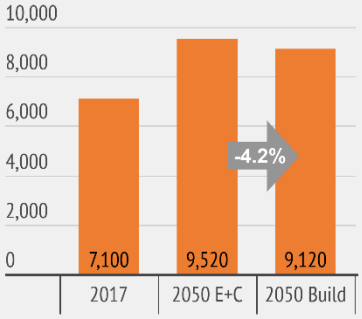
Figure 37: Fairburn System Performance Dashboard

System Performance Dashboard: Fairburn

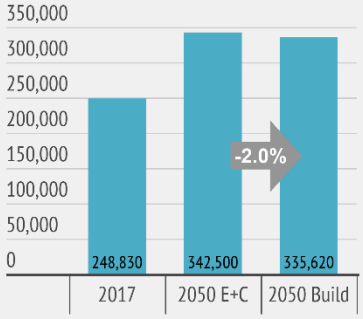
SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

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

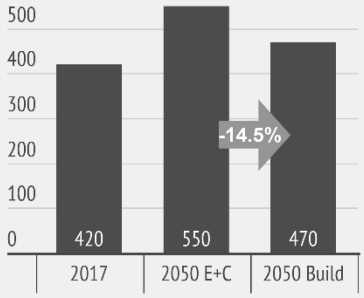
Vehicle Hours Traveled [1]



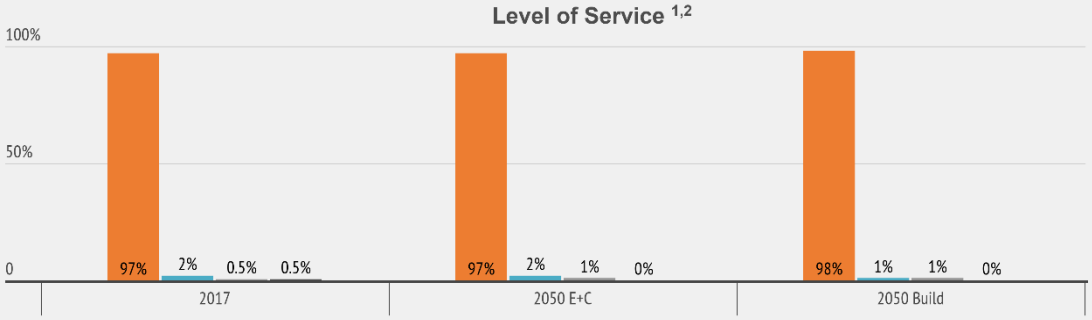
Vehicle Miles Traveled [1]



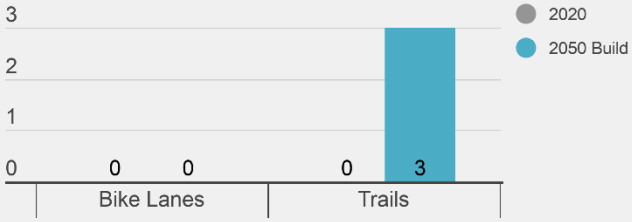
Vehicle Hours of Delay [1]



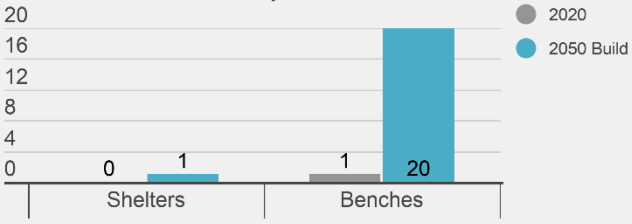
Level of Service [1,2]



Miles of Bike Lanes & Trails



Number of Bus Stops with Shelters & Benches



Multi-Jurisdictional Projects: 23
Projects that cross jurisdictional boundaries have high economic and regional benefits.

Projects in High SVI Areas: 12
Projects in areas that are high on the CDC's Social Vulnerability Index (SVI), are expected to improve accessibility and mobility in those areas.

Projects in High Isolation Areas (Transit): 3
Projects in High Isolation Areas (Auto): 10
The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

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



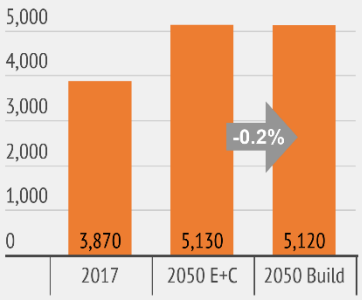
Figure 38: Hapeville System Performance Dashboard

System Performance Dashboard: Hapeville

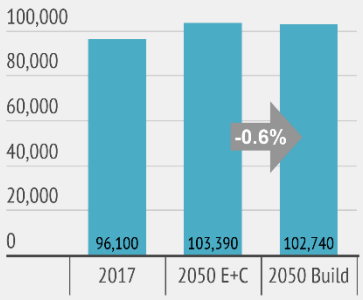
SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

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

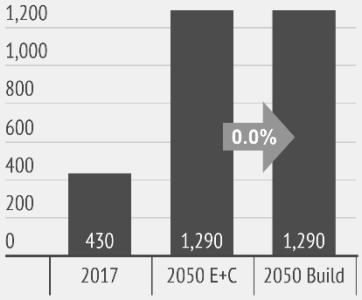
Vehicle Hours Traveled [1]



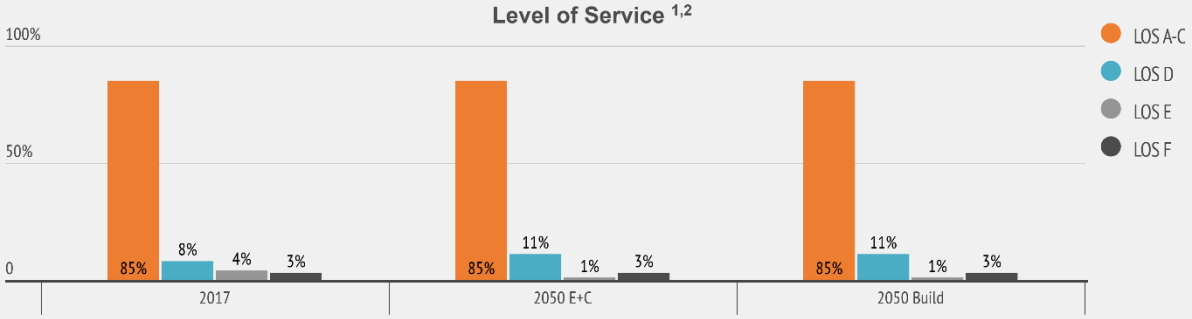
Vehicle Miles Traveled [1]



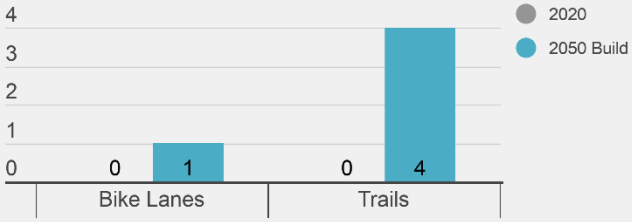
Vehicle Hours of Delay [1]



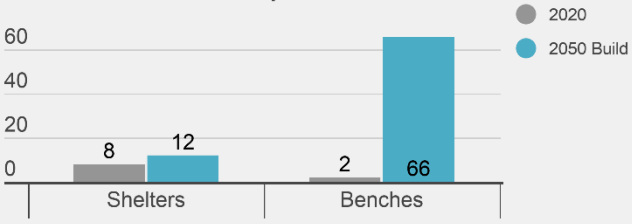
Level of Service [1,2]



Miles of Bike Lanes & Trails



Number of Bus Stops with Shelters & Benches



Multi-Jurisdictional Projects: 27
Projects that cross jurisdictional boundaries have high economic and regional benefits.

Projects in High SVI Areas: 9
Projects in areas that are high on the CDC's Social Vulnerability Index (SVI), are expected to improve accessibility and mobility in those areas.

Projects in High Isolation Areas (Transit): 2
Projects in High Isolation Areas (Auto): 6
The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

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

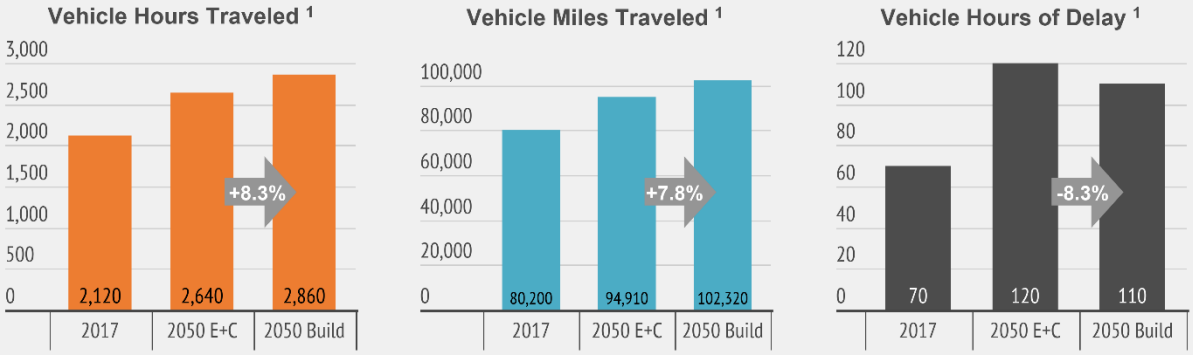


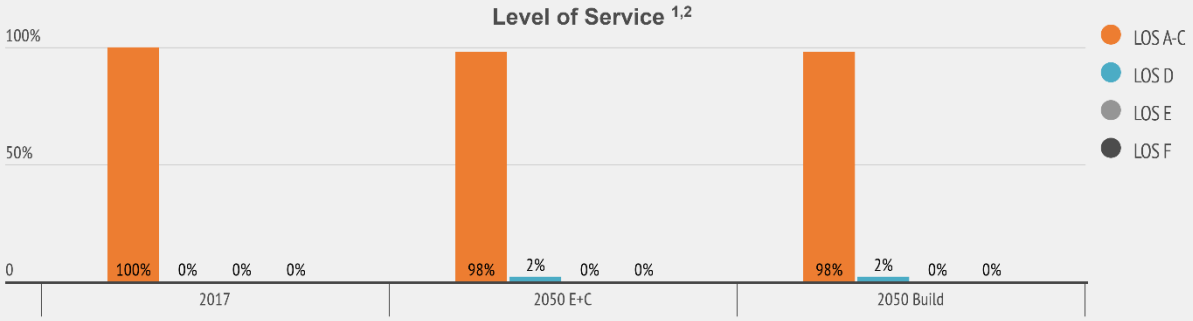
Figure 39: Palmetto System Performance Dashboard

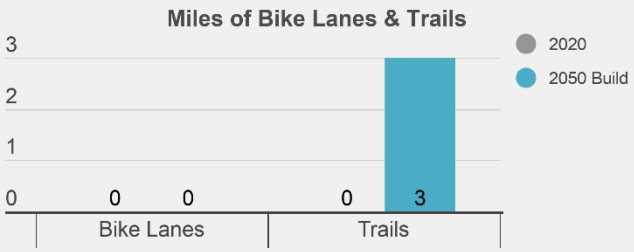
System Performance Dashboard: Palmetto

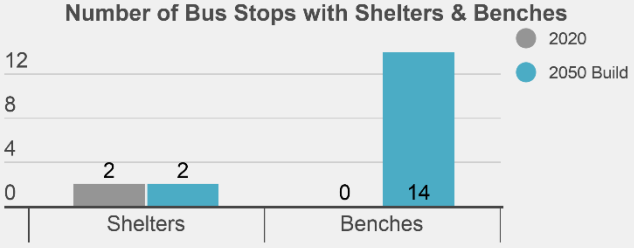
SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

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









Multi-Jurisdictional Projects: 20
Projects that cross jurisdictional boundaries have high economic and regional benefits.

Projects in High SVI Areas: 2
Projects in areas that are high on the CDC's Social Vulnerability Index (SVI), are expected to improve accessibility and mobility in those areas.

Projects in High Isolation Areas (Transit): 1
Projects in High Isolation Areas (Auto): 12
The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

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

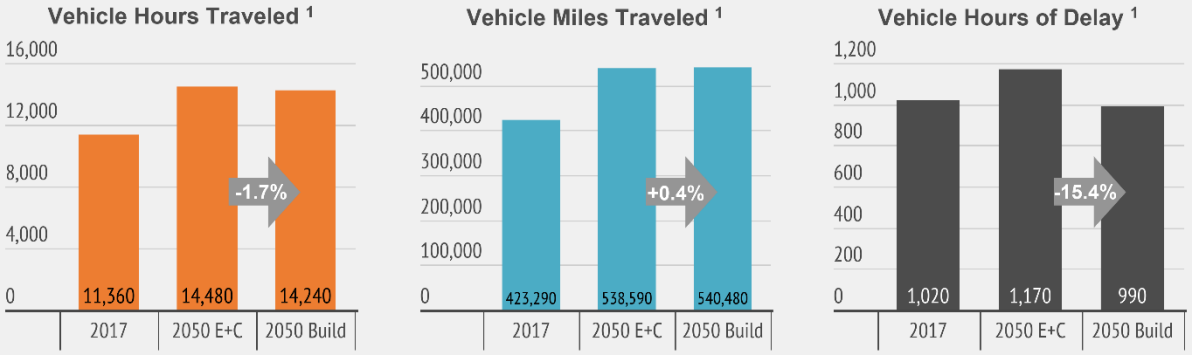


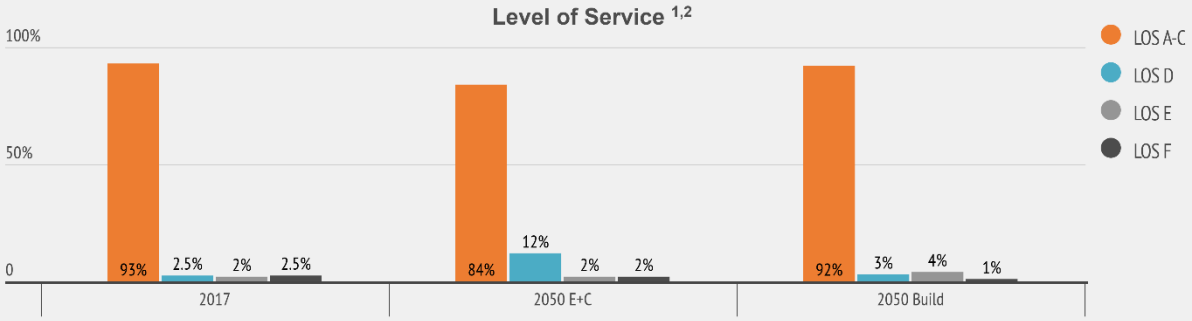
Figure 40: Union City System Performance Dashboard

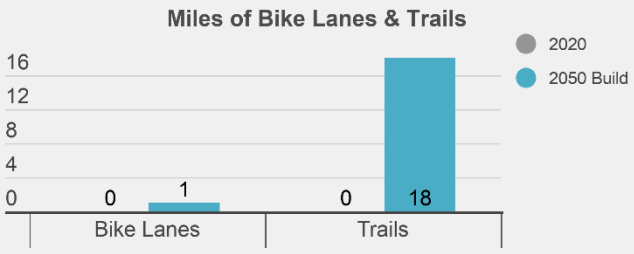
System Performance Dashboard: Union City

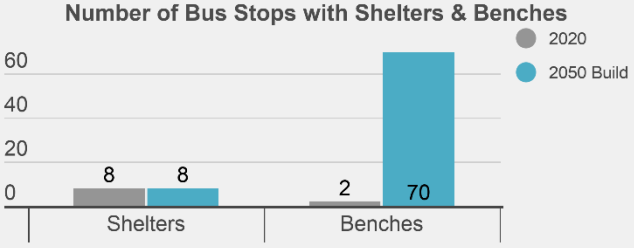
SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

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









Multi-Jurisdictional Projects: 28
Projects that cross jurisdictional boundaries have high economic and regional benefits.

Projects in High SVI Areas: 14
Projects in areas that are high on the CDC's Social Vulnerability Index (SVI), are expected to improve accessibility and mobility in those areas.

Projects in High Isolation Areas (Transit): 12
Projects in High Isolation Areas (Auto): 30
The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

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

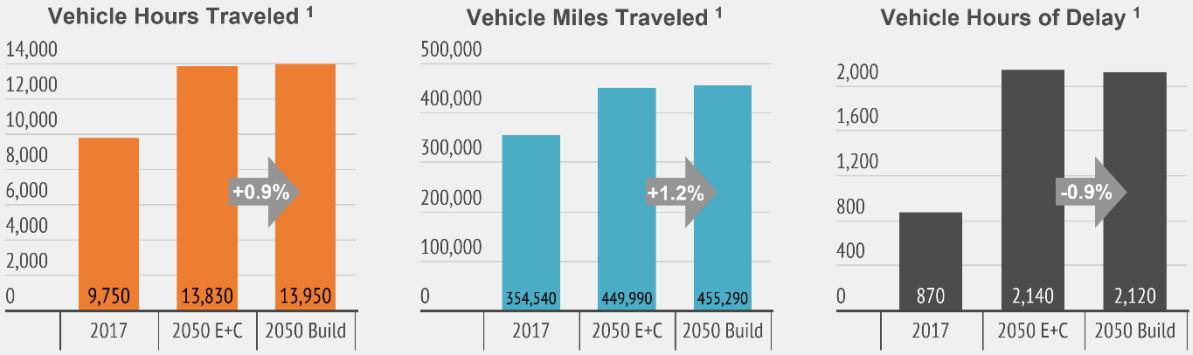


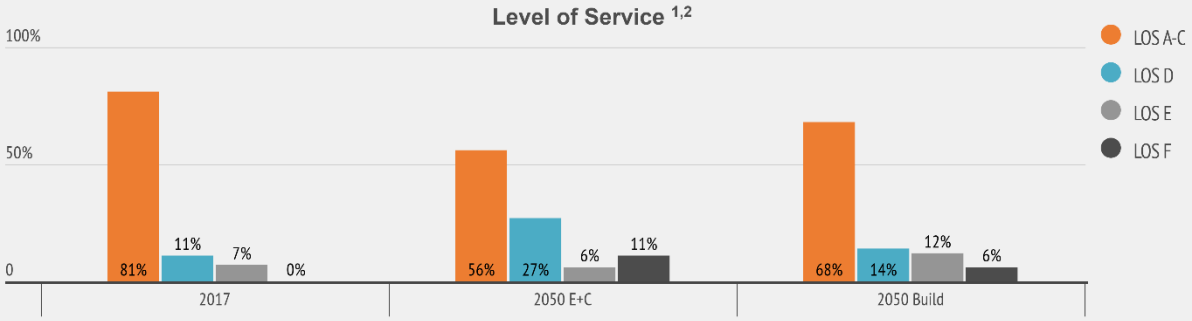
Figure 41: Unincorporated Fulton County System Performance Dashboard

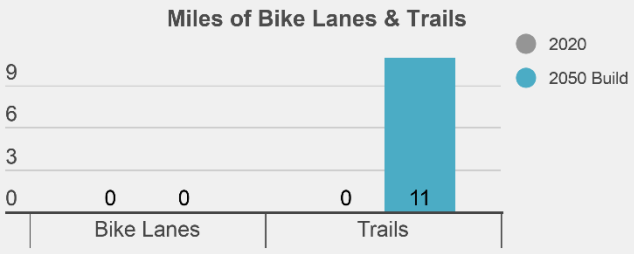
System Performance Dashboard: Unincorporated Fulton County

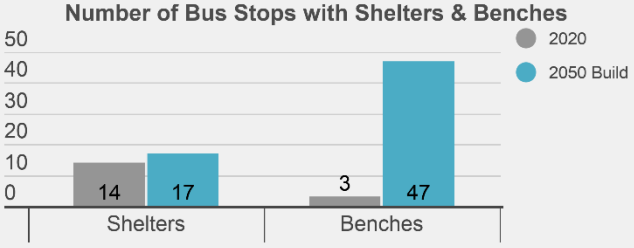
SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

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









Multi-Jurisdictional Projects: 22
Projects that cross jurisdictional boundaries have high economic and regional benefits.

Projects in High SVI Areas: 6
Projects in areas that are high on the CDC's Social Vulnerability Index (SVI), are expected to improve accessibility and mobility in those areas.

Projects in High Isolation Areas (Transit): 8
Projects in High Isolation Areas (Auto): 11
The ARC's Isolation Index measures access to hospitals, K-12 schools, commercial centers, and fire stations by automobile and transit. Projects in areas that are high on the Isolation Index are expected to improve accessibility and mobility in those areas, thereby improving resiliency.

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

2050 Existing + Committed Maps

Figure 42: 2050 E+C: Average Annual Daily Traffic

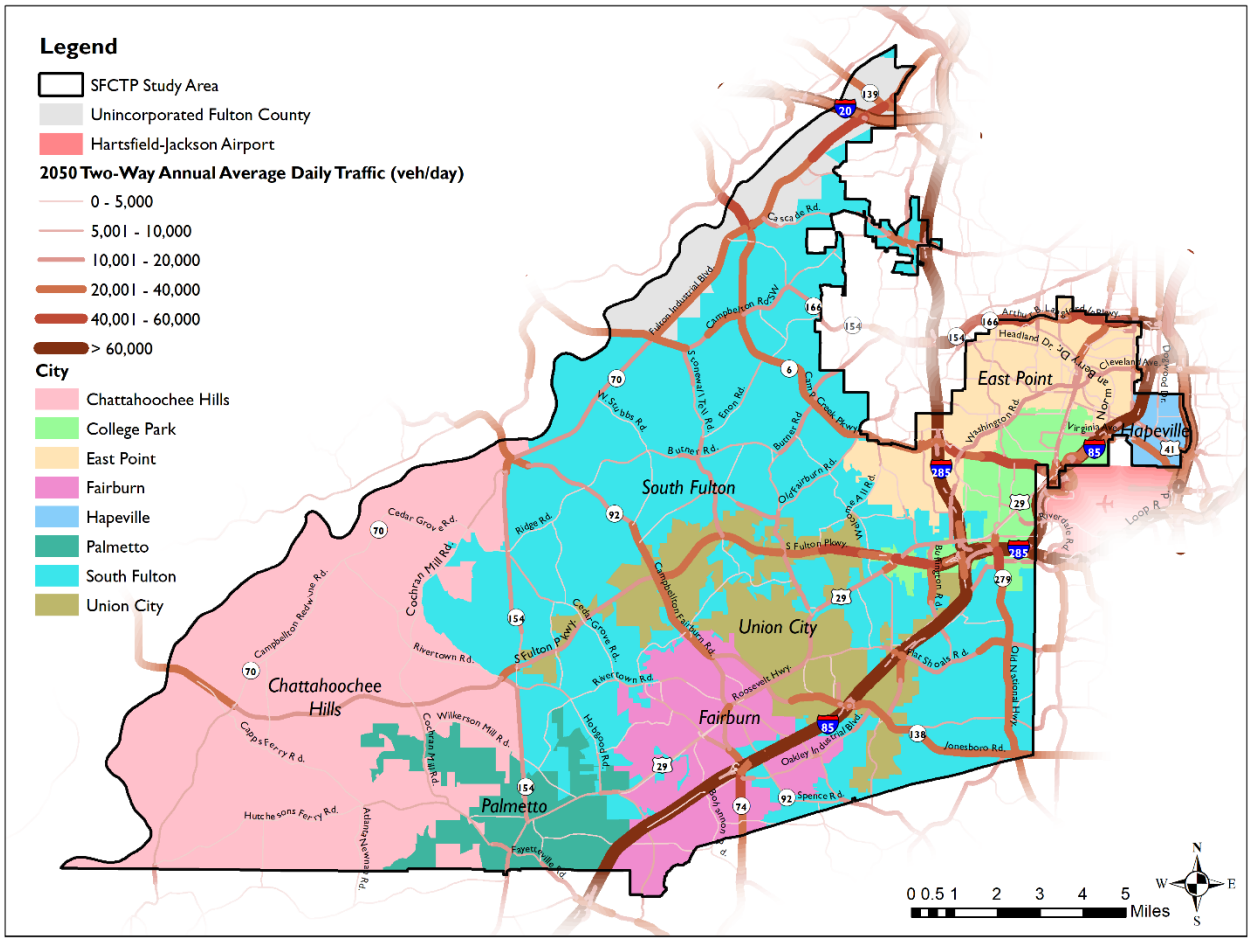


Figure 43: 2050 E+C: Average Annual Daily Truck Traffic

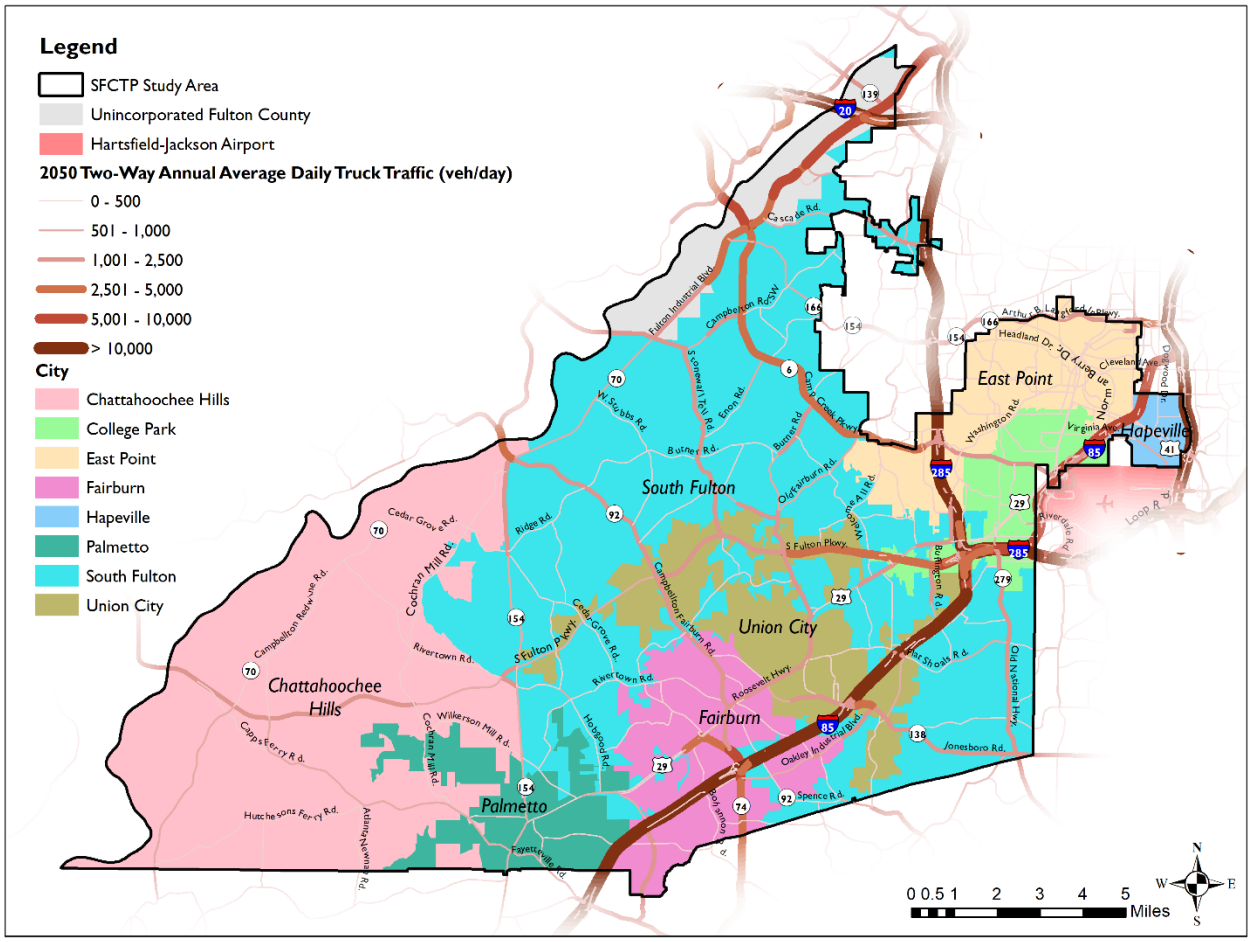


Figure 44: 2050 E+C: AM Peak Period Level of Service

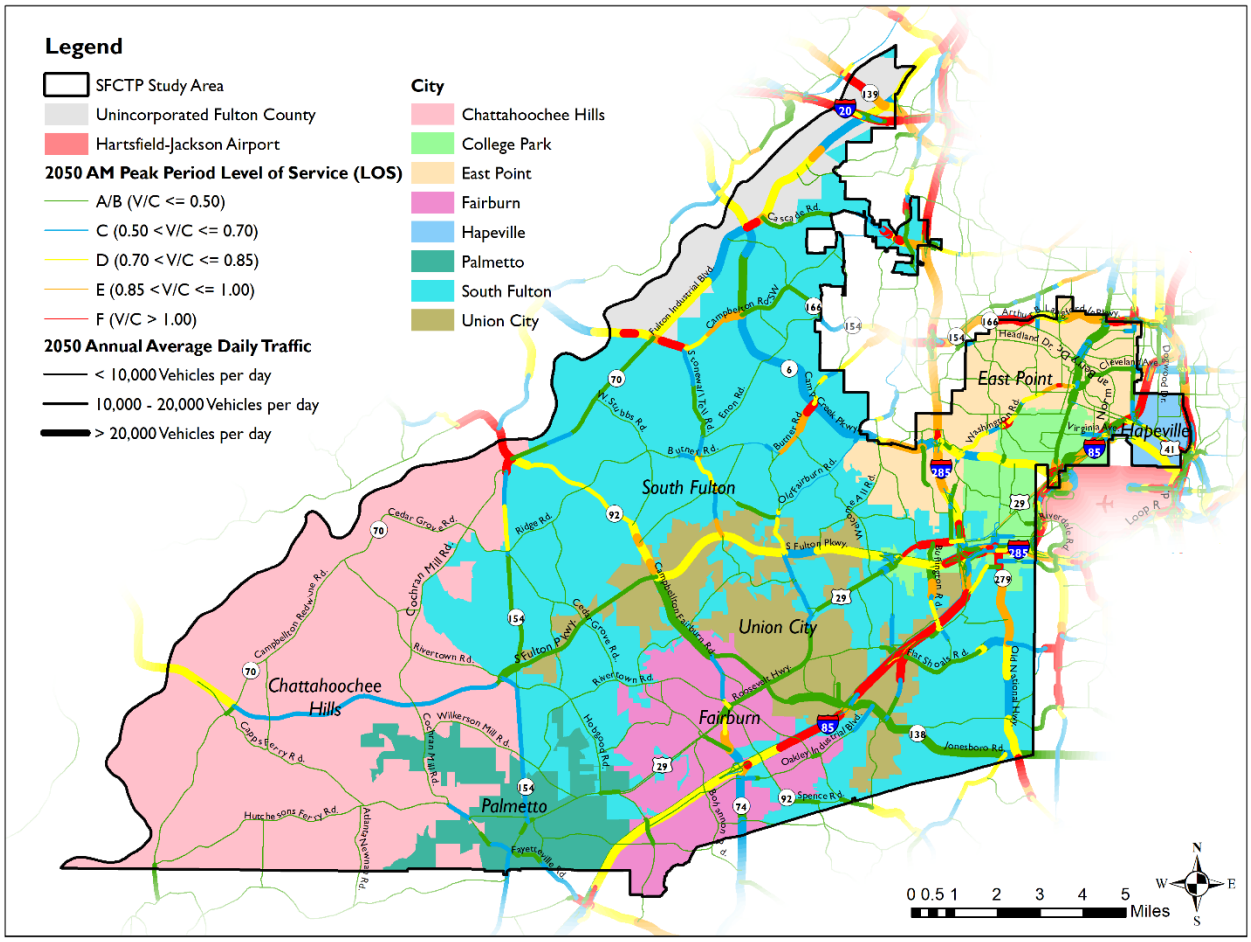
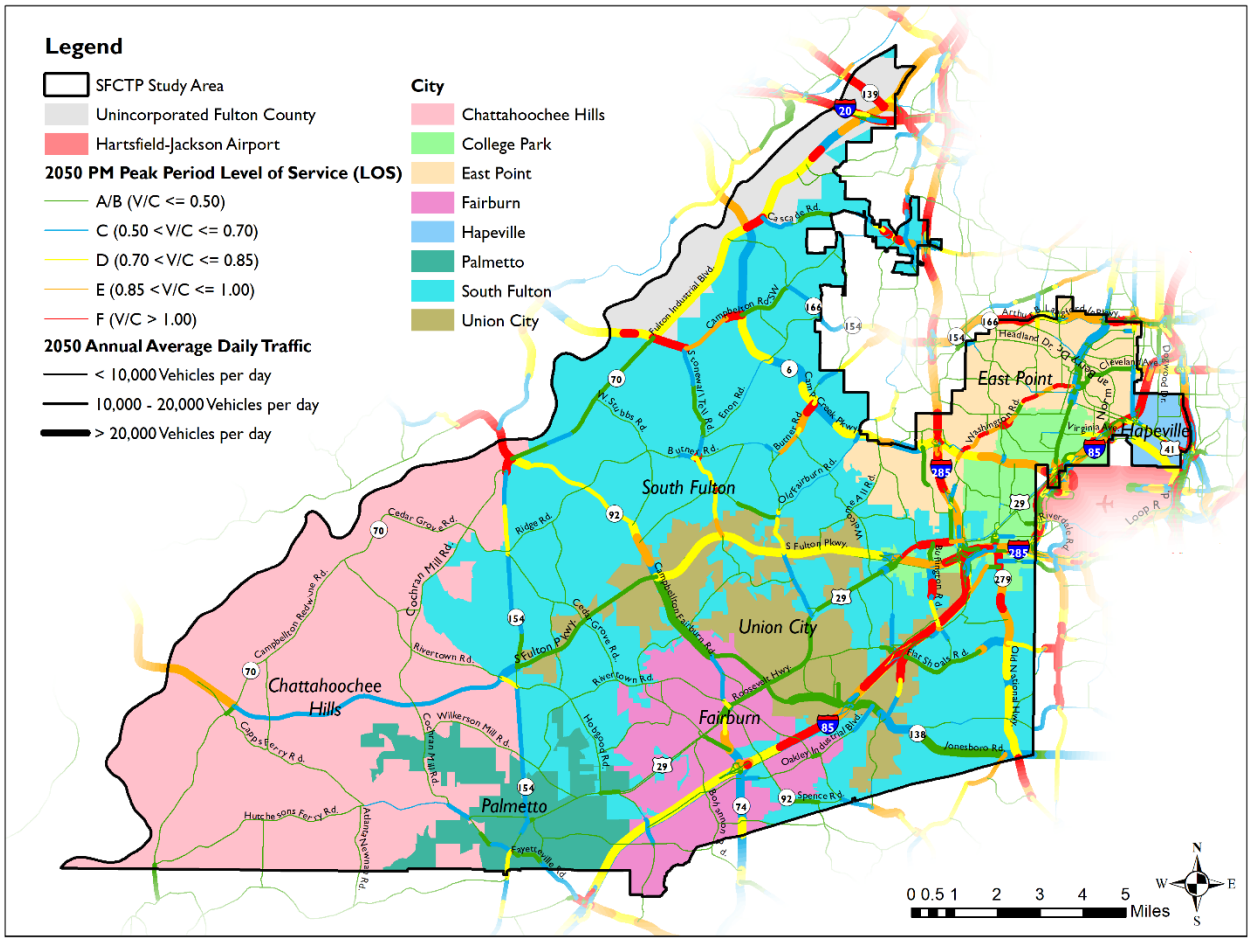


Figure 45: 2050 E+C: PM Peak Period Level of Service





2050 Build Maps

Figure 46: 2050 Build: Average Annual Daily Traffic

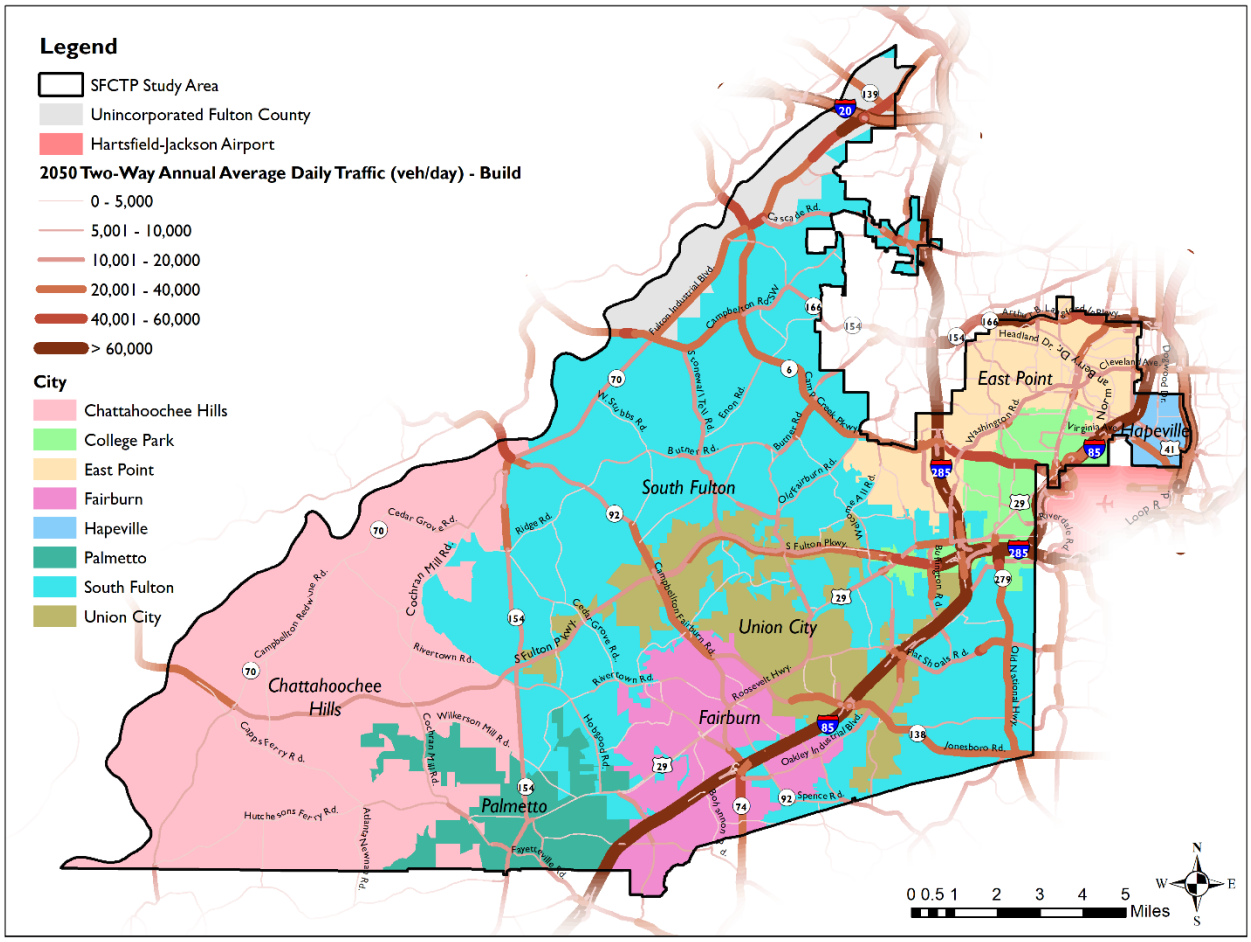


Figure 47: 2050 Build: Average Annual Daily Truck Traffic

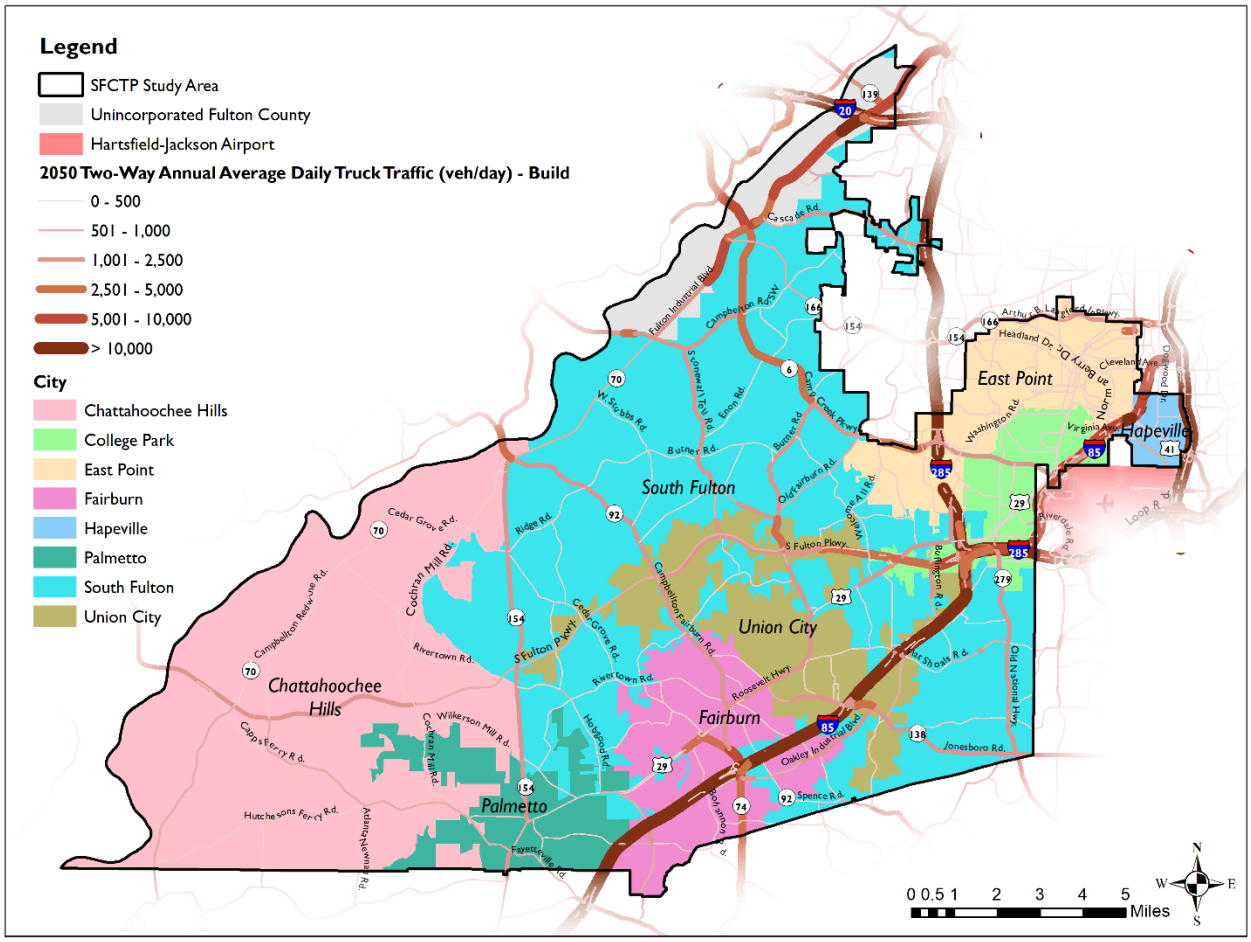


Figure 48: 2050 Build: AM Peak Period Level of Service

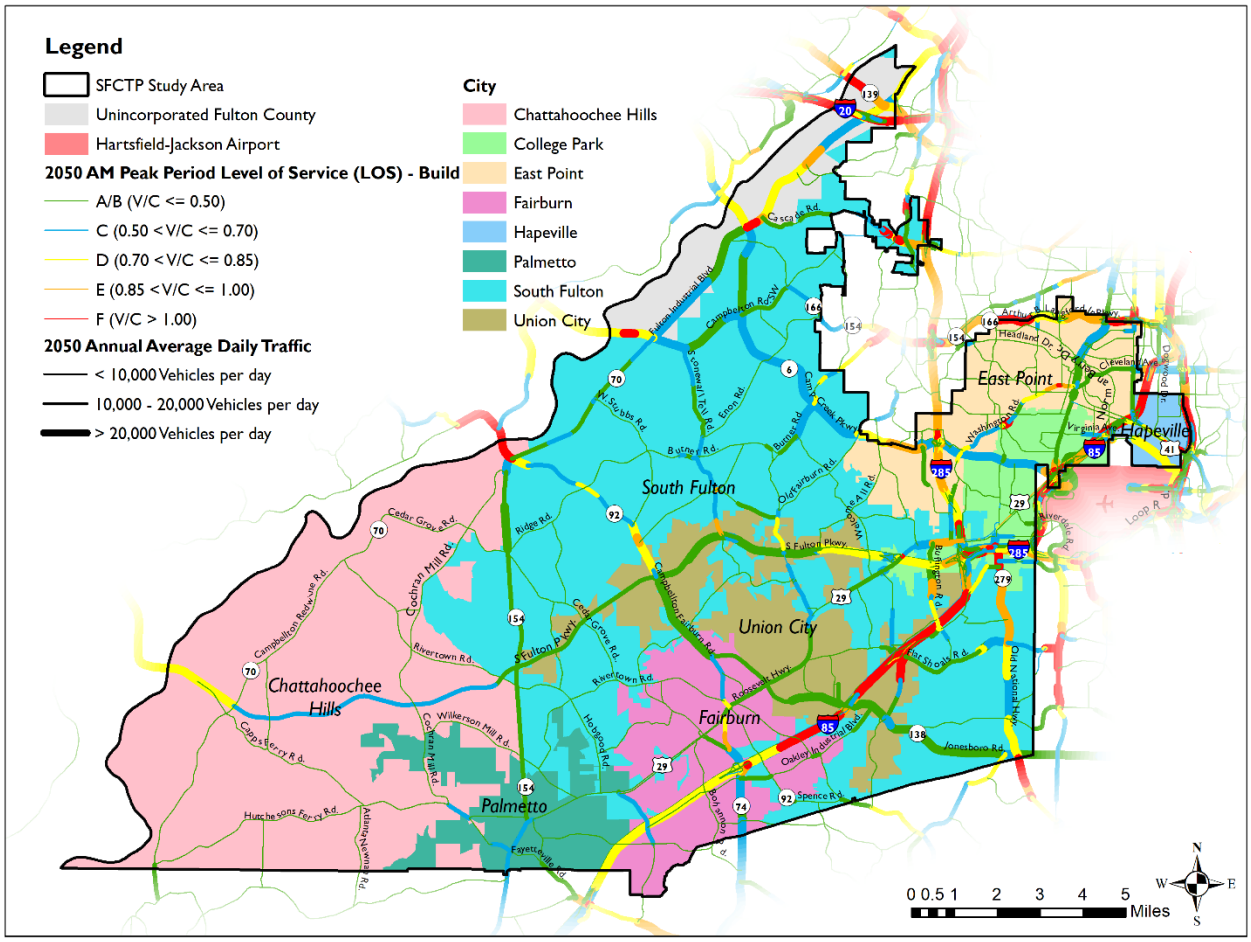
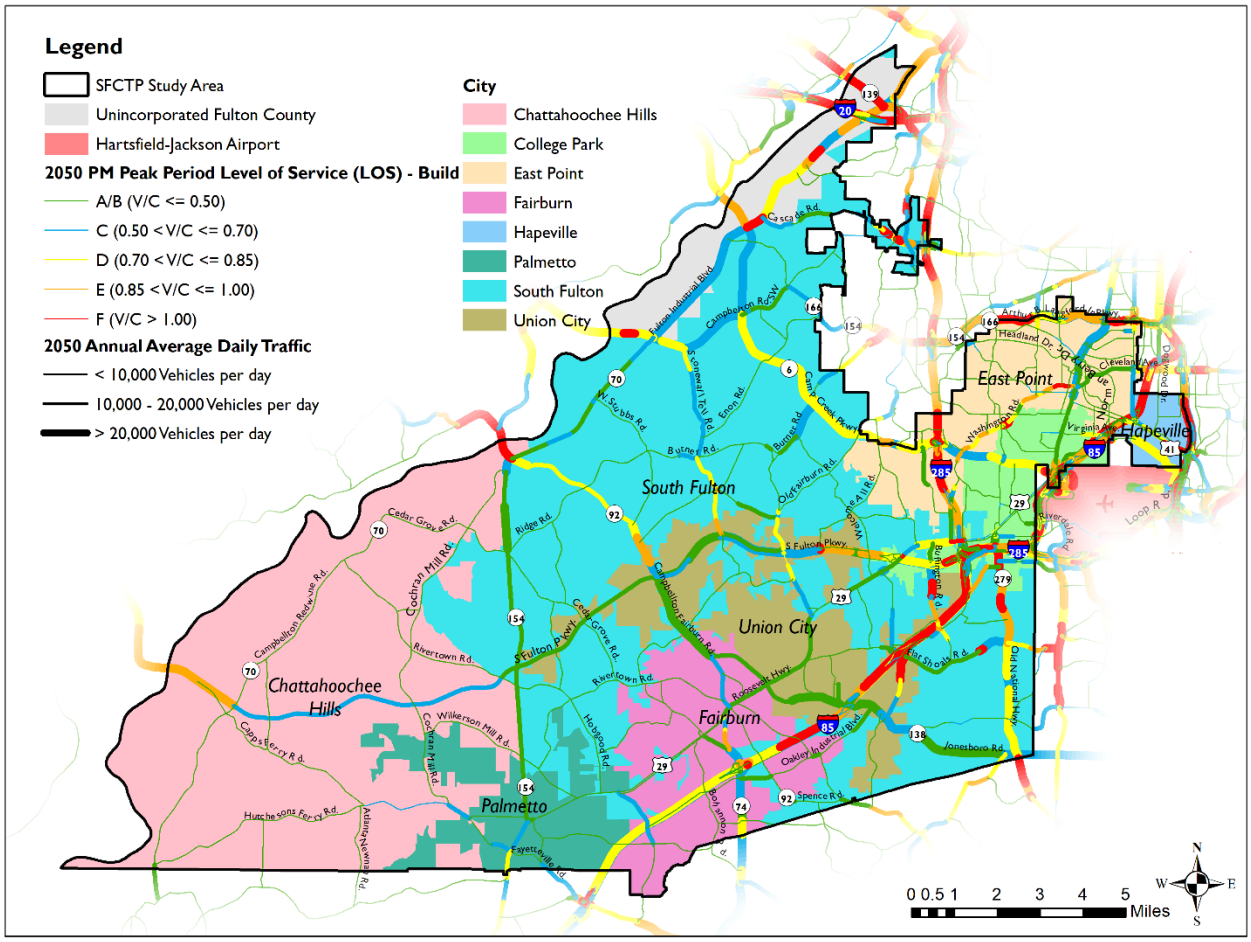


Figure 49: 2050 Build: PM Peak Period Level of Service



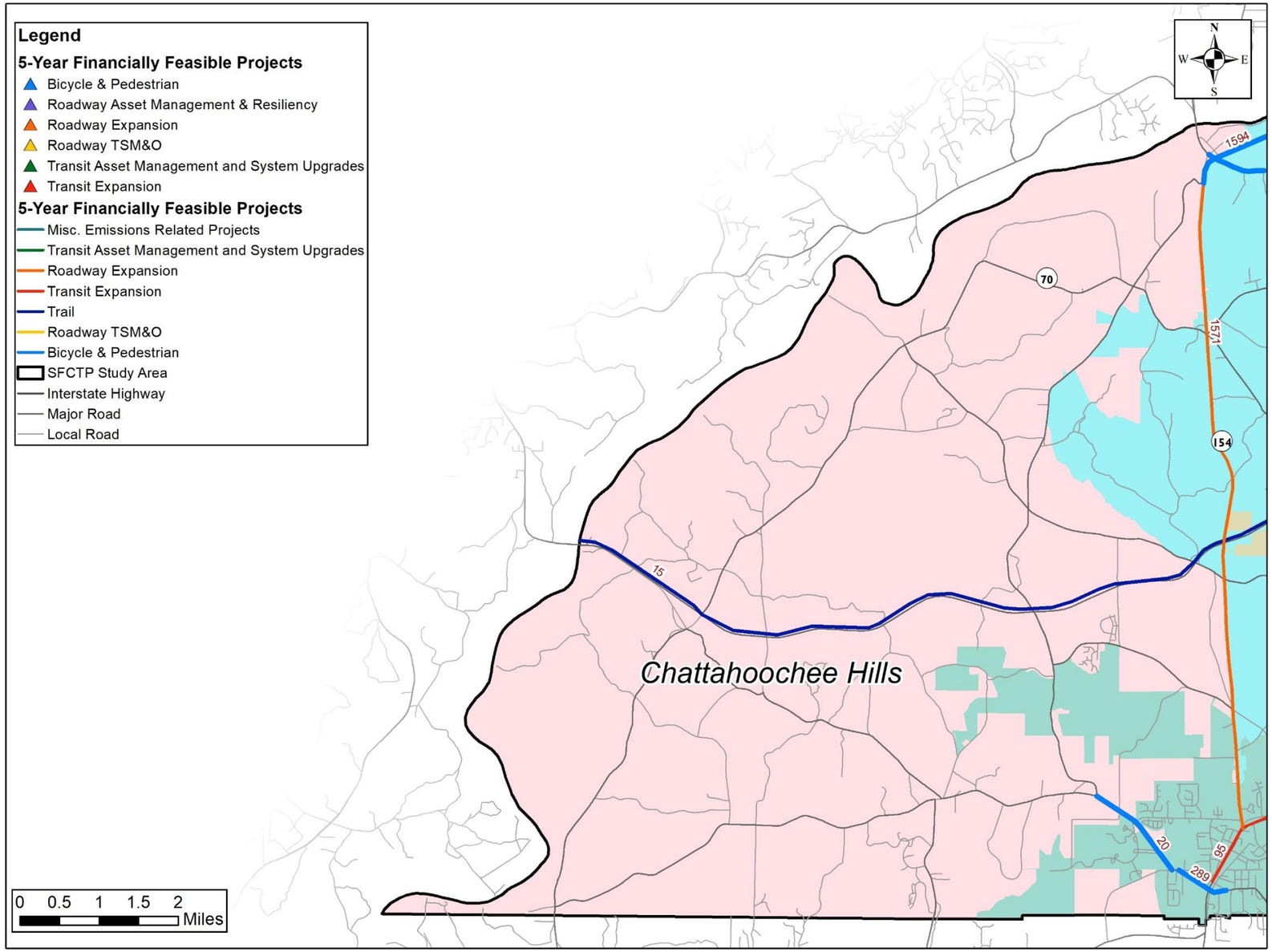
SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

APPENDIX II

Project Maps & Lists by City

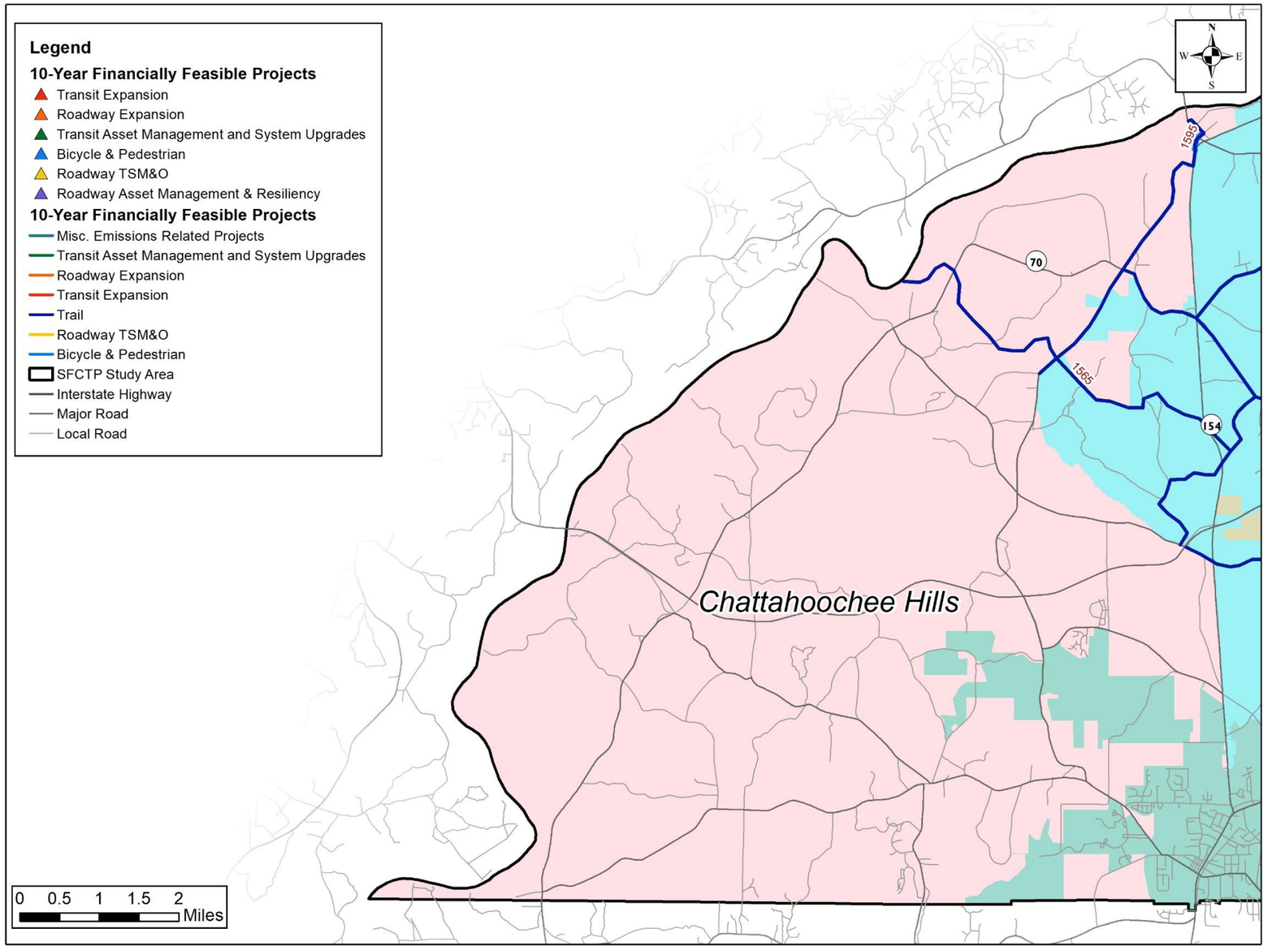
City of Chattahoochee Hills: 5-Year Financially Feasible Projects by Type

Figure 50: City of Chattahoochee Hills: 5-Year Financially Feasible Projects by Type



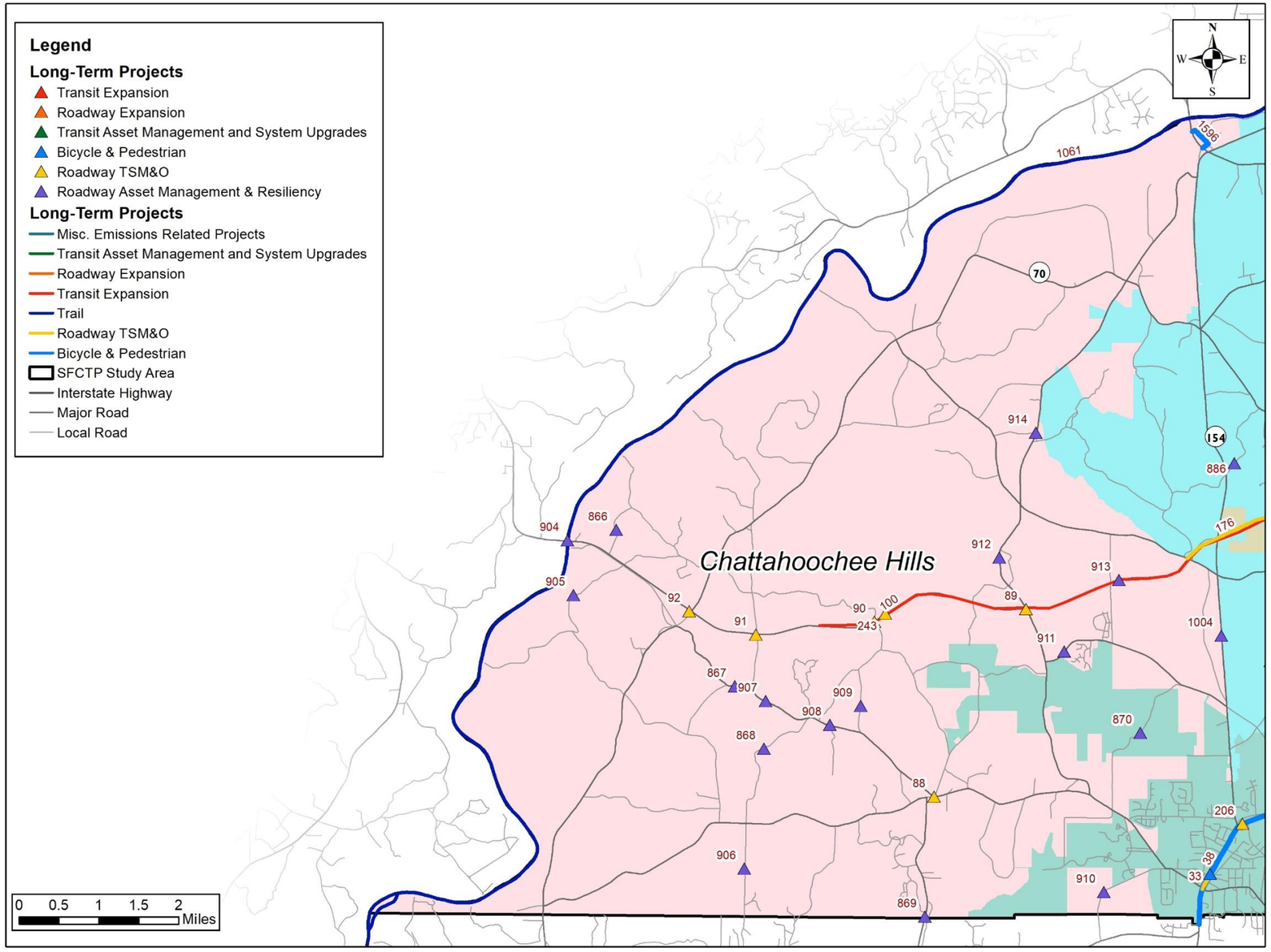
City of Chattahoochee Hills: 10-Year Financially Feasible Projects by Type

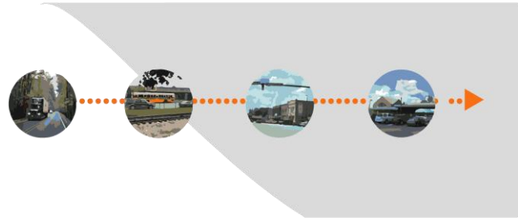
Figure 51: City of Chattahoochee Hills: 10-Year Financially Feasible Projects by Type



City of Chattahoochee Hills: Long-Term Projects by Type

Figure 52: City of Chattahoochee Hills: Long-Term Projects by Type

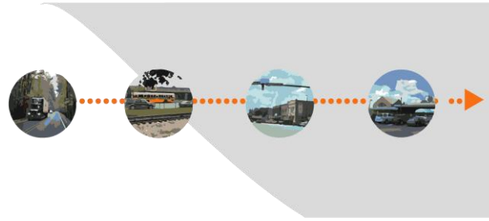




Chattahoochee Hills Projects List

Table 12: City of Chattahoochee Hills Projects List

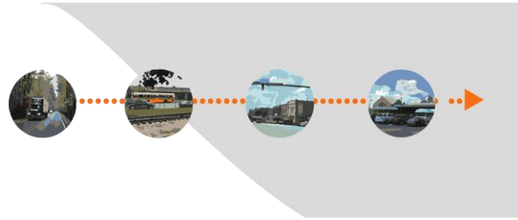
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Chattahoochee Hills Local Share	Timeframe	Chattahoochee Hills Score	Regional Score	Final Score	Final Ranking
20	Bicycle & Pedestrian	Bicycle lanes	Hutcheson Ferry Rd	Toombs St	Phillips Rd		4' bike lanes striped on street	Chattahoochee Hills, Palmetto	$216,000	$132,000	$2,337,000	N/A	$232,000	$3,592,098	$0	$3,592,098	$1,796,049	5 Year	42.6	42.4	85.0	107
1579	Bicycle & Pedestrian	Sidewalks	SR 92/Campbellton Fairburn Rd	Fairburn Campbellton Rd	Bethlehem Rd		Sidewalk installation on both sides of SR 92/Campbellton Fairburn Rd	Chattahoochee Hills, South Fulton	$175,000	$877,500	$1,755,000	N/A	$311,944	$3,119,444	$1,762,486	$1,356,958	$134,339	5 year	37.1	42.1	81.2	123
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$31,250	5 year	N/A	N/A	N/A	N/A
51	Other	Study	N/A				Pedestrian Plan: Evaluate feasibility of Chattahoochee Hill Country Greenway Trail and assess use of resources	Chattahoochee Hills	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$150,000	5 year	N/A	N/A	N/A	N/A
52	Other	Study	N/A				Pedestrian Plan: Expand the current Parks, Recreation and Trails Plan and promote awareness of its recommendations to the community	Chattahoochee Hills	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$150,000	5 year	N/A	N/A	N/A	N/A
1110	Other	Study					Conduct transit feasibility study for potential new high-capacity transit (such as bus rapid transit, express bus, or rail)	Chattahoochee Hills; City of South Fulton	N/A	N/A	N/A	N/A	N/A	$300,000	$0	$300,000	$150,000	5 year	N/A	N/A	N/A	N/A
240	Other	Wayfinding/ Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$18,750	5 year	N/A	N/A	N/A	N/A
1508	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Chattahoochee Hills	N/A	N/A	N/A	N/A	N/A	$66,834,167	$0	$66,834,167	$66,834,167	5 year	N/A	N/A	N/A	N/A
156	Roadway Transportation System Management & Operation	Add communications at traffic signals with pedestrian activity	Traffic signal locations with pedestrian pushbuttons				Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	$40,000	N/A	$360,000	N/A	N/A	$400,000	$0	$400,000	$0	5 year	N/A	N/A	N/A	N/A
216	Roadway Transportation System Management & Operation	Signal monitoring, maintenance, and operations	Southern Fulton Region				Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)	All jurisdictions	$786,000	N/A	none	N/A	N/A	$7,860,000	$0	$7,860,000	$0	5 year	N/A	N/A	N/A	N/A
225	Roadway Transportation System Management & Operation	Signal upgrades	Smart Corridors in Southern Fulton Region				Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	$6,960	N/A	$62,640	N/A	N/A	$69,600	$0	$69,600	$0	5 year	N/A	N/A	N/A	N/A
2000	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles	All jurisdictions	$0	N/A	$456,500	N/A	N/A	$456,500	$0	$456,500	$33,000	5 year	N/A	N/A	N/A	N/A



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Chattahoochee Hills Local Share	Timeframe	Chattahoochee Hills Score	Regional Score	Final Score	Final Ranking
15	Trail	Multi-use trail	SR 14/South Fulton Pkwy	I-285	Chattahoochee River		10' multi-use trail parallel to road with large buffer in between	Chattahoochee Hills	$903,420	$2,710,260	$5,420,520	N/A	N/A	$9,034,199	$5,104,323	$3,929,877	$3,929,877	5 year	35.7	40.0	75.7	154
215	Transit Asset Management and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$0	$1,574,000	$0	5 year	N/A	N/A	N/A	N/A
1505	Transit Asset Management and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$445,280	$111,320	$0	5 year	0.0	55.8	111.6	3
1506	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$285,120	$71,280	$0	5 year	0.0	52.3	104.7	19
1507	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$544,320	$136,080	$0	5 year	0.0	55.8	111.6	3
1517	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$4,127,760	$1,031,940	$0	5 year	0.0	59.3	118.5	2
103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$800,000	$200,000	$25,000	5 year	N/A	N/A	N/A	N/A
1595	Bicycle & Pedestrian	Sidewalks	Church Street	SR 154/ Cascade Palmetto Hwy	Fairburn Campbellton Rd		Sidewalk installation on both sides of Church Street	Chattahoochee Hills, South Fulton	$44,000	$219,500	$439,000	N/A	$78,056	$780,556	$0	$780,556	$704,061	10 Year	34.1	39.0	75.2	156
226	Roadway Transportation System Management & Operation	Signal upgrades	Freight Corridors in Southern Fulton Region				On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	$75,000	N/A	$675,000	N/A	N/A	$750,000	$0	$750,000	$0	10 Year	N/A	N/A	N/A	N/A
1596	Bicycle & Pedestrian	Sidewalks	Fairburn Campbellton Rd	SR 92/ Campbellton Fairburn Rd	Church St		Sidewalk installation on both sides of Fairburn Campbellton Rd	Chattahoochee Hills	$44,000	$219,500	$439,000	N/A	$78,056	$780,556	$0	$780,556	$780,556	Long Term	34.1	39.0	75.2	156
866	Roadway Asset Management & Resiliency	Bridge replacement	Garretts Ferry Rd			Chattahoochee River Tributary	Bridge rehabilitation or replacement	Chattahoochee Hills	$16,000	N/A	$158,000	N/A	$19,333	$193,333	$0	$193,333	$193,333	Long Term	30.4	21.0	51.4	321
867	Roadway Asset Management & Resiliency	Bridge replacement	Barnes Rd			White Oak Creek	Bridge rehabilitation or replacement	Chattahoochee Hills	$32,000	N/A	$316,000	N/A	$38,667	$386,667	$0	$386,667	$386,667	Long Term	30.4	21.0	51.4	321
868	Roadway Asset Management & Resiliency	Bridge replacement	Vernon Grove Rd			Longino Creek	Bridge rehabilitation or replacement	Chattahoochee Hills	$18,000	N/A	$175,000	N/A	$21,444	$214,444	$0	$214,444	$214,444	Long Term	30.4	21.0	51.4	321
869	Roadway Asset Management & Resiliency	Bridge replacement	Atlanta Newnan Rd			Cedar Creek	Bridge rehabilitation or replacement	Chattahoochee Hills	$42,000	N/A	$421,000	N/A	$51,444	$514,444	$0	$514,444	$514,444	Long Term	30.4	21.0	51.4	321



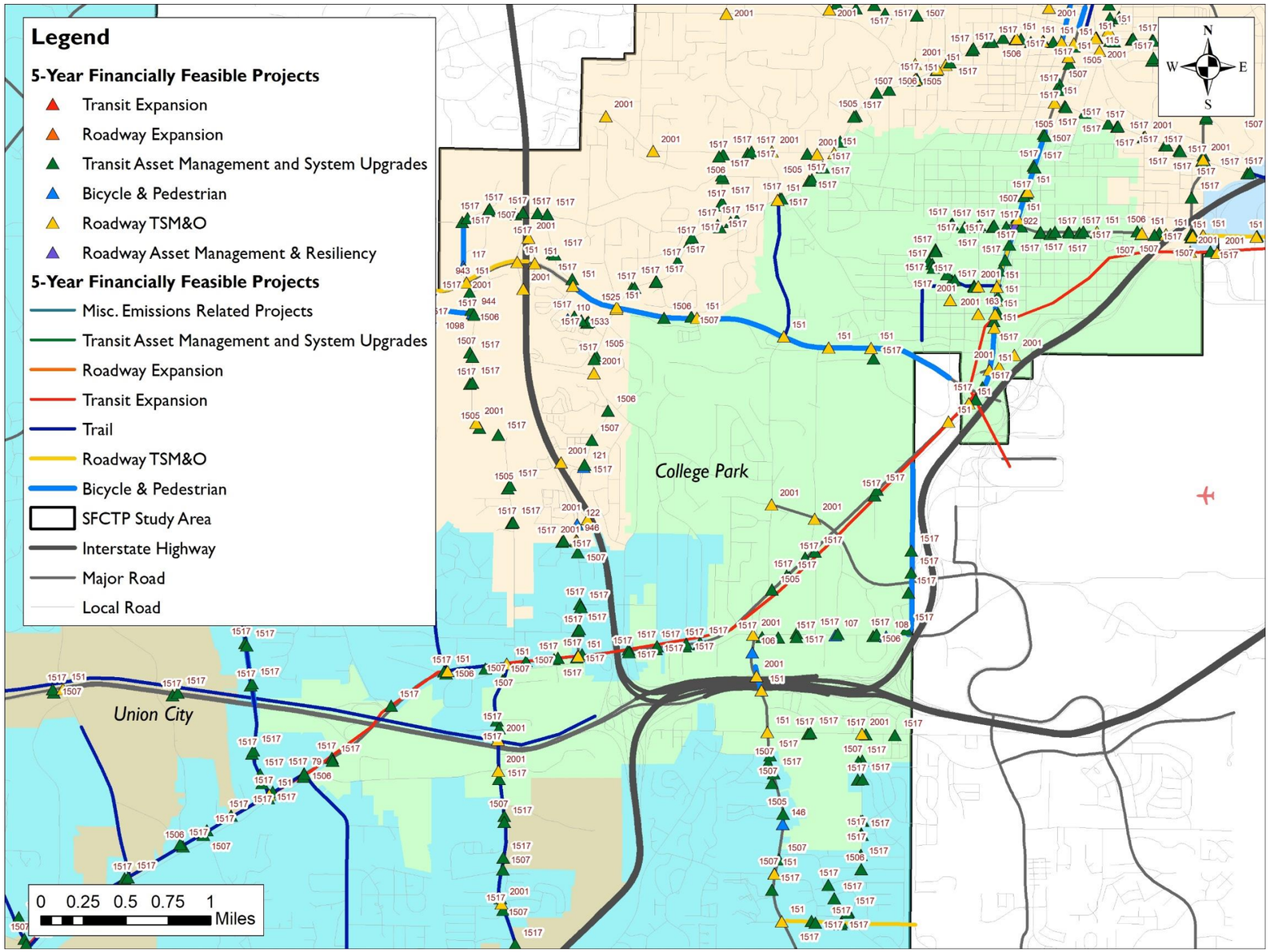
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Chattahoochee Hills Local Share	Timeframe	Chattahoochee Hills Score	Regional Score	Final Score	Final Ranking
904	Roadway Asset Management & Resiliency	Bridge rehabilitation	Capps Ferry Rd			Chattahoochee River Tributary	Bridge rehabilitation	Chattahoochee Hills	$54,300	N/A	$543,300	N/A	$66,400	$664,000	$0	$664,000	$664,000	Long Term	30.7	24.6	55.3	302
905	Roadway Asset Management & Resiliency	Bridge rehabilitation	Westside Rd			Mill Branch	Bridge rehabilitation	Chattahoochee Hills	$12,600	N/A	$126,300	N/A	$15,433	$154,333	$0	$154,333	$154,333	Long Term	32.0	24.8	56.8	282
906	Roadway Asset Management & Resiliency	Bridge rehabilitation	Sardis Church Rd			Dry Branch	Bridge rehabilitation	Chattahoochee Hills	$10,000	N/A	$90,000	N/A	N/A	$100,000	$0	$100,000	$100,000	Long Term	32.0	24.8	56.8	282
907	Roadway Asset Management & Resiliency	Bridge rehabilitation	Rico Rd			Moss Creek	Bridge rehabilitation	Chattahoochee Hills	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$0	$100,000	$100,000	Long Term	32.0	24.8	56.8	282
908	Roadway Asset Management & Resiliency	Bridge rehabilitation	Rico Rd			Longino Creek	Bridge rehabilitation	Chattahoochee Hills	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$0	$100,000	$100,000	Long Term	32.0	24.8	56.8	282
909	Roadway Asset Management & Resiliency	Bridge rehabilitation	Old Phillips Rd			Longino Creek	Bridge rehabilitation	Chattahoochee Hills	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$0	$100,000	$100,000	Long Term	32.0	24.8	56.8	282
910	Roadway Asset Management & Resiliency	Bridge rehabilitation	Waterworks Rd			Cedar Creek	Bridge rehabilitation	Chattahoochee Hills	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$0	$100,000	$100,000	Long Term	34.1	26.4	60.5	253
911	Roadway Asset Management & Resiliency	Bridge rehabilitation	Wilkerson Mill Rd			Little Bear Creek	Bridge rehabilitation	Chattahoochee Hills	$5,700	N/A	$57,000	N/A	$6,967	$100,000	$0	$100,000	$100,000	Long Term	32.0	24.8	56.8	282
912	Roadway Asset Management & Resiliency	Bridge rehabilitation	Cochran Mill Rd			Bear Creek	Bridge rehabilitation	Chattahoochee Hills	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$0	$100,000	$100,000	Long Term	32.0	24.8	56.8	282
913	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 14/South Fulton Pkwy			Bear Creek	Bridge rehabilitation	Chattahoochee Hills	$31,500	N/A	$315,900	N/A	$38,600	$386,000	$0	$386,000	$386,000	Long Term	32.0	24.8	56.8	282
914	Roadway Asset Management & Resiliency	Bridge rehabilitation	Woodruff Rd			Little Pea Creek Tributary	Bridge rehabilitation	Chattahoochee Hills	$9,300	N/A	$92,700	N/A	$11,333	$113,333	$0	$113,333	$113,333	Long Term	32.0	24.8	56.8	282
1004	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 154/ Cascade Palmetto Hwy			Bear Creek	Bridge rehabilitation	Chattahoochee Hills, South Fulton	$8,700	N/A	$87,000	N/A	$10,633	$106,333	$60,078	$46,255	$23,128	Long Term	38.2	30.3	64.1	238
88	Roadway Transportation System Management & Operation	Intersection improvements	Rico Rd			Atlanta Newnan Rd	Install roundabout	Chattahoochee Hills	$137,922	$413,765	$827,530	N/A	N/A	$1,379,216	$0	$1,379,216	$1,379,216	Long Term	26.8	29.8	56.6	293



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Chattahoochee Hills Local Share	Timeframe	Chattahoochee Hills Score	Regional Score	Final Score	Final Ranking
89	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Cochran Mill Rd	Intersection Improvements. Enhanced safety measures may be warranted at this intersection, such as the addition of crossing signage and transverse rumble strips to alert drivers on Cochran Mill Road as they approach the intersection.	Chattahoochee Hills	$118,652	$355,957	$711,915	N/A	N/A	$1,186,525	$670,386	$516,138	$516,138	Long Term	26.8	29.8	56.6	293
90	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Old Rico Connector Rd	Intersection Improvements	Chattahoochee Hills	$29,663	$88,989	$177,979	N/A	N/A	$296,631	$167,597	$129,035	$129,035	Long Term	26.8	29.8	56.6	293
91	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Rico Rd	Intersection Improvements	Chattahoochee Hills	$118,652	$355,957	$711,915	N/A	N/A	$1,186,525	$670,386	$516,138	$516,138	Long Term	26.8	29.8	56.6	293
92	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Campbellton-Redwine Rd	Intersection Improvements	Chattahoochee Hills	$118,652	$355,957	$711,915	N/A	N/A	$1,186,525	$670,386	$516,138	$516,138	Long Term	27.6	31.2	58.8	274
176	Roadway Transportation System Management & Operation	Roadside barrier/ guardrail	SR 14/South Fulton Pkwy	Rivertown Rd	US 29/Roosevelt Hwy		Install roadside barrier/guardrail at locations where obstructions are located within the clear zone	Chattahoochee Hills, College Park, South Fulton, Union City	$672,903	N/A	$6,056,128	N/A	N/A	$6,729,031	$3,801,903	$2,927,129	$0	Long Term	24.0	29.8	59.4	269
1061	Trail	Multi-use trail					Chattahoochee RiverLands Greenway along Chattahoochee River, nearly 100 miles (from Bufford Dam to Chattahoochee Bend State Park)	Chattahoochee Hills, South Fulton, Unincorporated Fulton County	$2,104,050	$10,520,445	$21,040,890	N/A	$3,740,598	$37,405,983	$0	$37,405,983	$23,019,067	Long Term	43.9	47.5	92.5	63
100	Transit Expansion	High capacity/ rapid transit	SR 14/South Fulton Pkwy	SR 92	Campbellton-Redwine Road		Bus rapid transit	Chattahoochee Hills, South Fulton, Union City	$21,750,000	$43,500,000	$79,750,000	N/A	N/A	$145,000,000	$116,000,000	$29,000,000	$15,370,000	Long Term	44.9	46.7	91.7	67
Total									**$28,592,785**	**$61,775,761**	**$129,507,691**	**$0**	**$4,756,443**	**$301,807,544**	**$135,110,026**	**$166,697,519**	**$119,532,463**					

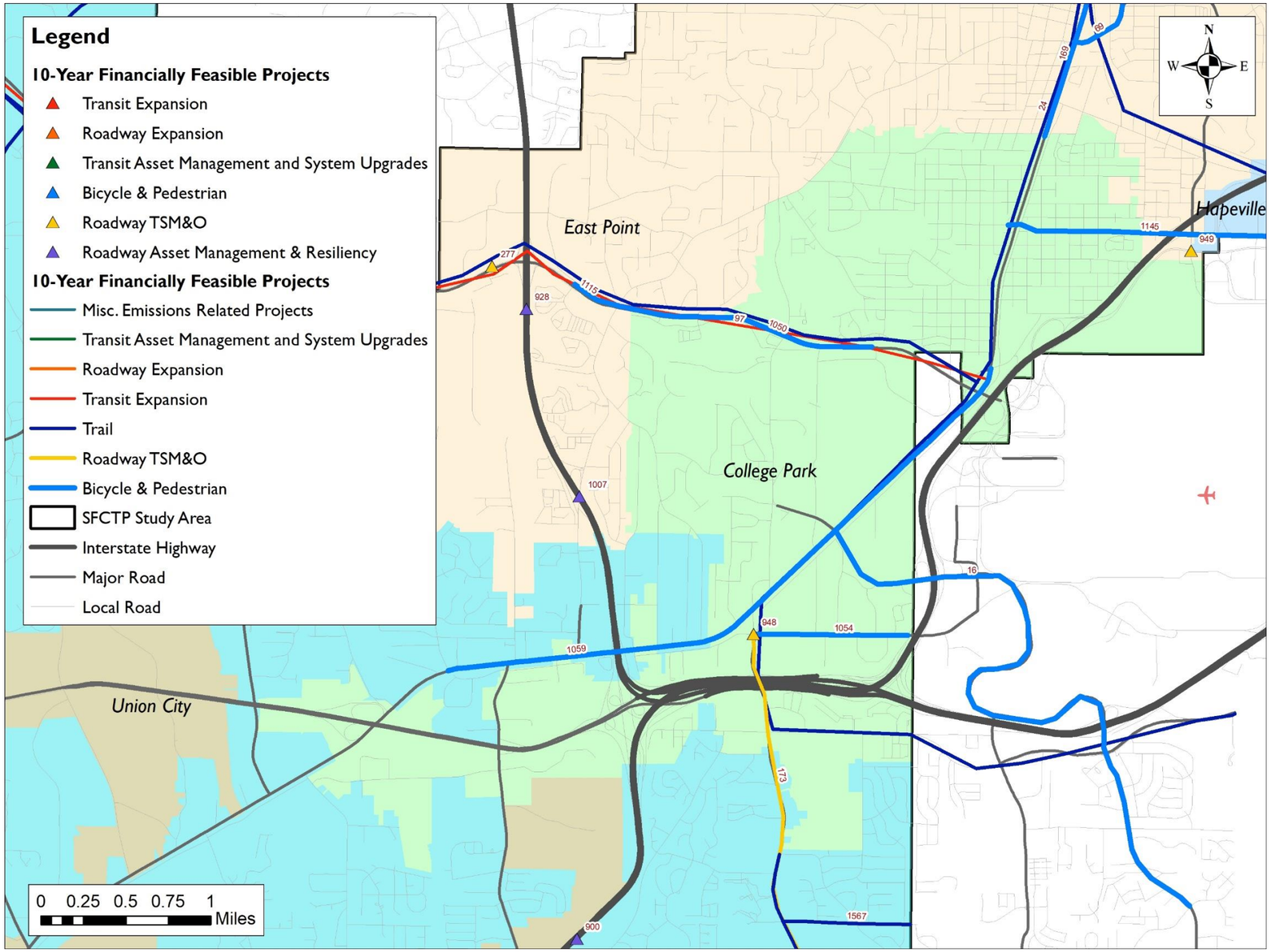
City of College Park: 5-Year Financially Feasible Projects by Type

Figure 53: City of College Park: 5-Year Financially Feasible Projects by Type



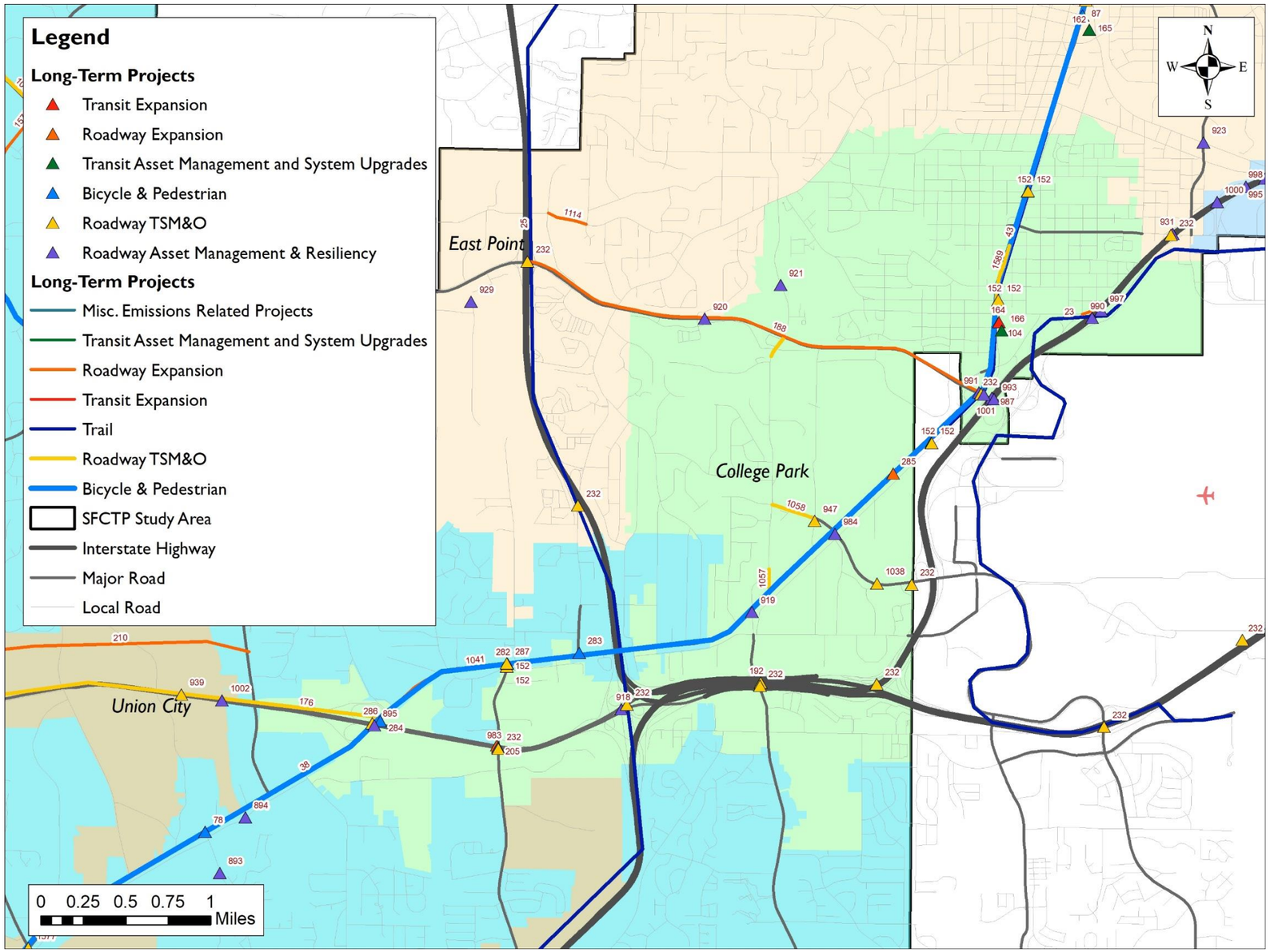
City of College Park: 10-Year Financially Feasible Projects by Type

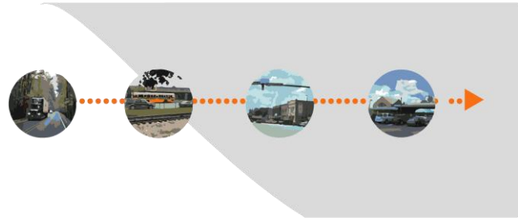
Figure 54: City of College Park: 10-Year Financially Feasible Projects by Type



City of College Park: Long-Term Projects by Type

Figure 55: City of College Park: Long-Term Projects by Type

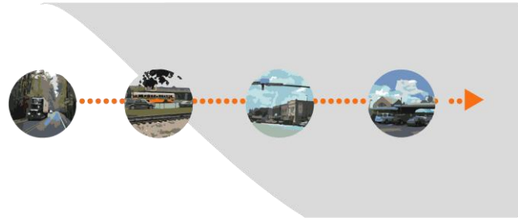




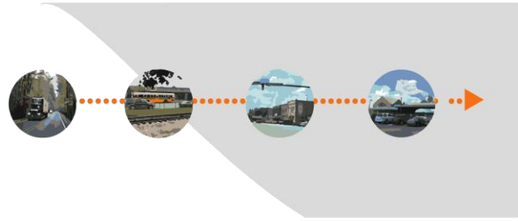
City of College Park Project List

Table 13: College Park Project List

Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	College Park Local Share	Timeframe	College Park Score	Regional Score	Final Score	Final Ranking
53	Bicycle & Pedestrian	Sidewalks & crosswalks	N/A				Develop Signage, Landmarks, and Crosswalks for Walking Tour of Downtown/Historic College Park	College Park	$2,966	N/A	$26,697	N/A	N/A	$29,663	$0	$29,663	$29,663	5 year	N/A	N/A	N/A	N/A
106	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			Sullivan Rd	Midblock pedestrian crossing (in conjunction with planned/programmed new bus shelter)	College Park	$7,000	$0	$69,000	N/A	$8,444	$84,444	$47,711	$36,733	$36,733	5 year	43.4	44.1	87.5	93
107	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Sullivan Rd			Edison Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	College Park	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$0	$206,667	$206,667	5 year	41.6	42.5	84.1	111
108	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Sullivan Rd			Embarcadero	Install crosswalk (in conjunction with planned/programmed new bus shelter)	College Park	$1,000	$0	$11,000	N/A	$1,333	$13,333	$0	$13,333	$13,333	5 year	41.6	42.5	84.1	111
170	Bicycle & Pedestrian	Bicycle lanes	US 29/Main St	East Point City Limits	SR 6/Camp Creek Pkwy		Install protected bike lanes.	College Park	$169,000	$844,000	$1,688,000	N/A	$300,111	$3,001,111	$1,695,628	$1,305,483	$1,305,483	5 year	49.8	49.4	99.1	39
194	Bicycle & Pedestrian	Pedestrian improvements	SR 279/Old National Hwy			I-285	Midblock pedestrian crossing	College Park	$6,000	$86,000	$58,000	N/A	$6,000	$192,104	$108,539	$83,565	$83,565	5 year	44.8	44.3	89.2	78
227	Bicycle & Pedestrian	Bicycle signal detection	US 29/Main St	John Wesley Ave.	Harvard Ave.		Bike signal detection near College Park MARTA station	College Park	$8,000	N/A	$120,000	N/A	$14,222	$142,224	$0	$142,224	$142,224	5 year	55.4	52.2	108.3	11
1548	Other	Scoping study	Camp Creek Parkway/SR 6	Chattahoochee River	I-85		Partner with the Fulton Industrial Boulevard CID and local jurisdictions to conduct a scoping study along Camp Creek Parkway (SR 6) from the Chattahoochee River to I-85, with a focus on operations, capacity, and safety.	College Park, East Point, South Fulton, Atlanta	N/A	N/A	N/A	N/A	N/A	$1,000,000	$565,000	$435,000	$79,750	5 year	N/A	N/A	N/A	N/A
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$31,250	5 year	N/A	N/A	N/A	N/A
54	Other	Study	N/A				Conduct Greenway Trails Plan, to include Connection to Atlanta BeltLine through Bike and Pedestrian Trails	College Park	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$250,000	5 year	N/A	N/A	N/A	N/A



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196	Other	Study	SR 279/Old National Hwy			Godby Rd	SR 279/Old National Hwy at Godby Rd.: Safety Study and Improvements	College Park	$100,000	$300,000	$500,000	N/A	$100,000	$1,231,436	$695,761	$535,675	$535,675	5 year	N/A	N/A	N/A	N/A
241	Other	Study	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	N/A	N/A	N/A	N/A	N/A	$500,000	$282,500	$217,500	$36,250	5 year	N/A	N/A	N/A	N/A
240	Other	Wayfinding/ Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$18,750	5 year	N/A	N/A	N/A	N/A
164	Other	Wayfinding/ Directional Signage Plan	College Park MARTA station			E Main St	Wayfinding Signage Plan	College Park	N/A	N/A	N/A	N/A	N/A	$50,000	$0	$50,000	$50,000	5 year	21.8	20.7	42.5	337
922	Roadway Asset Management & Resiliency	Bridge rehabilitation	US 29/Main St			Virginia Ave	Bridge rehabilitation	College Park	$31,500	N/A	$315,900	N/A	$38,600	$386,000	$218,090	$167,910	$167,910	5 year	36.8	39.5	76.2	149
1509	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	College Park	N/A	N/A	N/A	N/A	N/A	$49,710,375	$0	$49,710,375	$49,710,375	5 year	N/A	N/A	N/A	N/A
151	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, Palmetto, South Fulton, Union City	$118,800	N/A	$1,069,200	N/A	$108,000	$1,188,000	$671,220	$516,780	$14,355	5 year	64.8	59.8	120.1	1
156	Roadway Transportation System Management & Operation	Add communications at traffic signals with pedestrian activity	Traffic signal locations with pedestrian pushbuttons				Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	$40,000	N/A	$360,000	N/A	N/A	$400,000	$0	$400,000	$57,143	5 year	N/A	N/A	N/A	N/A



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216	Roadway Transportation System Management & Operation	Signal monitoring, maintenance, and operations	Southern Fulton Region				Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)	All jurisdictions	$786,000	N/A	none	N/A	N/A	$7,860,000	$0	$7,860,000	$844,463	5 year	N/A	N/A	N/A	N/A
225	Roadway Transportation System Management & Operation	Signal upgrades	Smart Corridors in Southern Fulton Region				Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	$6,960	N/A	$62,640	N/A	N/A	$69,600	$0	$69,600	$8,213	5 year	N/A	N/A	N/A	N/A
1044	Roadway Transportation System Management & Operation	Smart Corridor / ITS Technology	Camp Creek Pkwy/SR 6	Conley St/Convention Center Concourse	Butner Rd SW		Camp Creek Parkway (SR 6) Advanced Dilemma-Zone Detection System: Building upon the SR 6 Truck Friendly Lanes project to the west of the Aerotropolis, coordinate with GDOT RTOP Program to leverage connected signal technology along Camp Creek Parkway (SR 6) from Butner Road to Conley Street/Convention Center Concourse to implement Advanced Dilemma-Zone Detection Systems to provide additional green signal time for trucks approaching signalized intersections. This should be developed as a pilot project and evaluated for potential application on other key truck routes, such as Old Dixie Road (US 19/41/SR 3), Roosevelt Highway (US 29/SR 14), and Forest Parkway (SR 331).	College Park, South Fulton, East Point, Atlanta	$2,100	N/A	$18,900	N/A	N/A	$21,000	$11,865	$9,135	$3,045	5 year	47.9	44.4	89.6	76



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1554	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage					Directional and Wayfinding Signage to Key Destinations: Install advance pavement marking and overhead directional and wayfinding signage along key freight routes that direct drivers to interstate highways and key destinations like Hartsfield-Jackson Atlanta International Airport and the Truckpass lot. Suggested locations include: Old Dixie Road north of Southpoint Drive; Old Dixie Road south of Conley Road; Forest Parkway (SR 331) east of Riverdale Road (SR 139); I-85 approaching Riverdale Road (SR 139); Riverdale Road (SR 139) approaching Sullivan Road (to the north and south); South Fulton Parkway (SR 14) west of the I-85/I-285 interchange; and Roosevelt Highway (US 29/SR 14) approaching South Fulton Parkway (to the north and south).	College Park, East Point, Hapeville, South Fulton	$6,933	N/A	$62,400	N/A	N/A	$69,333	$39,173	$30,160	$7,540	5 year	N/A	N/A	N/A	N/A
2000	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles	All jurisdictions	$0	N/A	$456,500	N/A	N/A	$456,500	$0	$456,500	$44,000	5 year	N/A	N/A	N/A	N/A
2001	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 83 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, South Fulton, Union City	$83,000	N/A	$747,000	N/A	$83,000	$913,000	$515,845	$397,155	$57,420	5 year	0.0	52.4	104.8	17
45	Trail	Multi-use trail	Airport City	Camp Creek Pkwy	US 29/Main St		Multi-use off-road trail	College Park	$72,000	$362,000	$724,000	N/A	$128,667	$1,286,667	$0	$1,286,667	$1,286,667	5 year	47.0	45.2	92.2	66
46	Trail	Multi-use trail	Hershel Rd	Washington Road	SR 6/Camp Creek Pkwy		Multi-use off-road trail	College Park	$73,000	$366,500	$733,000	N/A	$130,278	$1,302,778	$0	$1,302,778	$1,302,778	5 year	41.3	40.1	81.5	121
56	Trail	Multi-use trail	N/A				Parkway Trail Phase IV	College Park	$23,730	$71,191	$142,383	N/A	N/A	$237,305	$0	$237,305	$237,305	5 year	N/A	N/A	N/A	N/A



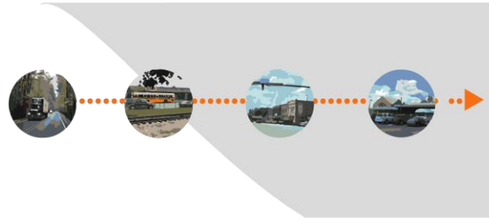
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163	Transit Asset Management and System Upgrades	Bicycle & pedestrian access improvement	College Park MARTA station			US 29/Main St	College Park MARTA station area accessibility improvements. May include opening the station to through bike and pedestrian movements and ADA upgrades (e.g., due to stairs to E. Main St.)	College Park	$10,000	N/A	$90,000	N/A	N/A	$100,000	$80,000	$20,000	$20,000	5 year	44.1	44.2	88.4	85
215	Transit Asset Management and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$0	$1,574,000	$155,826	5 year	N/A	N/A	N/A	N/A
1505	Transit Asset Management and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$445,280	$111,320	$10,130	5 year	0.0	55.8	111.6	3
1506	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$285,120	$71,280	$4,847	5 year	0.0	52.3	104.7	19
1507	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$544,320	$136,080	$9,662	5 year	0.0	55.8	111.6	3
1517	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$4,127,760	$1,031,940	$108,539	5 year	0.0	59.3	118.5	2
95	Transit Expansion	High capacity/ rapid transit	US 29/Roosevelt Hwy	College Park MARTA station	Palmetto		Bus rapid transit	College Park, Fairburn, Palmetto, South Fulton, Union City	$6,735,000	$13,470,000	$24,695,000	N/A	N/A	$44,900,000	$35,920,000	$8,980,000	$1,526,600	5 year	56.6	53.7	107.7	12
101	Transit Expansion	New shuttle service	Corporate Crescent Circulator	International Terminal	College Park MARTA station		Corporate Crescent Circulator shuttle system	Atlanta, College Park, East Point, Hapeville	$1,500,000	$3,000,000	$5,500,000	N/A	N/A	$10,000,000	$5,650,000	$2,000,000	$1,000,000	5 year	54.6	51.0	103.4	25



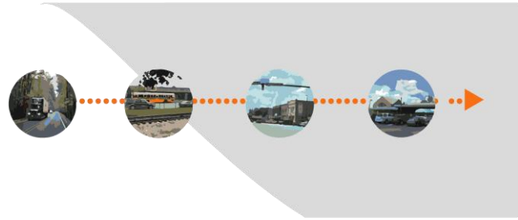
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103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$800,000	$200,000	$25,000	5 year	N/A	N/A	N/A	N/A
16	Bicycle & Pedestrian	Bicycle lanes	SR 139/ Riverdale Rd	US 29/ Roosevelt Hwy	Flat Shoals		4' bike lanes striped on street	College Park	$132,518	$517,762	$1,433,637	N/A	$141,749	$2,740,764	$1,548,532	$1,192,232	$1,192,232	10 Year	46.2	46.1	92.3	65
1050	Bicycle & Pedestrian	Sidewalks	Camp Creek Pkwy/SR 6	Washington Rd	Conventional Center Concourse		Camp Creek Parkway (SR 6) Sidewalk: Fill gaps in sidewalk along Camp Creek Parkway (SR 6) between Washington Road and Airport Drive.	College Park, East Point	$60,000	$180,000	$360,000	N/A	N/A	$600,000	$339,000	$261,000	$153,990	10 Year	48.3	45.1	93.2	60
1054	Bicycle & Pedestrian	Sidewalks	Sullivan Rd	Old National Hwy/US 279	Best Rd		Sullivan Road Sidewalk: Install sidewalk along the north side of Sullivan Road between Old National Highway (SR 279) and Best Road.	College Park	$60,000	$180,000	$360,000	N/A	N/A	$600,000	$0	$600,000	$600,000	10 Year	41.3	39.8	81.1	126
1055	Bicycle & Pedestrian	Sidewalks	Best Rd	Sullivan Rd	W Point Ave		Best Road Sidewalk: Install sidewalk along the east side of Best Road between W Point Avenue and Sullivan Road.	College Park	$80,000	$240,000	$480,000	N/A	N/A	$800,000	$0	$800,000	$800,000	10 Year	41.8	39.9	81.8	120
1059	Bicycle & Pedestrian	Sidewalks	Roosevelt Highway/US 29	Ben Hill Rd	Lee St Connector		Roosevelt Highway (US 29/SR 14) Sidewalk: Fill gaps in sidewalk along Roosevelt Highway between Ben Hill Road and Lee Street Connector, with focus on the area near Old National Highway (SR 279). Coordinate with GDOT PI 0011845 US 29/SR 14 at Washington Road intersection improvement.	College Park, South Fulton	$250,000	$750,000	$1,500,000	N/A	N/A	$2,500,000	$1,412,500	$1,087,500	$674,250	10 Year	45.5	42.2	85.0	108
1145	Bicycle & Pedestrian	Bicycle & pedestrian facilities	Virginia Avenue				Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes; remove median.	College Park, East Point, Hapeville	$945,025	$4,144,000	$9,107,910	N/A	$1,577,437	$15,774,372	$0	$15,774,372	$7,284,921	10 Year	54.2	51.7	106.2	15
173	Roadway Transportation System Management & Operation	Raised medians	SR 279/Old National Hwy	Flat Shoals Rd	Sullivan Rd		Construct raised median from Flat Shoals Rd to Sullivan Rd.	College Park, South Fulton	$186,791	N/A	$1,681,123	N/A	$186,791	$1,867,914	$1,055,372	$812,543	$243,763	10 Year	41.4	37.9	77.8	138
226	Roadway Transportation System Management & Operation	Signal upgrades	Freight Corridors in Southern Fulton Region				On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	$75,000	N/A	$675,000	N/A	N/A	$750,000	$0	$750,000	$88,500	10 Year	N/A	N/A	N/A	N/A



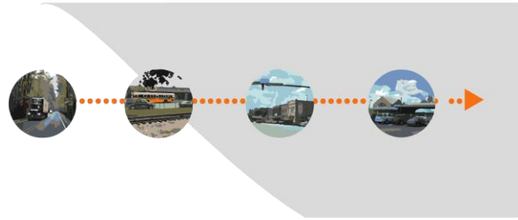
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948	Roadway Transportation System Management & Operation	Intersection improvements	SR 279/Old National Hwy			Sullivan Rd	Upgrade pedestrian landing; convert northbound left-turn and westbound left-turn signal phasing to Protected + Permissive and install left turn flashing yellow arrow signal heads; add channelized yield-controlled eastbound right turn lane with raised concrete island; convert northbound right-turn lane to channelized yield-controlled movement with raised concrete island; and either convert West Point Avenue to right-in/right-out approach or relocate West Point Avenue to the east to mitigate vehicular conflicts.	College Park	$40,000	N/A	$360,000	N/A	N/A	$400,000	$226,000	$174,000	$174,000	10 Year	44.5	45.0	89.5	77
24	Trail	Multi-use trail	East Point, College Park, Hapeville, Forest Park, Airport City, GICC, Mountain View, Old National Hwy, Phoenix Blvd				Multi-use trail connecting the downtowns and activity centers around the airport. Include link to Phoenix Trail.	College Park, East Point, Hapeville	$1,493,000	$7,465,500	$14,931,000	N/A	$2,654,389	$26,543,889	$14,997,297	$11,546,592	$3,848,864	10 Year	57.7	54.0	109.5	7
253	Trail	Multi-use trail	SR 6/Camp Creek Pkwy	US 29/Main St	Piedmont Driving Club		Multi-use off-road trail	Atlanta, College Park, East Point, South Fulton	$484,000	$2,422,000	$4,844,000	N/A	$861,111	$8,611,111	$4,865,278	$3,745,833	$1,307,521	10 Year	53.8	50.6	102.3	28
97	Transit Expansion	High capacity/ rapid transit	SR 6/Camp Creek Pkwy	College Park MARTA station	SR 70/Fulton Industrial Blvd		Arterial rapid transit	College Park, East Point, Fulton County, South Fulton	$1,980,000	$3,960,000	$7,260,000	N/A	N/A	$13,200,000	$10,560,000	$2,640,000	$369,600	10 Year	56.2	53.6	108.4	10
38	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		Multi-use off-road trail	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	$2,700,000	$9,367,000	$29,200,500	N/A	$2,888,000	$54,374,653	$30,721,679	$23,652,974	$4,990,778	Long Term	56.9	53.7	107.7	13
282	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Buffington Rd	Install crosswalks and sidewalks	College Park	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$120,533	$92,800	$92,800	Long Term	32.6	32.9	65.4	230
895	Roadway Asset Management & Resiliency	Bridge rehabilitation	US 29/Roosevelt Hwy			SR 14/South Fulton Pkwy	Bridge rehabilitation	College Park	$138,900	N/A	$1,389,900	N/A	$169,867	$1,698,667	$959,747	$738,920	$738,920	Long Term	28.2	31.3	59.5	267
918	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-285 Ramp	I-285	I-85 South		Bridge rehabilitation	College Park	$209,400	N/A	$2,092,500	N/A	$255,767	$2,557,667	$1,445,082	$1,112,585	$1,112,585	Long Term	28.6	31.4	60.0	262
919	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 279/Old National Hwy			CSX Railroad	Bridge rehabilitation	College Park	$60,000	N/A	$600,000	N/A	$73,333	$733,333	$414,333	$319,000	$319,000	Long Term	26.8	29.8	56.7	291
920	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			Camp Creek	Bridge rehabilitation	College Park	$16,500	N/A	$164,100	N/A	$20,067	$417,499	$235,887	$181,612	$181,612	Long Term	34.1	36.3	70.4	192



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921	Roadway Asset Management & Resiliency	Bridge rehabilitation	Herschel Rd			Camp Creek	Bridge rehabilitation	College Park	$63,785	N/A	$574,061	N/A	N/A	$637,846	$0	$637,846	$637,846	Long Term	31.3	33.4	64.7	237
983	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 14/South Fulton Pkwy			Buffington Rd	Bridge rehabilitation	College Park	$69,900	N/A	$698,700	N/A	$85,400	$854,000	$482,510	$371,490	$371,490	Long Term	26.8	29.8	56.6	292
984	Roadway Asset Management & Resiliency	Bridge rehabilitation	US 29/Roosevelt Hwy			SR 139/Riverdale Rd	Bridge rehabilitation	College Park	$162,000	N/A	$1,621,500	N/A	$198,167	$1,981,667	$1,119,642	$862,025	$862,025	Long Term	31.7	33.5	65.2	234
987	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85 North			SR 6/Camp Creek Pkwy (NBL)	Bridge rehabilitation	College Park	$45,000	N/A	$450,000	N/A	$55,000	$550,000	$310,750	$239,250	$239,250	Long Term	24.1	27.9	52.0	318
990	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85 Ramp			Loop Rd	Bridge rehabilitation	College Park	$72,900	N/A	$729,600	N/A	$89,167	$891,667	$503,792	$387,875	$387,875	Long Term	25.5	29.3	54.8	305
991	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			US 29/Roosevelt Hwy	Bridge rehabilitation	College Park	$22,500	N/A	$223,800	N/A	$27,367	$273,667	$154,622	$119,045	$119,045	Long Term	33.0	35.0	68.0	216
993	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85 North			SR 6/Camp Creek Pkwy (SBL)	Bridge rehabilitation	College Park	$52,200	N/A	$521,100	N/A	$63,700	$637,000	$359,905	$277,095	$277,095	Long Term	24.1	27.9	52.0	318
1000	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			I-85 Spur Conn	Bridge rehabilitation	College Park	$134,100	N/A	$1,342,500	N/A	$164,067	$1,640,667	$926,977	$713,690	$713,690	Long Term	30.0	32.9	62.8	247
1001	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			E Main St	Bridge rehabilitation	College Park	$24,300	N/A	$243,300	N/A	$29,733	$297,333	$167,993	$129,340	$129,340	Long Term	24.1	27.9	52.0	318
188	Roadway Expansion	Widening	SR 6/Camp Creek Pkwy	I-285	I-85		Roadway widening from 4 to 6 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	College Park, East Point	$4,708,000	$0	$47,084,000	$121,000	$22,248,429	$74,161,429	$41,901,207	$32,260,221	$16,484,973	Long Term	52.3	51.5	103.4	24
205	Roadway Expansion	Collector Distributer and/or new ramp	SR 14/South Fulton Pkwy			Buffington Rd	C/D and/or loop ramps for WB South Fulton Pkwy to Buffington Road	College Park	$1,000,000	$3,000,000	$6,000,000	N/A	N/A	$10,000,000	$5,650,000	$4,350,000	$4,350,000	Long Term	28.1	30.0	58.2	278
210	Roadway Expansion	Alternate and parallel routes	SR 14/South Fulton Pkwy	SR 92/ Campbellton Fairburn Rd	Welcome All Rd		Alternate and parallel routes along South Fulton Parkway	College Park, South Fulton, Union City	$5,086,000	$20,344,400	$50,861,000	$632,500	$32,967,386	$109,891,286	$62,088,576	$47,802,709	$0	Long Term	37.2	36.5	73.6	164
285	Roadway Expansion	New roadway connection	US 29/Roosevelt Hwy			Consolidated Rental Car Center	US 29 - Improved access to Consolidated Rental Car Center (Contract) from local street network	College Park	$62,000	$247,200	$618,000	N/A	$291,429	$971,429	$548,857	$422,571	$422,571	Long Term	28.8	28.6	57.4	280
1041	Roadway Expansion	Widening	Roosevelt Highway/US 29	Welcome All Rd	Washington Rd		Widen Roosevelt Highway (US 29/SR 14) from two to four lanes from S. Fulton Parkway to Washington Road, tying into the proposed roundabout at Washington Road. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	College Park, South Fulton	$780,000	$2,340,000	$4,680,000	N/A	N/A	$7,800,000	$4,407,000	$3,393,000	$407,160	Long Term	43.4	43.5	87.2	94



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	College Park Local Share	Timeframe	College Park Score	Regional Score	Final Score	Final Ranking
1060	Roadway Expansion	New ramp/ connection	New Ramp	Myrtle St/Columbia Ave	I-85		New ramp from I-85 SB to Myrtle St/Columbia Ave	College Park	$2,000,000	$6,000,000	$12,000,000	N/A	N/A	$20,000,000	$11,300,000	$8,700,000	$8,700,000	Long Term	28.3	29.5	57.7	279
152	Roadway Transportation System Management & Operation	Railroad crossing event tracking	Railroad signals where there is an at grade crossing with nearby traffic signal: Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave				Railroad crossing event broadcasting at 6 locations: CSX Railroad at Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave. At each location, add communications to traffic signal system to predict train arrivals and train event durations, and install connected vehicle infrastructure and associated communications equipment to assist with broadcasting train arrival and event duration information to emergency vehicles and motorists approaching the highway-rail crossing. Using traffic signal system data from ATSPM, develop analytics to predict train arrivals and train event durations and make information available to emergency vehicle dispatch centers; track railroad activity over time to understand traffic impacts; evaluate driver behavior and risk associate with train events; and monitor critical equipment related to highway-rail intersection operations.	College Park, East Point, Hapeville	$44,000	N/A	$396,000	N/A	N/A	$440,000	$248,600	$191,400	$127,600	Long Term	0.0	29.1	58.3	277
171	Roadway Transportation System Management & Operation	Parking	US 29/Main St	Princeton Ave	South of John Wesley Ave		Convert existing conventional angle parking in downtown College Park to back-in angle parking	College Park	$26,667	N/A	$240,000	N/A	$26,667	$266,667	$150,667	$116,000	$116,000	Long Term	23.7	20.9	44.7	336
176	Roadway Transportation System Management & Operation	Roadside barrier/ guardrail	SR 14/South Fulton Pkwy	Rivertown Rd	US 29/Roosevelt Hwy		Install roadside barrier/guardrail at locations where obstructions are located within the clear zone	Chattahoochee Hills, College Park, South Fulton, Union City	$672,903	N/A	$6,056,128	N/A	N/A	$6,729,031	$3,801,903	$2,927,129	$204,899	Long Term	32.6	29.8	59.4	269
192	Roadway Transportation System Management & Operation	Interchange improvement	SR 279/Old National Hwy			I-285	Interchange improvement	College Park	$100,000	N/A	$2,000,000	N/A	$210,000	$2,844,616	$1,607,208	$1,237,408	$1,237,408	Long Term	35.7	35.5	71.2	183



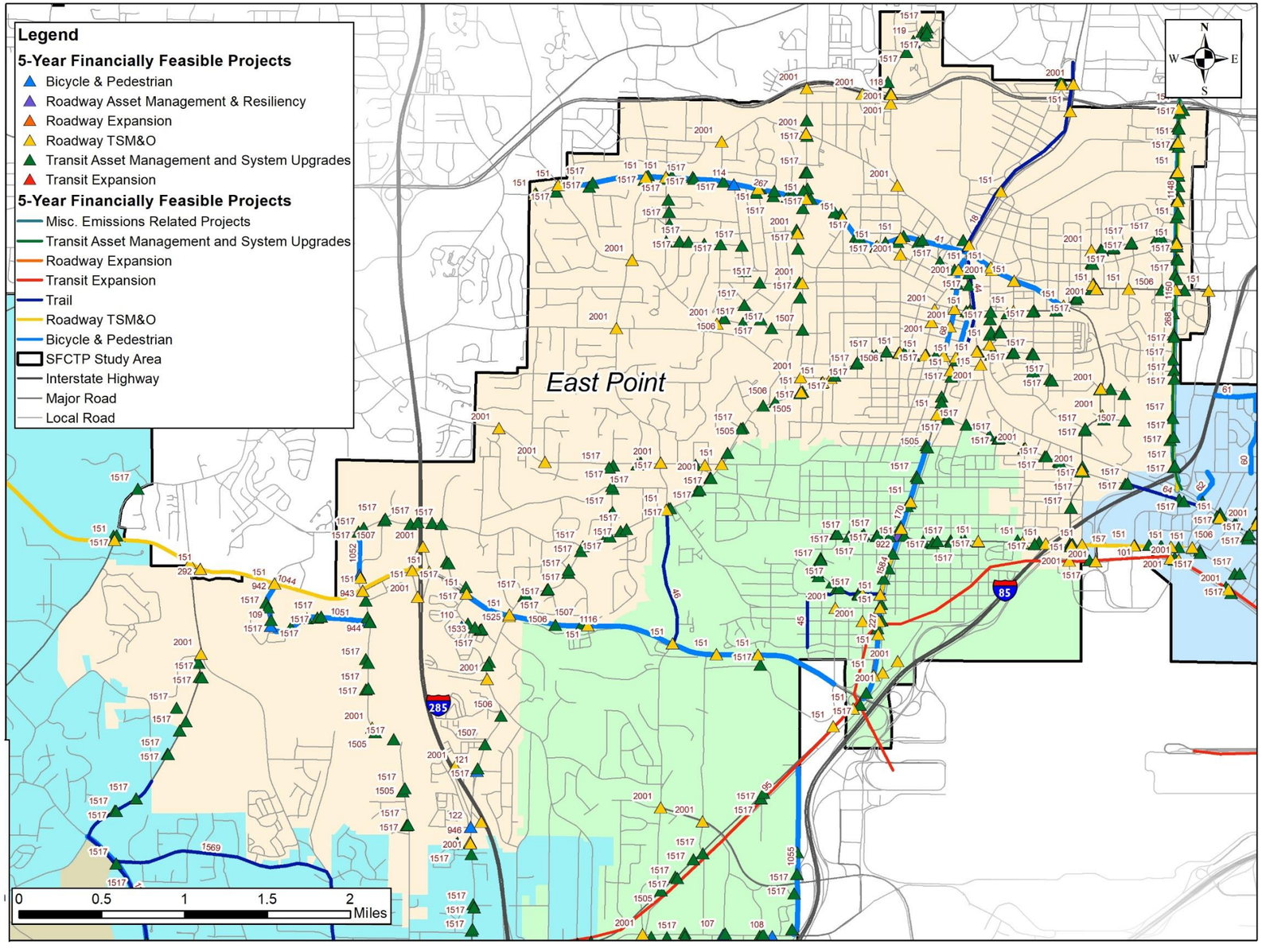
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	College Park Local Share	Timeframe	College Park Score	Regional Score	Final Score	Final Ranking
229	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown College Park. Three charging spots.	College Park	$6,600	$19,800	$39,600	N/A	N/A	$66,000	$0	$66,000	$66,000	Long Term	37.1	35.4	72.6	176
232	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage	N/A				CIDs wayfinding locations	Atlanta, College Park, East Point, Hapeville, South Fulton	$400,000	N/A	$4,800,000	N/A	N/A	$6,055,657	$0	$6,055,657	$1,513,914	Long Term	41.1	36.4	75.0	159
233	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown College Park	College Park	$1,000	$3,000	$6,000	N/A	N/A	$10,000	$0	$10,000	$10,000	Long Term	30.1	28.4	58.5	276
287	Roadway Transportation System Management & Operation	Intersection improvements	US 29/Roosevelt Hwy			Buffington Rd	Intersection improvement	College Park	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$423,750	$326,250	$326,250	Long Term	31.8	33.4	65.2	235
947	Roadway Transportation System Management & Operation	Intersection improvements	Global Gateway Conn			SR 139/Riverdale Rd	Upgrade pavement markings and install raised pavement markers; upgrade signal equipment, signal heads, and wiring; install directional signage and pavement markings to direct vehicles to SR 139, US 29, and I-285; retrofit curb radii.	College Park	$50,000	N/A	$450,000	N/A	N/A	$500,000	$282,500	$217,500	$217,500	Long Term	35.0	36.4	71.4	181
1038	Roadway Transportation System Management & Operation	Signal installation	Riverdale Rd			Embassy Dr	New Signal	College Park	$23,000	N/A	$234,000	N/A	$28,556	$285,556	$0	$285,556	$285,556	Long Term	30.9	29.4	60.3	260
1057	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage	Herschel Rd	Roosevelt Hwy	South Fulton Pkwy		Herschel Road Truck Prohibition Signage: Per Sec. 19-25.1 of the City of College Park Code of Ordinances, install truck prohibition signs on southbound Herschel Avenue at its intersection with Camp Creek Parkway (SR 6) and on northbound Herschel Avenue at its intersection with Old National Highway (SR 279).	College Park	$400	N/A	$3,600	N/A	N/A	$4,000	$0	$4,000	$4,000	Long Term	26.9	24.3	51.2	325



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	College Park Local Share	Timeframe	College Park Score	Regional Score	Final Score	Final Ranking
1058	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage	Riverdale Rd	Herschel Rd	Global Gateway Conn		Riverdale Road (SR 139) Truck Prohibition Signage: Per Sec. 19-25.1 of the City of College Park Code of Ordinances, install truck prohibition signs on westbound Riverdale Road (SR 139) at its intersection with Global Gateway Connector and on eastbound Riverdale Road (SR 139) at its intersection with Herschel Road.	College Park	$400	N/A	$3,600	N/A	N/A	$4,000	$2,260	$1,740	$1,740	Long Term	29.0	26.2	55.2	304
23	Trail	Multi-use trail	Loop Rd	SR 139/Riverdale Rd	SR 139/Riverdale Rd		15-mile trail that would circle Hartsfield-Jackson Atlanta International Airport. Include link to Phoenix Trail.	Atlanta, College Park, Hapeville	$762,667	$3,812,000	$7,624,000	N/A	$1,355,407	$13,554,074	$7,658,052	$5,896,022	$2,948,011	Long Term	49.7	47.2	95.7	47
25	Trail	Multi-use trail	East Point, College Park, South Fulton, Flat Shoals Rd, Forest Park, Mountain View, Hapeville, City of Atlanta				The Outer Loop multi-use trail will connect the AeroATL Greenway to other greenway and bike/ped networks in the region.	Atlanta, College Park, East Point, Hapeville, South Fulton	$2,282,400	$11,412,400	$22,824,800	N/A	$4,057,733	$40,577,333	$22,926,193	$17,651,140	$4,412,785	Long Term	57.7	54.0	108.9	9
43	Trail	Multi-use trail	East Main Street	GICC	City Boundary		Multi-use off-road trail	College Park	$168,000	$376,000	$752,000	N/A	$144,000	$1,440,000	$813,600	$626,400	$626,400	Long Term	39.4	39.5	78.9	136
166	Transit Asset Management and System Upgrades	Parking	College Park MARTA station			E Main St	Provide parking deck (consider Automated Parking Systems) at College Park station parking lot and reduce surface parking.	College Park	$957,917	N/A	$8,708,333	N/A	$4,142,679	$13,808,929	$0	$13,808,929	$13,808,929	Long Term	12.7	11.9	24.6	342
104	Transit Expansion	Intermodal transportation center	N/A				Construct an Intermodal Transit Centers west of the airport	College Park	$7,500,000	$15,000,000	$27,500,000	N/A	N/A	$50,000,000	$40,000,000	$10,000,000	$10,000,000	Long Term	36.2	37.4	73.6	165
Total									**$47,054,473**	**$112,649,683**	**$328,762,772**	**$753,500**	**$75,974,051**	**$637,635,694**	**$331,791,615**	**$305,844,079**	**$153,603,847**					

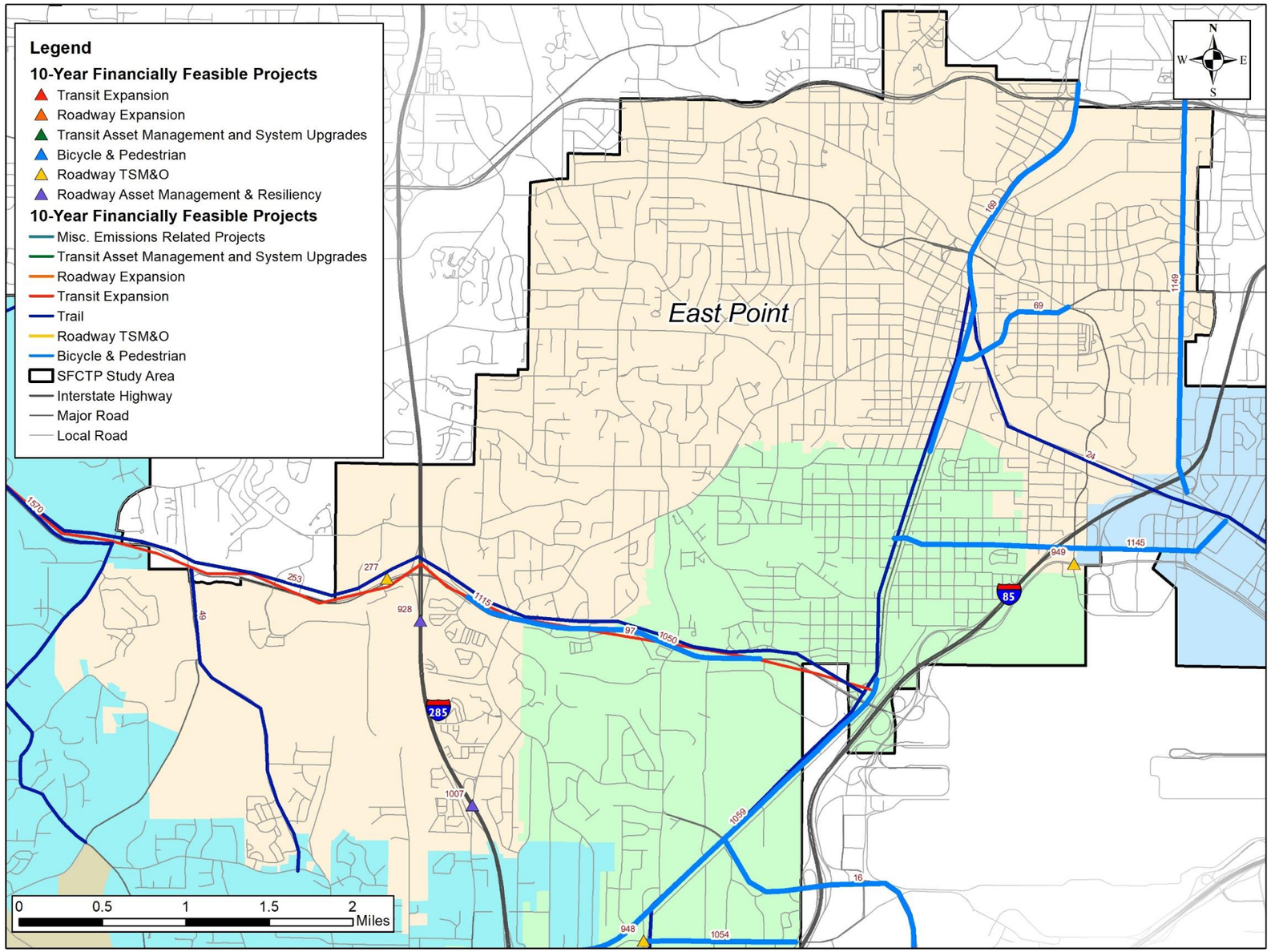
City of East Point: 5-Year Financially Feasible Projects by Type

Figure 56: City of East Point: 5-Year Financially Feasible Projects by Type



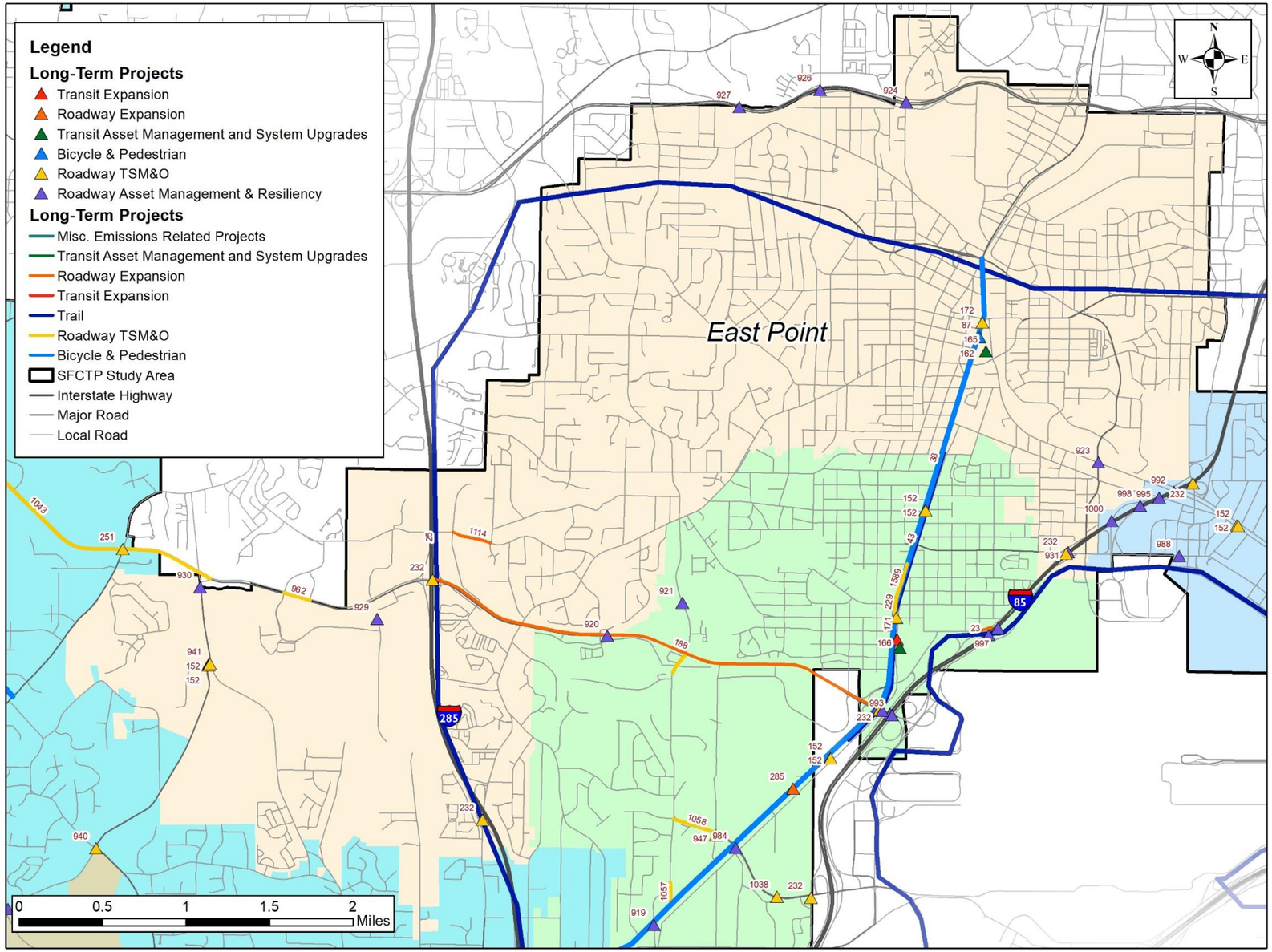
City of East Point: 10-Year Financially Feasible Projects by Type

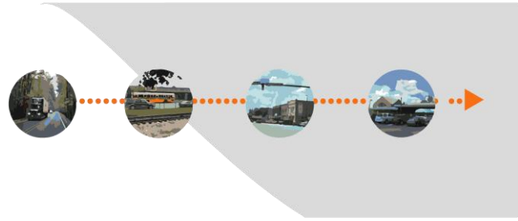
Figure 57: City of East Point: 10-Year Financially Feasible Projects by Type



City of East Point: Long-Term Projects by Type

Figure 58: City of East Point: Long-Term Projects by Type

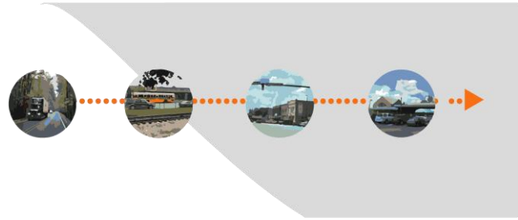




East Point Project List

Table 14: East Point Project List

Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	East Point Local Share	Timeframe	East Point Score	Regional Score	Final Score	Final Ranking
68	Bicycle & Pedestrian	Streetscape	East Point Street	Norman Berry	Main St/US 29		Streetscaping including bicycle and pedestrian facilities	East Point	$237,000	$0	$2,367,000	N/A	$289,333	$2,893,333	$1,634,733	$1,258,600	$1,258,600	5 year	51.0	50.5	101.6	29
109	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Centre Pkwy			1800	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$0	$206,667	$206,667	5 year	51.1	45.6	96.7	42
110	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Desert Dr			3148	Install sidewalks and midblock crossing at apartment drive (in conjunction with planned/programmed new bus shelter)	East Point	$8,000	$39,000	$78,000	N/A	$13,889	$138,889	$0	$138,889	$138,889	5 year	54.1	49.4	103.5	23
114	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Headland Dr			Graywall St	Midblock pedestrian crossing (in conjunction with planned/programmed new bus shelter)	East Point	$7,000	$0	$69,000	N/A	$8,444	$84,444	$0	$84,444	$84,444	5 year	49.9	45.8	95.8	46
115	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Irene Kidd Pkwy			Central Ave	Install crosswalks (in conjunction with planned/programmed new bus shelter)	East Point	$1,000	$0	$11,000	N/A	$1,333	$13,333	$0	$13,333	$13,333	5 year	46.3	42.4	88.7	82
117	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	N Commerce Dr			Marketplace Blvd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$7,000	$33,500	$67,000	N/A	$11,944	$119,444	$0	$119,444	$119,444	5 year	51.1	45.6	96.7	42
118	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Stanton Rd			Alison Ct	Install crosswalks (in conjunction with planned/programmed new bus shelter)	East Point	$1,000	$0	$14,000	N/A	$1,667	$16,667	$0	$16,667	$16,667	5 year	49.4	44.0	93.4	56
119	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Stanton Rd			McClelland Ave	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$6,000	$31,500	$63,000	N/A	$11,167	$111,667	$0	$111,667	$111,667	5 year	49.4	44.0	93.4	56
121	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Washington Rd			Carmel Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$11,000	$56,000	$112,000	N/A	$19,889	$198,889	$0	$198,889	$198,889	5 year	53.6	47.5	101.1	30
122	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Washington Rd			Spanish Trl	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	$11,000	$56,000	$112,000	N/A	$19,889	$198,889	$0	$198,889	$198,889	5 year	49.9	44.1	94.0	53



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	East Point Local Share	Timeframe	East Point Score	Regional Score	Final Score	Final Ranking
267	Bicycle & Pedestrian	Sidewalks & crosswalks	Headland Dr/ Norman Berry Dr	Ben Hill Rd	Cleveland Ave		Install crosswalks and sidewalks	East Point	$588,000	$2,940,500	$5,881,000	N/A	$1,045,500	$10,455,000	$0	$10,455,000	$10,455,000	5 year	49.6	49.8	99.4	37
268	Bicycle & Pedestrian	Sidewalks & crosswalks	Sylvan Rd	SR 166/ Campbellton Rd	North Central		Install crosswalks and sidewalks	East Point	$421,000	$2,106,500	$4,213,000	N/A	$748,944	$7,489,444	$0	$7,489,444	$7,489,444	5 year	47.2	47.8	95.0	49
1051	Bicycle & Pedestrian	Sidewalks	Centre Pkwy	Camp Creek Pkwy	N Commerce Dr		Centre Parkway Sidewalk: Fill gaps in sidewalk along Centre Parkway between Camp Creek Parkway (SR 6) and N Commerce Drive.	East Point	$70,000	$210,000	$420,000	N/A	N/A	$700,000	$0	$700,000	$700,000	5 year	43.4	42.9	86.3	97
1052	Bicycle & Pedestrian	Sidewalks	N Commerce Dr	Redwine Rd	Shelby Ln		North Commerce Drive Sidewalk: Install sidewalk along the east side of N Commerce Drive between Redwine Road and Shelby Lane.	East Point	$20,000	$60,000	$120,000	N/A	N/A	$200,000	$0	$200,000	$200,000	5 year	43.4	42.9	86.3	96
1098	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Centre Pkwy			N Commerce Drive	Install crosswalk (in conjunction with planned/programmed new bus shelter)	East Point	$1,000	$0	$14,000	N/A	$1,667	$16,667	$0	$16,667	$16,667	5 year	51.1	45.6	96.7	42
1116	Bicycle & Pedestrian	Sidewalks	SR 6/Camp Creek Pkwy	Desert Dr	Conley St		Sidewalks on EB Camp Creek Pkwy from Desert Dr to existing sidewalk in College Park	East Point	$409,000	$2,044,500	$4,089,000	N/A	$726,944	$7,269,444	$4,107,236	$3,162,208	$3,162,208	5 year	47.0	46.3	93.3	58
1583	Bicycle & Pedestrian	Bicycle signal detection	US 29/Main St	Dorsey Ave	White Way		Bike signal detection near East Point MARTA station	East Point	$8,000	N/A	$120,000	N/A	$14,222	$142,224	$80,357	$61,867	$61,867	5 year	54.6	55.1	109.8	6
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$31,250	5 year	N/A	N/A	N/A	N/A
241	Other	Study	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	N/A	N/A	N/A	N/A	N/A	$500,000	$282,500	$217,500	$36,250	5 year	N/A	N/A	N/A	N/A
1075	Other	Study	Camp Creek Marketplace				Traffic analysis study for Camp Creek Marketplace area with recommendations for improved traffic flow.	East Point	N/A	N/A	N/A	N/A	N/A	$100,000	$0	$100,000	$100,000	5 year	N/A	N/A	N/A	N/A
1555	Other	Study	I-285 NB				Study to Support Implementation of I-285 NB Directional Signage	East Point, South Fulton	N/A	N/A	N/A	N/A	N/A	$200,000	$113,000	$87,000	$43,500	5 year	N/A	N/A	N/A	N/A
1548	Other	Scoping study	Camp Creek Parkway/SR 6	Chattahoochee River	I-85		Partner with the Fulton Industrial Boulevard CID and local jurisdictions to conduct a scoping study along Camp Creek Parkway (SR 6) from the Chattahoochee River to I-85, with a focus on operations, capacity, and safety.	College Park, East Point, South Fulton, Atlanta	N/A	N/A	N/A	N/A	N/A	$1,000,000	$565,000	$435,000	$79,750	5 year	N/A	N/A	N/A	N/A



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	East Point Local Share	Timeframe	East Point Score	Regional Score	Final Score	Final Ranking
240	Other	Wayfinding/ Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$18,750	5 year	N/A	N/A	N/A	N/A
162	Other	Wayfinding/ Directional Signage Plan	East Point MARTA station				Wayfinding Signage Plan	East Point	N/A	N/A	N/A	N/A	N/A	$50,000	$0	$50,000	$50,000	5 year	15.5	17.2	32.7	341
1510	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	East Point	N/A	N/A	N/A	N/A	N/A	$84,785,708	$0	$84,785,708	$84,785,708	5 year	N/A	N/A	N/A	N/A
151	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, Palmetto, South Fulton, Union City	$118,800	N/A	$1,069,200	N/A	$108,000	$1,188,000	$671,220	$516,780	$177,045	5 year	53.5	59.8	120.1	1
156	Roadway Transportation System Management & Operation	Add communications at traffic signals with pedestrian activity	Traffic signal locations with pedestrian pushbuttons				Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	$40,000	N/A	$360,000	N/A	N/A	$400,000	$0	$400,000	$57,143	5 year	N/A	N/A	N/A	N/A
157	Roadway Transportation System Management & Operation	Connected Vehicles	Virginia Ave.	Norman Berry Dr	Harding Ave		Pilot project: Pedestrian event broadcasting: Install connected vehicle infrastructure and associated communications equipment to assist with broadcasting pedestrian event information to motorists approaching the traffic signal. Consider broadcasting predictive pedestrian event information based on historical data. Following pilot project, this can be implemented at traffic signal locations with pedestrian pushbuttons, with priority for roadways with traffic operating at higher speeds	East Point, Hapeville	$10,000	N/A	$90,000	N/A	N/A	$100,000	$0	$100,000	$50,000	5 year	45.1	50.0	100.4	34
216	Roadway Transportation System Management & Operation	Signal monitoring, maintenance, and operations	Southern Fulton Region				Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)	All jurisdictions	$786,000	N/A	none	N/A	N/A	$7,860,000	$0	$7,860,000	$4,027,438	5 year	N/A	N/A	N/A	N/A



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225	Roadway Transportation System Management & Operation	Signal upgrades	Smart Corridors in Southern Fulton Region				Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	$6,960	N/A	$62,640	N/A	N/A	$69,600	$0	$69,600	$25,126	5 year	N/A	N/A	N/A	N/A
292	Roadway Transportation System Management & Operation	Intersection improvements	Welcome All Rd/Welcome All Connector			SR 6/Camp Creek Pkwy	Intersection reconfiguration and added turning lanes	East Point	$600,000	$77,000	$5,948,818	N/A	N/A	$6,625,818	$0	$6,625,818	$6,625,818	5 year	38.1	37.9	76.0	150
942	Roadway Transportation System Management & Operation	Intersection improvements	SR 6/Camp Creek Pkwy			Centre Pkwy	Extend the westbound left-turn lane beyond Carmia Drive and install flexible delineator posts along the left-turn lane on Camp Creek Parkway to prohibit vehicles exiting Carmia Drive from weaving across intersection to make a left-turn or U-turn at Centre Parkway; cut back trees along Camp Creek Parkway to improve sight lines. Relocate the sign on Centre Parkway to the side of the road; stripe two approach lanes along Centre Parkway; install a dedicated left-turn lane to Camp Creek Parkway; convert northbound left-turn signal phasing to protected + permissive and install a left-turn FYA signal head. Implement recommendations from SR 6 Access Management Study to direct circulating retail traffic to frontage roads.	East Point	$60,000	$180,000	$360,000	N/A	N/A	$600,000	$339,000	$261,000	$261,000	5 year	42.2	43.0	85.1	105



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943	Roadway Transportation System Management & Operation	Intersection improvements	SR 6/Camp Creek Pkwy			N Commerce Dr	Install "No U-Turn" sign along westbound Camp Creek Parkway; install wayfinding signage along Marketplace Boulevard and Shelby Lane to direct traffic destined for eastbound Camp Creek Parkway to North Commerce Drive; add N. Commerce Drive at Shelby Lane signal to SR 6 RTOP system; implement recommendations from SR 6 Access Management Study to direct circulating traffic to frontage road (Redwine Road - confirm); cut back trees along Camp Creek Parkway to improve sight lines; retrofit curb radii, adjacent drainage structure, and sidewalks; install raised median along North Commerce Drive between Camp Creek Parkway and Creek Pointe Way and "Don't Block the Box" pavement markings at the Creek Pointe Way intersection. In the medium term, evaluate the need to restrict left-turn movements from Creek Pointe Way.	East Point	$30,000	$90,000	$180,000	N/A	N/A	$300,000	$169,500	$130,500	$130,500	5 year	44.4	46.4	90.9	70
944	Roadway Transportation System Management & Operation	Intersection improvements	N Commerce Dr			Centre Pkwy	Install roundabout; upgrade pavement markings; install raised pavement markers; retrofit drainage structure.	East Point	$10,000	$30,000	$60,000	N/A	N/A	$100,000	$0	$100,000	$100,000	5 year	39.9	39.5	79.4	134
1044	Roadway Transportation System Management & Operation	Smart Corridor / ITS Technology	Camp Creek Pkwy/SR 6	Conley St/Convention Center Concourse	Butner Rd SW		Camp Creek Parkway (SR 6) Advanced Dilemma-Zone Detection System: Building upon the SR 6 Truck Friendly Lanes project to the west of the Aerotropolis, coordinate with GDOT RTOP Program to leverage connected signal technology along Camp Creek Parkway (SR 6) from Butner Road to Conley Street/Convention Center Concourse to implement Advanced Dilemma-Zone Detection Systems to provide additional green signal time for trucks approaching signalized intersections. This should be developed as a pilot project and evaluated for potential application on other key truck routes, such as Old Dixie Road (US 19/41/SR 3), Roosevelt Highway (US 29/SR 14), and Forest Parkway (SR 331).	College Park, South Fulton, East Point, Atlanta	$2,100	N/A	$18,900	N/A	N/A	$21,000	$11,865	$9,135	$3,806	5 year	43.1	44.4	89.6	76



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1073	Roadway Transportation System Management & Operation	Intersection improvements	Washington Rd			Ben Hill Rd / W Taylor Ave	Washington Rd at Ben Hill Intersection Improvement - (Intersection of Washington Rd at Ben Hill Rd / W Taylor Ave at Cloverhurst Dr / Larose St)	East Point	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$0	$750,000	$750,000	5 year	39.9	39.5	79.4	133
1148	Roadway Transportation System Management & Operation	Intersection improvements	Sylvan Road				Intersection operation improvements, focusing on safety	East Point, Hapeville	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$0	$750,000	$540,000	5 year	52.3	54.1	105.0	16
1525	Roadway Transportation System Management & Operation	Intersection improvements	Camp Creek Parkway/ SR 6			Washington Rd	Extend the eastbound left-turn lane along Camp Creek Parkway to provide more storage. Coordinate with City of East Point (Fulton County T-SPLOST) project EP-181, Ale Circle realignment.	East Point	$3,100	$9,300	$18,600	N/A	N/A	$31,000	$17,515	$13,485	$13,485	5 year	46.2	49.7	95.9	45
1554	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage					Directional and Wayfinding Signage to Key Destinations: Install advance pavement marking and overhead directional and wayfinding signage along key freight routes that direct drivers to interstate highways and key destinations like Hartsfield-Jackson Atlanta International Airport and the Truckpass lot. Suggested locations include: Old Dixie Road north of Southpoint Drive; Old Dixie Road south of Conley Road; Forest Parkway (SR 331) east of Riverdale Road (SR 139); I-85 approaching Riverdale Road (SR 139); Riverdale Road (SR 139) approaching Sullivan Road (to the north and south); South Fulton Parkway (SR 14) west of the I-85/I-285 interchange; and Roosevelt Highway (US 29/SR 14) approaching South Fulton Parkway (to the north and south).	College Park, East Point, Hapeville, South Fulton	$6,933	N/A	$62,400	N/A	N/A	$69,333	$39,173	$30,160	$7,540	5 year	N/A	N/A	N/A	N/A
1584	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown East Point. Three charging spots.	East Point	$6,600	N/A	$59,400	N/A	N/A	$66,000	$0	$66,000	$66,000	5 year	38.1	37.4	75.5	155
2000	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles	All jurisdictions	$0	N/A	$456,500	N/A	N/A	$456,500	$0	$456,500	$66,000	5 year	N/A	N/A	N/A	N/A
2001	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 83 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, South Fulton, Union City	$83,000	N/A	$747,000	N/A	$83,000	$913,000	$515,845	$397,155	$177,045	5 year	0.0	52.4	104.8	17



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18	Trail	Multi-use trail	US 29/Main St	E Main St	Lakewood MARTA Station		Multi-use trail to connect to proposed trail in Lakewood/Ft McPherson LCI	East Point	$31,000	$1,012,000	$328,000	N/A	$32,000	$1,727,704	$976,153	$751,551	$751,551	5 year	48.0	50.0	98.1	40
41	Trail	Multi-use trail	Norman Berry Dr	Sumner Park	Tri-Cities High School		Multi-use off-road trail	East Point	$75,000	$376,000	$752,000	N/A	$133,667	$1,336,667	$0	$1,336,667	$1,336,667	5 year	45.8	46.6	92.3	64
44	Trail	Multi-use trail	Private Property	Pedestrian Bridge	Tri-Cities High School		Multi-use off-road trail	East Point	$45,000	$226,500	$453,000	N/A	$80,500	$805,000	$0	$805,000	$805,000	5 year	42.7	45.0	87.7	90
215	Transit Asset Management and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$0	$1,574,000	$552,474	5 year	N/A	N/A	N/A	N/A
1150	Transit Asset Management and System Upgrades	Bus stop amenities	Sylvan Road				Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)	East Point, Hapeville	$67,000	$0	$674,000	N/A	$82,333	$823,333	$0	$823,333	$231,357	5 year	54.3	51.3	107.4	14
1505	Transit Asset Management and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$445,280	$111,320	$55,660	5 year	0.0	55.8	111.6	3
1506	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$285,120	$71,280	$27,514	5 year	0.0	52.3	104.7	19
1507	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$544,320	$136,080	$51,846	5 year	0.0	55.8	111.6	3
1517	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$4,127,760	$1,031,940	$349,931	5 year	0.0	59.3	118.5	2
1533	Transit Asset Management and System Upgrades	Bus stop amenities	Desert Dr				Install RRFB across Desert Drive to facilitate pedestrian crossing between bus stop on north side of the road and existing sidewalk along the south side of Desert Drive; consolidate existing bus stops and align with RRFB.	East Point	$10,000	N/A	$90,000	N/A	N/A	$100,000	$80,000	$20,000	$20,000	5 year	44.9	40.5	85.4	104
101	Transit Expansion	New shuttle service	Corporate Crescent Circulator	International Terminal	College Park MARTA station		Corporate Crescent Circulator shuttle system	Atlanta, College Park, East Point, Hapeville	$1,500,000	$3,000,000	$5,500,000	N/A	N/A	$10,000,000	$5,650,000	$2,000,000	$840,000	5 year	51.8	51.0	103.4	25
103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$800,000	$200,000	$25,000	5 year	N/A	N/A	N/A	N/A
69	Bicycle & Pedestrian	Streetscape	West Cleveland Ave	Norman Berry	Main St/US 29		Streetscaping including bicycle and pedestrian facilities	East Point	$325,000	$0	$3,250,000	N/A	$397,222	$3,972,222	$0	$3,972,222	$3,972,222	10 Year	51.7	50.9	102.6	27



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169	Bicycle & Pedestrian	Bicycle lanes	US 29/Main St	Atlanta City Limits	College Park City Limits		Install protected bike lanes.	East Point	$262,000	$1,308,500	$2,617,000	N/A	$465,278	$4,652,778	$2,628,819	$2,023,958	$2,023,958	10 Year	0.0	54.3	109.1	8
1050	Bicycle & Pedestrian	Sidewalks	Camp Creek Pkwy/SR 6	Washington Rd	Conventional Center Concourse		Camp Creek Parkway (SR 6) Sidewalk: Fill gaps in sidewalk along Camp Creek Parkway (SR 6) between Washington Road and Airport Drive.	College Park, East Point	$60,000	$180,000	$360,000	N/A	N/A	$600,000	$339,000	$261,000	$107,010	10 Year	47.9	45.1	93.2	60
1115	Bicycle & Pedestrian	Sidewalks	SR 6/Camp Creek Pkwy	Washington Rd	N Desert Dr		Sidewalk on WB Camp Creek from Washington Rd to N Desert Dr	East Point	$51,000	$254,500	$509,000	N/A	$90,500	$905,000	$511,325	$393,675	$393,675	10 Year	44.8	42.8	87.6	91
1145	Bicycle & Pedestrian	Bicycle & pedestrian facilities	Virginia Avenue				Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes; remove median.	College Park, East Point, Hapeville	$945,025	$4,144,000	$9,107,910	N/A	$1,577,437	$15,774,372	$0	$15,774,372	$3,290,219	10 Year	52.1	51.7	106.2	15
1149	Bicycle & Pedestrian	Pedestrian improvements	Sylvan Road				Provide pedestrian improvements to connect to transit stops	East Point, Hapeville	$417,000	$0	$4,174,000	N/A	$510,111	$5,101,111	$0	$5,101,111	$3,825,833	10 Year	54.5	53.6	110.5	5
928	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-285			South Fork Camp Creek	Bridge rehabilitation	East Point	$103,200	N/A	$1,031,700	N/A	$126,100	$1,261,000	$712,465	$548,535	$548,535	10 Year	42.3	42.8	85.1	106
1007	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-285			Washington Rd	Bridge rehabilitation	East Point	$157,800	N/A	$1,579,200	N/A	$193,000	$1,930,000	$1,090,450	$839,550	$839,550	10 Year	41.1	41.4	82.4	117
226	Roadway Transportation System Management & Operation	Signal upgrades	Freight Corridors in Southern Fulton Region				On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	$75,000	N/A	$675,000	N/A	N/A	$750,000	$0	$750,000	$270,750	10 Year	N/A	N/A	N/A	N/A
277	Roadway Transportation System Management & Operation	Intersection improvements	SR 6/Camp Creek Pkwy			Marketplace Blvd	Intersection improvement	East Point	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$423,750	$326,250	$326,250	10 Year	43.4	44.4	87.8	88
949	Roadway Transportation System Management & Operation	Intersection improvements	Loop Rd			Toffie Ter	Upgrade pavement markings; install raised pavement markers and median nose delineators; add pedestrian accommodations; convert outside southbound through-lane to exclusive right-turn lane with overlap phase and FYA; convert inside northbound through-lane to exclusive left-turn lane; convert eastbound and westbound left-turn signals to FYAs; convert outside eastbound through-lane to exclusive right-turn lane.	East Point, Hapeville	$30,000	N/A	$270,000	N/A	N/A	$300,000	$0	$300,000	$150,000	10 Year	40.0	38.7	75.9	151
24	Trail	Multi-use trail	East Point, College Park, Hapeville, Forest Park, Airport City, GICC, Mountain View, Old National Hwy, Phoenix Blvd				Multi-use trail connecting the downtowns and activity centers around the airport. Include link to Phoenix Trail.	College Park, East Point, Hapeville	$1,493,000	$7,465,500	$14,931,000	N/A	$2,654,389	$26,543,889	$14,997,297	$11,546,592	$3,848,864	10 Year	54.8	54.0	109.5	7
49	Trail	Multi-use trail	Welcome All Rd	Camp Creek Pkwy	Will Lee Rd		Multi-use off-road trail	East Point	$185,000	$923,500	$1,847,000	N/A	$328,389	$3,283,889	$0	$3,283,889	$3,283,889	10 Year	42.3	41.7	83.9	114



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253	Trail	Multi-use trail	SR 6/Camp Creek Pkwy	US 29/Main St	Piedmont Driving Club		Multi-use off-road trail	Atlanta, College Park, East Point, South Fulton	$484,000	$2,422,000	$4,844,000	N/A	$861,111	$8,611,111	$4,865,278	$3,745,833	$1,840,890	10 Year	52.5	50.6	102.3	28
97	Transit Expansion	High capacity/ rapid transit	SR 6/Camp Creek Pkwy	College Park MARTA station	SR 70/Fulton Industrial Blvd		Arterial rapid transit	College Park, East Point, Fulton County, South Fulton	$1,980,000	$3,960,000	$7,260,000	N/A	N/A	$13,200,000	$10,560,000	$2,640,000	$501,600	10 Year	56.7	53.6	108.4	10
38	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		Multi-use off-road trail	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	$2,700,000	$9,367,000	$29,200,500	N/A	$2,888,000	$54,374,653	$30,721,679	$23,652,974	$1,490,137	Long Term	54.5	53.7	107.7	13
87	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/ Main St			Thompson Ave	Install crosswalks	East Point	$1,000	$0	$11,000	N/A	$1,333	$13,333	$7,533	$5,800	$5,800	Long Term	37.3	35.9	73.1	171
923	Roadway Asset Management & Resiliency	Bridge rehabilitation	Central Ave			Norman Berry Dr	Bridge rehabilitation	East Point	$18,900	N/A	$189,600	N/A	$23,167	$231,667	$0	$231,667	$231,667	Long Term	28.0	27.9	55.9	299
924	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 154/Cascade Palmetto Hwy			Stanton Rd	Bridge rehabilitation	East Point	$55,200	N/A	$552,900	N/A	$67,567	$675,667	$381,752	$293,915	$293,915	Long Term	35.7	36.4	72.0	179
926	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 166/ Campbellton Rd			Delowe Dr	Bridge rehabilitation	East Point	$50,400	N/A	$505,500	N/A	$61,767	$617,667	$348,982	$268,685	$268,685	Long Term	35.8	34.8	70.7	188
927	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 154/ Cascade Palmetto Hwy			South Utoy Creek	Bridge rehabilitation	East Point	$31,500	N/A	$315,900	N/A	$38,600	$386,000	$218,090	$167,910	$167,910	Long Term	35.3	34.7	70.0	196
929	Roadway Asset Management & Resiliency	Bridge rehabilitation	N Commerce Dr			Camp Creek	Bridge rehabilitation	East Point	$214,800	N/A	$2,148,000	N/A	$262,533	$2,625,333	$0	$2,625,333	$2,625,333	Long Term	35.1	34.5	69.6	201
930	Roadway Asset Management & Resiliency	Bridge rehabilitation	Welcome All Rd			Camp Creek	Bridge rehabilitation	East Point	$27,300	N/A	$273,600	N/A	$33,433	$334,333	$0	$334,333	$334,333	Long Term	32.2	31.4	63.6	241
931	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Virginia Ave	Bridge rehabilitation	East Point	$78,900	N/A	$789,600	N/A	$96,500	$965,000	$545,225	$419,775	$419,775	Long Term	32.2	33.1	65.3	233
997	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Flint River Tributary (north of N Outer Loop Rd)	Bridge rehabilitation	East Point	$50,400	N/A	$505,500	N/A	$61,767	$617,667	$348,982	$268,685	$268,685	Long Term	27.5	27.7	55.2	303
998	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Flint River Tributary (south of Willingham Dr)	Bridge rehabilitation	East Point	$50,400	N/A	$505,500	N/A	$61,767	$617,667	$348,982	$268,685	$268,685	Long Term	33.4	32.9	66.3	228
188	Roadway Expansion	Widening	SR 6/Camp Creek Pkwy	I-285	I-85		Roadway widening from 4 to 6 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	College Park, East Point	$4,708,000	$0	$47,084,000	$121,000	$22,248,429	$74,161,429	$41,901,207	$32,260,221	$15,775,248	Long Term	51.3	51.5	103.4	24
1114	Roadway Expansion	Re-open roadway to traffic	Redwine Rd	Desert Dr	Prince George St		Open Redwine Rd from Desert Dr to Prince George St. This section was closed to traffic in the 1980s and re-opening has been considered previously. Evaluate re-opening to improve traffic operations in the area.	East Point	$10,000	$30,000	$60,000	N/A	N/A	$100,000	$0	$100,000	$100,000	Long Term	36.5	36.6	73.0	172



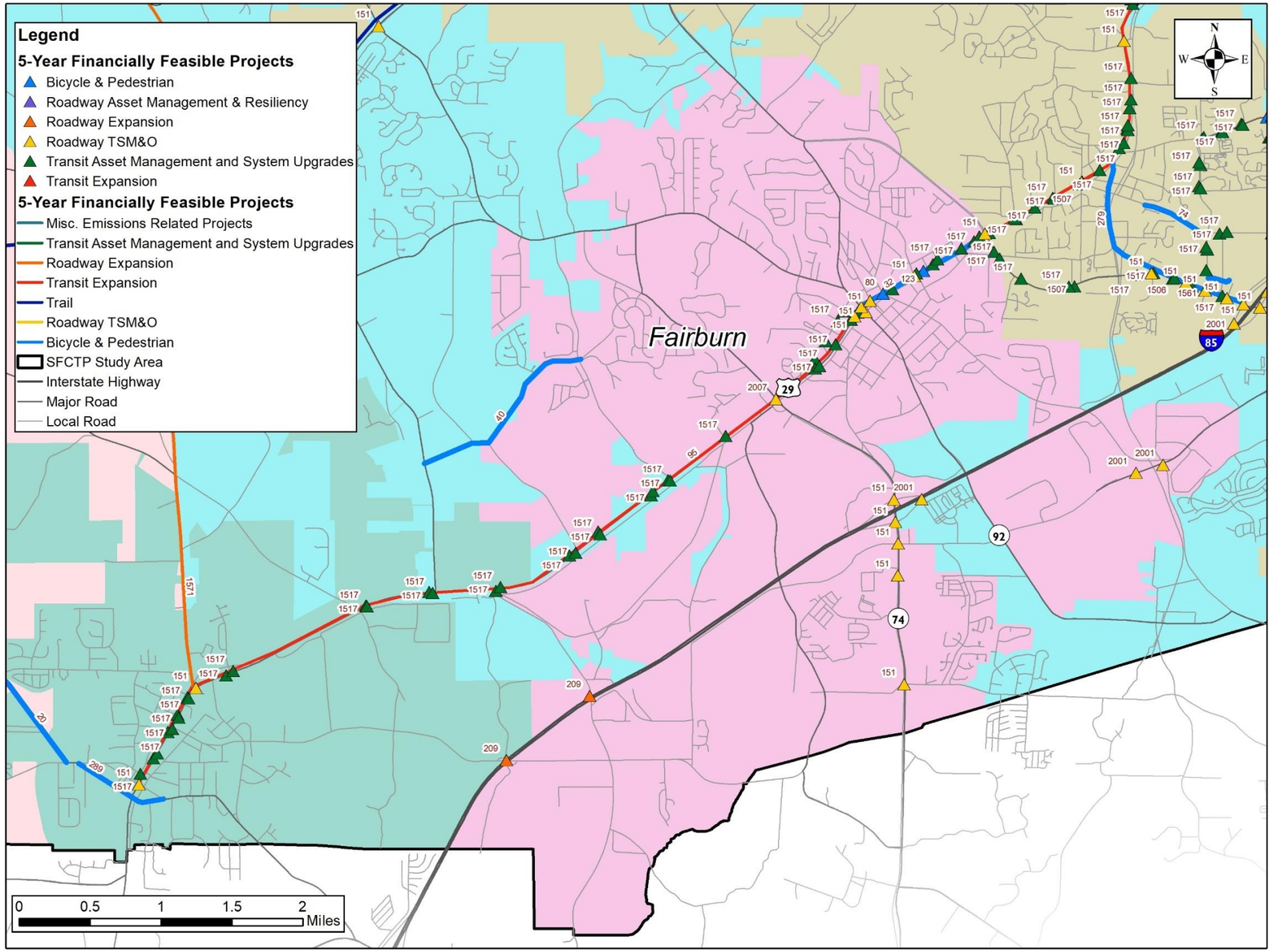
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	East Point Local Share	Timeframe	East Point Score	Regional Score	Final Score	Final Ranking
152	Roadway Transportation System Management & Operation	Railroad crossing event tracking	Railroad signals where there is an at grade crossing with nearby traffic signal: Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave				Railroad crossing event broadcasting at 6 locations: CSX Railroad at Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave. At each location, add communications to traffic signal system to predict train arrivals and train event durations, and install connected vehicle infrastructure and associated communications equipment to assist with broadcasting train arrival and event duration information to emergency vehicles and motorists approaching the highway-rail crossing. Using traffic signal system data from ATSPM, develop analytics to predict train arrivals and train event durations and make information available to emergency vehicle dispatch centers; track railroad activity over time to understand traffic impacts; evaluate driver behavior and risk associate with train events; and monitor critical equipment related to highway-rail intersection operations.	College Park, East Point, Hapeville	$44,000	N/A	$396,000	N/A	N/A	$440,000	$248,600	$191,400	$31,900	Long Term	0.0	29.1	58.3	277
172	Roadway Transportation System Management & Operation	Parking	US 29/Main St			East Point MARTA Station	Convert existing conventional angle parking at East Point MARTA station to back-in angle parking	East Point	$5,556	N/A	$50,000	N/A	$5,556	$55,556	$31,389	$24,167	$24,167	Long Term	16.5	17.1	33.6	340
232	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage	N/A				CIDs wayfinding locations	Atlanta, College Park, East Point, Hapeville, South Fulton	$400,000	N/A	$4,800,000	N/A	N/A	$6,055,657	$0	$6,055,657	$1,513,914	Long Term	33.9	36.4	75.0	159
941	Roadway Transportation System Management & Operation	Intersection improvements	Ben Hill Rd			Welcome All Rd	Upgrade and enhance pavement markings; retrofit pedestrian poles and signal heads; install raised pavement markers and median nose delineators; relocate stop bar, add supplemental signal heads and signage to discourage vehicles from queuing on the railroad tracks; and install sidewalks along Welcome All Road.	East Point	$30,000	$90,000	$180,000	N/A	N/A	$300,000	$0	$300,000	$300,000	Long Term	33.5	33.2	66.7	224
962	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage	SR 6/Camp Creek Pkwy	Princeton Lakes Pkwy	Carmia Drive		Redirect Camp Creek Marketplace Traffic: Build on recommendation from SR 6 Access Management Study and redirect Publix traffic in Camp Creek Marketplace area from Princeton Lakes Parkway to Carmia Drive.	East Point	$500	N/A	$4,500	N/A	N/A	$5,000	$2,825	$2,175	$2,175	Long Term	24.9	27.3	52.2	317



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	East Point Local Share	Timeframe	East Point Score	Regional Score	Final Score	Final Ranking
1589	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown East Point	East Point	$1,000	N/A	$9,000	N/A	N/A	$10,000	$0	$10,000	$10,000	Long Term	28.6	30.4	59.0	273
25	Trail	Multi-use trail	East Point, College Park, South Fulton, Flat Shoals Rd, Forest Park, Mountain View, Hapeville, City of Atlanta				The Outer Loop multi-use trail will connect the AeroATL Greenway to other greenway and bike/ped networks in the region.	Atlanta, College Park, East Point, Hapeville, South Fulton	$2,282,400	$11,412,400	$22,824,800	N/A	$4,057,733	$40,577,333	$22,926,193	$17,651,140	$4,412,785	Long Term	54.8	54.0	108.9	9
165	Transit Asset Management and System Upgrades	Parking	East Point MARTA station				Provide parking deck at East Point station parking lot and reduce surface parking. As described in TOD LCI.	East Point	$411,840	N/A	$3,744,000	N/A	$1,781,074	$5,936,914	$0	$5,936,914	$5,936,914	Long Term	10.6	11.9	22.6	343
Total									**$24,257,324**	**$56,894,630**	**$208,014,028**	**$121,000**	**$42,347,762**	**$438,447,013**	**$157,965,400**	**$280,481,613**	**$187,408,104**					

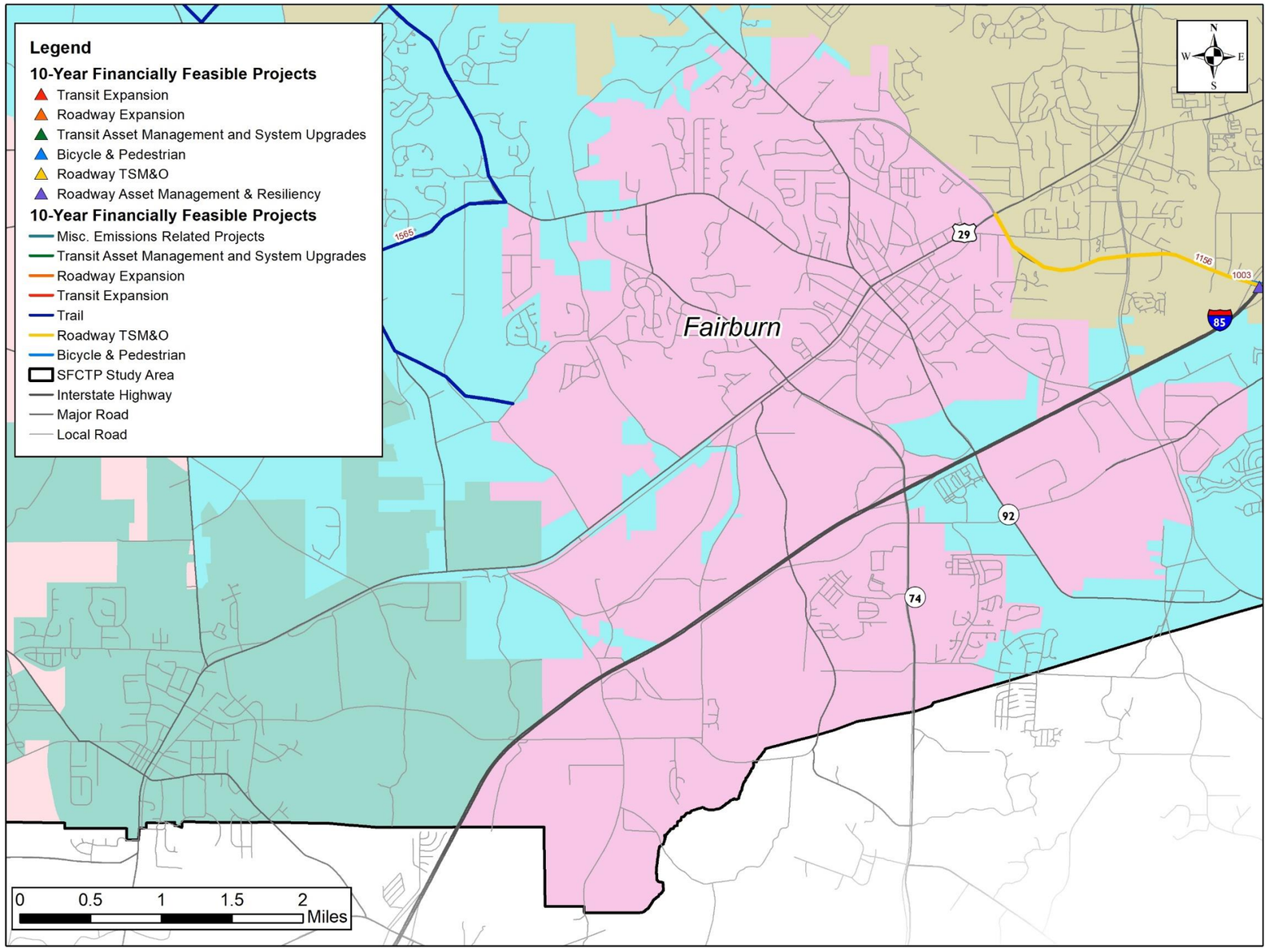
City of Fairburn: 5-Year Financially Feasible Projects by Type

Figure 59: City of Fairburn: 5-Year Financially Feasible Projects by Type



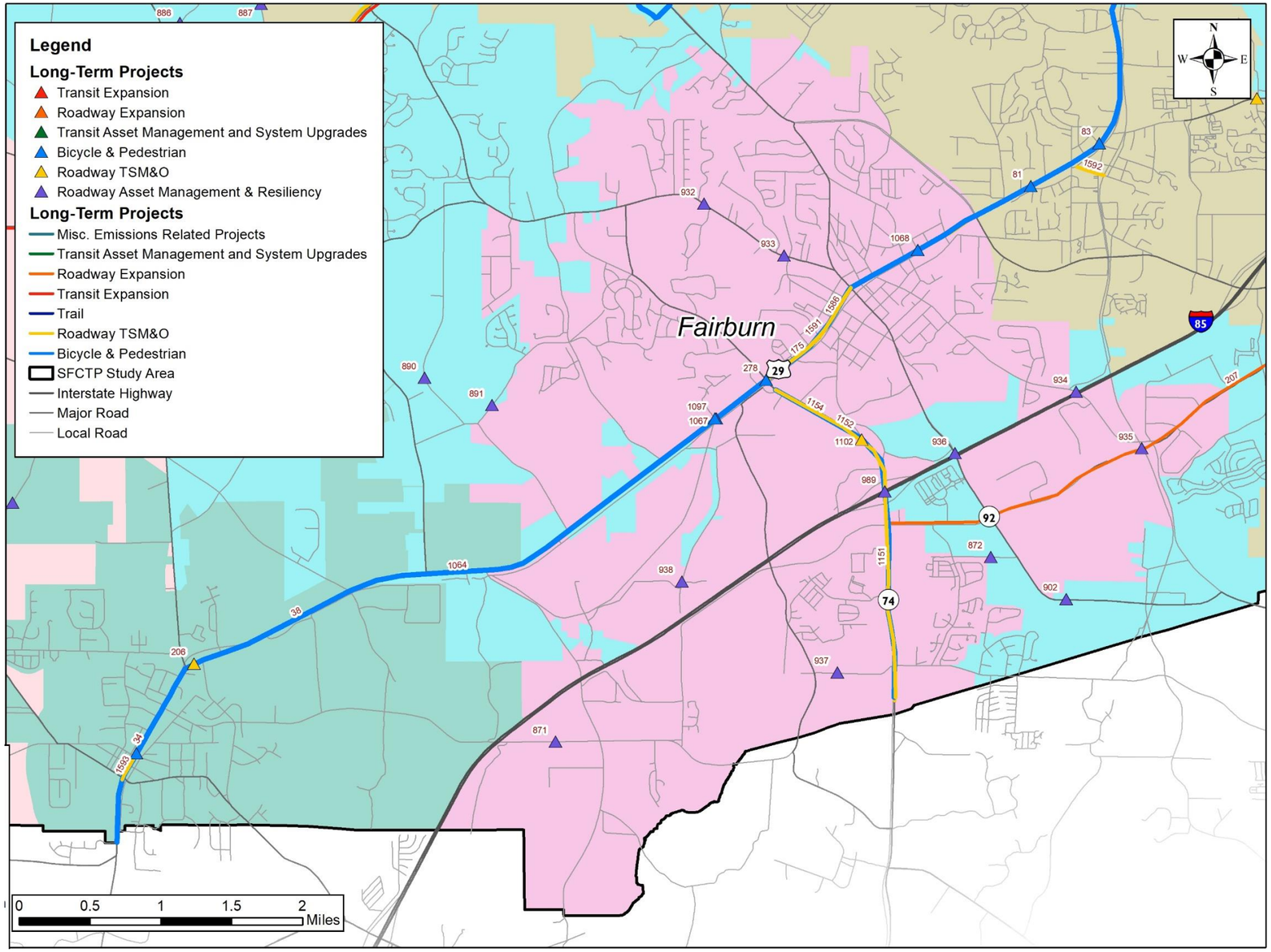
City of Fairburn: 10-Year Financially Feasible Projects by Type

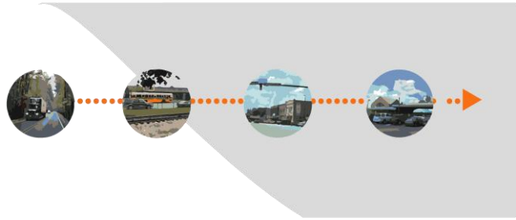
Figure 60: City of Fairburn: 5-Year Financially Feasible Projects by Type



City of Fairburn: Long-Term Projects by Type

Figure 61: City of Fairburn: Long-Term Projects by Type

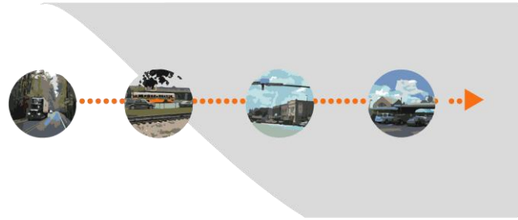




City of Fairburn Project List

Figure 62: City of Fairburn Projects List

Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Fairburn Local Share	Timeframe	Fairburn Score	Regional Score	Final Score	Final Ranking
32	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Broad St	Smith St	SR 138		Install Bicycle and Pedestrian Facilities	Fairburn	$118,000	$1,730,000	$1,286,000	N/A	$126,000	$4,014,480	$2,268,181	$1,746,299	$1,746,299	5 year	45.4	46.3	91.7	68
40	Bicycle & Pedestrian	Sidewalks & crosswalks	Herndon Rd	Hobgood Rd	John River Rd		Install Bicycle and Pedestrian Facilities	Fairburn, South Fulton	$76,000	$208,000	$825,000	N/A	$81,000	$1,465,408	$0	$1,465,408	$697,534	5 year	42.2	43.2	85.6	102
80	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Broad St			Strickland St	Install crosswalks	Fairburn	$1,000	$0	$11,000	N/A	$1,333	$13,333	$7,533	$5,800	$5,800	5 year	39.8	40.9	80.8	127
123	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	NW Broad St			NE Broad St	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fairburn	$6,000	$30,000	$60,000	N/A	$10,667	$106,667	$60,267	$46,400	$46,400	5 year	39.2	40.9	80.1	130
2008	Other	Intersection Justification Report	I-85			Gullatt Rd or Johnson Rd	Intersection Justification Report (IJR) for new interchange at I-85 near Johnson Rd and Gullatt Rd	Fairburn, Palmetto	N/A	N/A	N/A	N/A	N/A	$150,000	$84,750	$65,250	$32,625	5 year	N/A	N/A	N/A	N/A
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$31,250	5 year	N/A	N/A	N/A	N/A
241	Other	Study	US 29/ Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	N/A	N/A	N/A	N/A	N/A	$500,000	$282,500	$217,500	$36,250	5 year	N/A	N/A	N/A	N/A
1070	Other	Study	US 29 / NW Broad St			Senoia Rd	Traffic signal warrant study at US 29 @ Senoia Rd. This is on a bus route and near senior center and police station. Signalized crossing would help seniors cross US 29 to access the senior center and police station.	Fairburn	N/A	N/A	N/A	N/A	N/A	$7,000	$3,955	$3,045	$3,045	5 year	N/A	N/A	N/A	N/A
240	Other	Wayfinding/ Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$18,750	5 year	N/A	N/A	N/A	N/A
1511	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Fairburn	N/A	N/A	N/A	N/A	N/A	$57,367,292	$0	$57,367,292	$57,367,292	5 year	N/A	N/A	N/A	N/A
209	Roadway Expansion	New interchange	I-85			Gullatt Rd or Johnson Rd	New interchange at Gullatt Rd or Johnson Rd. The exact location will be determined in the IJR.	Fairburn, Palmetto	$2,390,000	$7,170,000	$11,950,000	N/A	$2,390,000	$29,431,310	$16,628,690	$12,802,620	$6,401,310	5 year	38.2	33.4	69.0	212



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Fairburn Local Share	Timeframe	Fairburn Score	Regional Score	Final Score	Final Ranking
151	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, Palmetto, South Fulton, Union City	$118,800	N/A	$1,069,200	N/A	$108,000	$1,188,000	$671,220	$516,780	$47,850	5 year	0.0	59.8	120.1	1
156	Roadway Transportation System Management & Operation	Add communications at traffic signals with pedestrian activity	Traffic signal locations with pedestrian pushbuttons				Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	$40,000	N/A	$360,000	N/A	N/A	$400,000	$0	$400,000	$57,143	5 year	N/A	N/A	N/A	N/A
216	Roadway Transportation System Management & Operation	Signal monitoring, maintenance, and operations	Southern Fulton Region				Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)	All jurisdictions	$786,000	N/A	none	N/A	N/A	$7,860,000	$0	$7,860,000	$129,917	5 year	N/A	N/A	N/A	N/A
225	Roadway Transportation System Management & Operation	Signal upgrades	Smart Corridors in Southern Fulton Region				Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	$6,960	N/A	$62,640	N/A	N/A	$69,600	$0	$69,600	$4,802	5 year	N/A	N/A	N/A	N/A
2000	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles	All jurisdictions	$0	N/A	$456,500	N/A	N/A	$456,500	$0	$456,500	$77,000	5 year	N/A	N/A	N/A	N/A
2001	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 83 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, South Fulton, Union City	$83,000	N/A	$747,000	N/A	$83,000	$913,000	$515,845	$397,155	$9,570	5 year	0.0	52.4	104.8	17



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Fairburn Local Share	Timeframe	Fairburn Score	Regional Score	Final Score	Final Ranking
2007	Roadway Transportation System Management & Operation	Intersection improvements	US 29/Roosevelt Hwy			SR 74/Senoia Rd	South Fulton CID Multimodal Study projects CID-12A & CID-12B. CID-12A: Intersection improvements at the ramp connecting SR 74 and McLarin Road (0.1 mile), including repaving and restriping the ramp as well as adding a channelized island. CID-12B: Intersection improvements at the ramp connecting SR 74 and U.S. 29 (0.2 miles)., creating an acceleration lane for vehicles turning southbound onto US 29.	Fairburn	$50,000	N/A	$275,000	N/A	N/A	$325,000	$183,625	$141,375	$141,375	5 year	41.6	38.3	79.9	131
215	Transit Asset Management and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$0	$1,574,000	$39,350	5 year	N/A	N/A	N/A	N/A
1505	Transit Asset Management and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$445,280	$111,320	$5,009	5 year	0.0	55.8	111.6	3
1506	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$285,120	$71,280	$1,639	5 year	0.0	52.3	104.7	19
1507	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$544,320	$136,080	$0	5 year	0.0	55.8	111.6	3
1517	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$4,127,760	$1,031,940	$29,204	5 year	0.0	59.3	118.5	2
95	Transit Expansion	High capacity/ rapid transit	US 29/Roosevelt Hwy	College Park MARTA station	Palmetto		Bus rapid transit	College Park, Fairburn, Palmetto, South Fulton, Union City	$6,735,000	$13,470,000	$24,695,000	N/A	N/A	$44,900,000	$35,920,000	$8,980,000	$1,706,200	5 year	55.5	53.7	107.7	12
103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$800,000	$200,000	$25,000	5 year	N/A	N/A	N/A	N/A
226	Roadway Transportation System Management & Operation	Signal upgrades	Freight Corridors in Southern Fulton Region				On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	$75,000	N/A	$675,000	N/A	N/A	$750,000	$0	$750,000	$51,750	10 Year	N/A	N/A	N/A	N/A
1156	Roadway Transportation System Management & Operation	Access management	SR 138/ Jonesboro Rd				Install a median along corridor for safety; assess driveway access and modify or eliminate access points for safety	Fairburn, South Fulton, Union City	$470,881	$1,412,644	$2,825,287	N/A	$470,881	$4,708,812	$2,660,479	$2,048,333	$20,483	10 Year	0.0	41.4	84.1	113



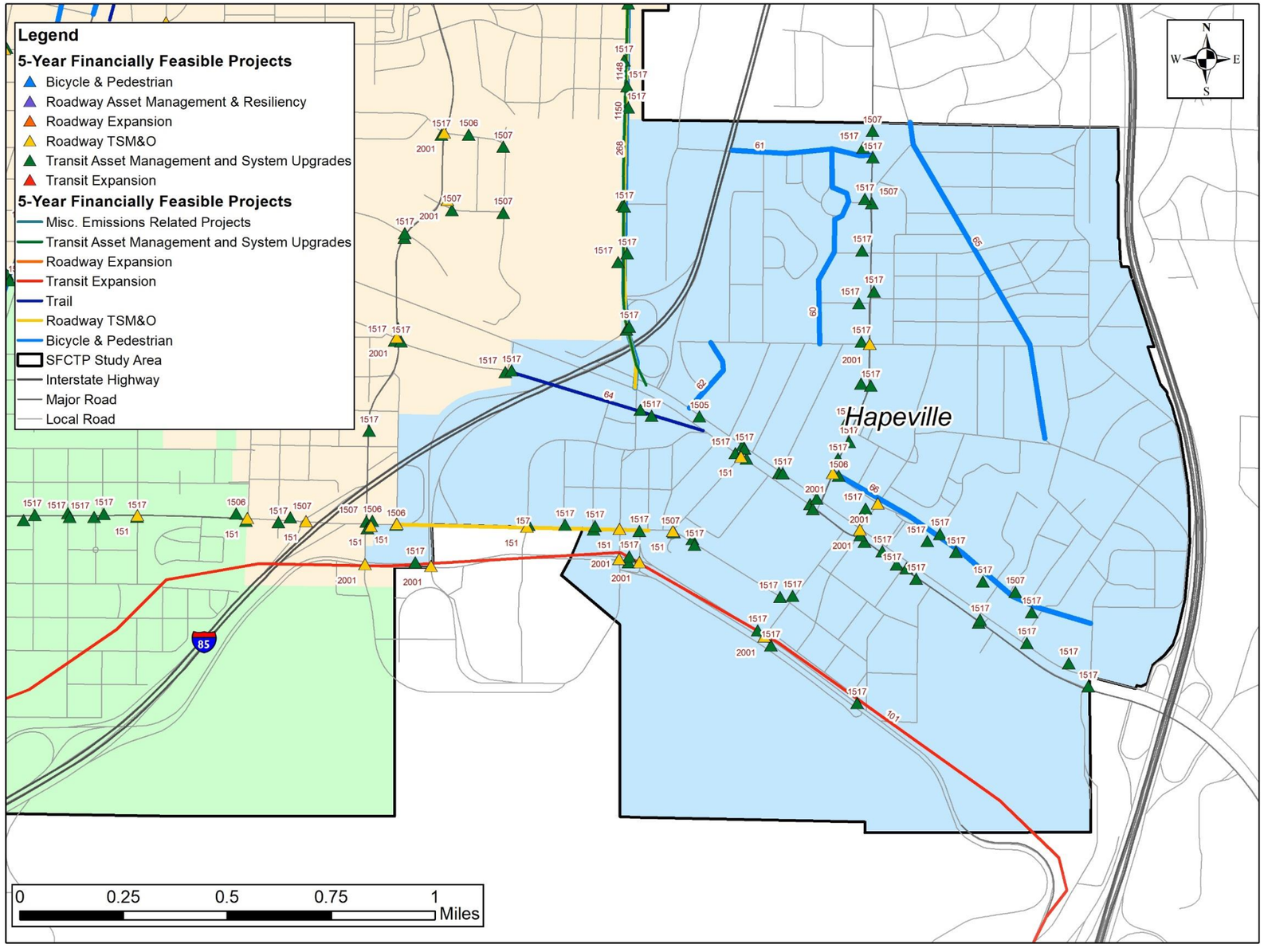
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Fairburn Local Share	Timeframe	Fairburn Score	Regional Score	Final Score	Final Ranking
38	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		Multi-use off-road trail	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	$2,700,000	$9,367,000	$29,200,500	N/A	$2,888,000	$54,374,653	$30,721,679	$23,652,974	$3,855,435	Long Term	52.9	53.7	107.7	13
278	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 74/Senoia Rd			US 29/Roosevelt Hwy	Install crosswalks and sidewalks to improve access to transit	Fairburn	$7,000	$33,500	$67,000	N/A	$11,944	$119,444	$67,486	$51,958	$51,958	Long Term	29.5	30.9	60.4	255
1067	Bicycle & Pedestrian	Pedestrian improvements	US 29 / railroad / frontage road (McLarin Rd)			US 29 / railroad / frontage road (McLarin Rd)	Pedestrian bridge over the railroad and frontage road across from Harbor Lakes for employees of the distribution centers on Bohannon Rd	Fairburn	$22,000	$0	$224,000	N/A	$27,333	$273,333	$0	$273,333	$273,333	Long Term	29.5	30.9	60.4	255
1068	Bicycle & Pedestrian	Pedestrian improvements	US 29 / NW Broad St			Barton St	Safe, mid-block crossing at Georgia Military College campus, near Barton St. MARTA re-routed the bus route to pick up on the back side of campus, temporarily, and a safe crossing is needed to access the existing bus stop.	Fairburn	$7,000	$0	$69,000	N/A	$8,444	$84,444	$47,711	$36,733	$36,733	Long Term	33.1	34.3	67.5	220
1097	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Roosevelt Highway			Village Center Boulevard	Install crosswalk (in conjunction with planned/programmed new bus shelter)	Fairburn	$1,000	$0	$7,000	N/A	$889	$8,889	$5,022	$3,867	$3,867	Long Term	35.5	37.5	73.0	173
1152	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 74/Senoia Rd/Fairburn Industrial Boulevard				Install sidewalks to connect to transit stops	Fairburn	$454,000	$2,272,500	$4,545,000	N/A	$807,944	$8,079,444	$4,564,886	$3,514,558	$3,514,558	Long Term	45.2	45.8	90.9	69
871	Roadway Asset Management & Resiliency	Bridge replacement	Johnson Rd			Shoal Creek	Bridge rehabilitation or replacement	Fairburn	$15,000	N/A	$154,000	N/A	$18,778	$187,778	$0	$187,778	$187,778	Long Term	18.8	21.0	39.8	338
932	Roadway Asset Management & Resiliency	Bridge rehabilitation	Rivertown Rd			Line Creek	Bridge rehabilitation	Fairburn	$7,500	N/A	$73,800	N/A	$9,033	$100,000	$0	$100,000	$100,000	Long Term	25.3	27.9	53.2	311
933	Roadway Asset Management & Resiliency	Bridge rehabilitation	Rivertown Rd			King Branch	Bridge rehabilitation	Fairburn	$7,500	N/A	$73,800	N/A	$9,033	$100,000	$0	$100,000	$100,000	Long Term	25.2	28.0	53.2	310
934	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Fayetteville Rd	Bridge rehabilitation	Fairburn	$55,200	N/A	$552,900	N/A	$67,567	$675,667	$381,752	$293,915	$293,915	Long Term	30.6	32.7	63.3	243
935	Roadway Asset Management & Resiliency	Bridge rehabilitation	Oakley Industrial Blvd			CSX Railroad	Bridge rehabilitation	Fairburn	$94,800	N/A	$9,477,002	N/A	$1,063,534	$10,635,336	$0	$10,635,336	$10,635,336	Long Term	27.1	30.0	57.1	281
936	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Spence Rd	Bridge rehabilitation	Fairburn	$36,300	N/A	$363,300	N/A	$44,400	$444,000	$250,860	$193,140	$193,140	Long Term	27.0	29.3	56.3	298
937	Roadway Asset Management & Resiliency	Bridge rehabilitation	Landrum Rd			Trickham Creek	Bridge rehabilitation	Fairburn	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$0	$100,000	$100,000	Long Term	28.9	31.3	60.2	261
938	Roadway Asset Management & Resiliency	Bridge rehabilitation	Creekwood Rd			Borum Springs Creek	Bridge rehabilitation	Fairburn	$1,800	N/A	$18,900	N/A	$2,300	$100,000	$0	$100,000	$100,000	Long Term	22.1	24.8	46.9	330
989	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			SR 74/Senoia Rd	Bridge rehabilitation	Fairburn	$99,000	N/A	$989,700	N/A	$120,967	$1,209,667	$683,462	$526,205	$526,205	Long Term	34.0	36.4	70.4	191



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Fairburn Local Share	Timeframe	Fairburn Score	Regional Score	Final Score	Final Ranking
207	Roadway Expansion	Widening	Oakley Industrial Blvd	Jonesboro Rd	SR 74/Senoia Rd		Roadway widening from 2 to 4 lanes, including sidewalks. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	Fairburn, South Fulton, Union City	$5,105,000	$0	$51,052,000	$1,045,000	$24,515,143	$81,717,143	$0	$81,717,143	$45,339,122	Long Term	49.4	46.7	94.6	50
175	Roadway Transportation System Management & Operation	Raised medians	US 29/Broad St				Construct raised median in downtown Fairburn.	Fairburn	$138,017	N/A	$1,242,154	N/A	$138,017	$1,380,171	$779,797	$600,374	$600,374	Long Term	30.9	29.5	60.4	254
1102	Roadway Transportation System Management & Operation	Intersection improvements	SR 74			Senoia Rd	Intersection improvements at SR 74 at Senoia Road	Fairburn	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$1,130,000	$870,000	$870,000	Long Term	36.1	32.9	69.0	210
1151	Roadway Transportation System Management & Operation	Raised medians	SR 74/Senoia Rd/Fairburn Industrial Boulevard				Install a raised median along corridor for safety	Fairburn	$378,386	N/A	$3,405,477	N/A	$378,386	$3,783,863	$2,137,882	$1,645,980	$1,645,980	Long Term	30.7	29.0	59.7	264
1154	Roadway Transportation System Management & Operation	Railroad crossing event tracking	SR 74/Senoia Rd/Fairburn Industrial Boulevard				Install railroad event broadcasting to notify drivers of trains	Fairburn	$1,500	N/A	$13,500	N/A	N/A	$15,000	$8,475	$6,525	$6,525	Long Term	27.1	27.1	54.2	307
1586	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown Fairburn. Three charging spots.	Fairburn	$6,600	N/A	$59,400	N/A	N/A	$66,000	$0	$66,000	$66,000	Long Term	29.2	30.6	59.8	263
1591	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown Fairburn	Fairburn	$1,000	N/A	$9,000	N/A	N/A	$10,000	$0	$10,000	$10,000	Long Term	23.6	23.6	47.2	329
Total									**$21,284,255**	**$38,319,574**	**$153,060,220**	**$1,045,000**	**$33,390,328**	**$329,818,335**	**$106,268,537**	**$223,549,797**	**$137,243,109**					

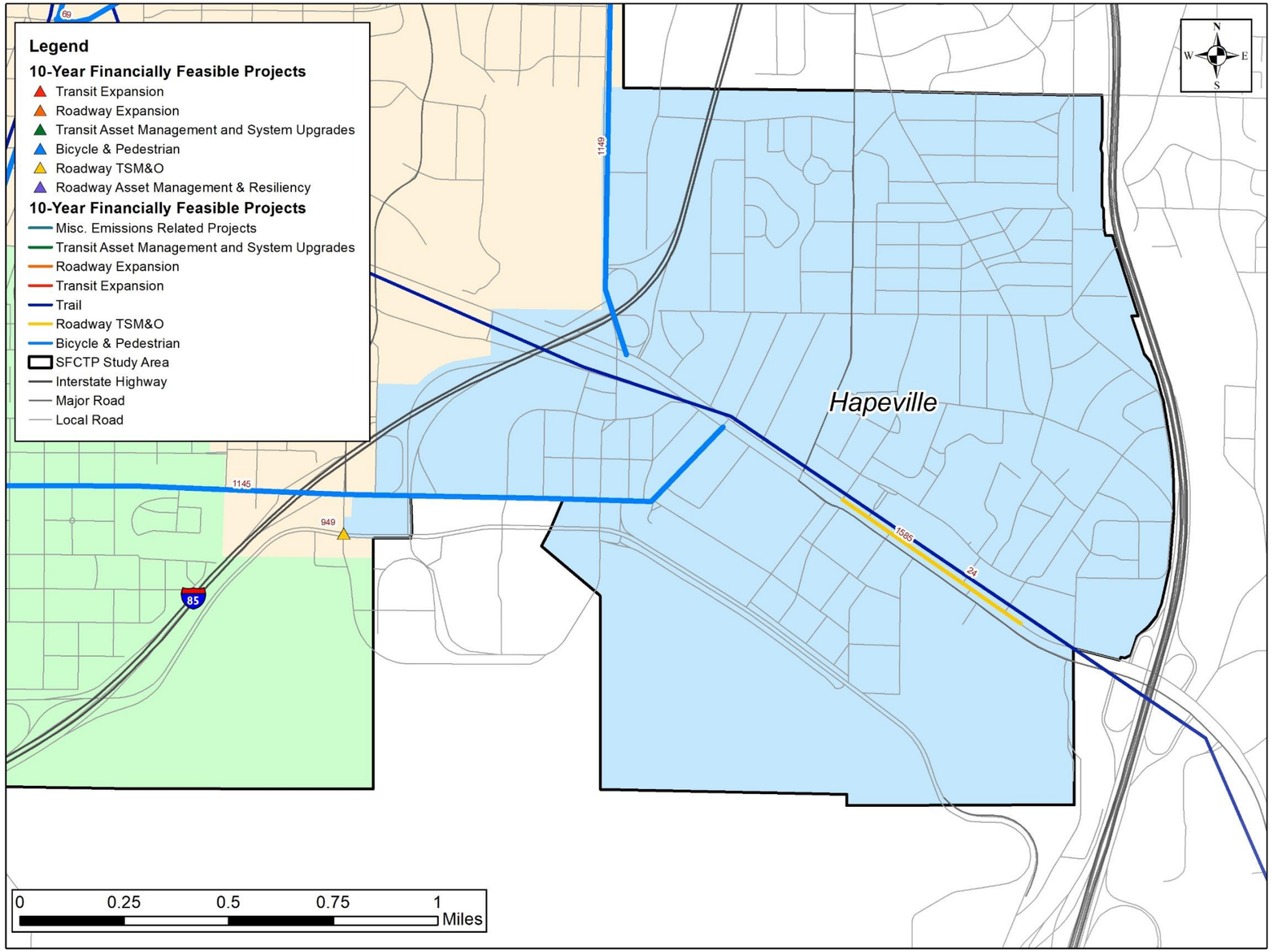
City of Hapeville: 5-Year Financially Feasible Projects by Type

Figure 63: City of Hapeville: 5-Year Financially Feasible Projects by Type



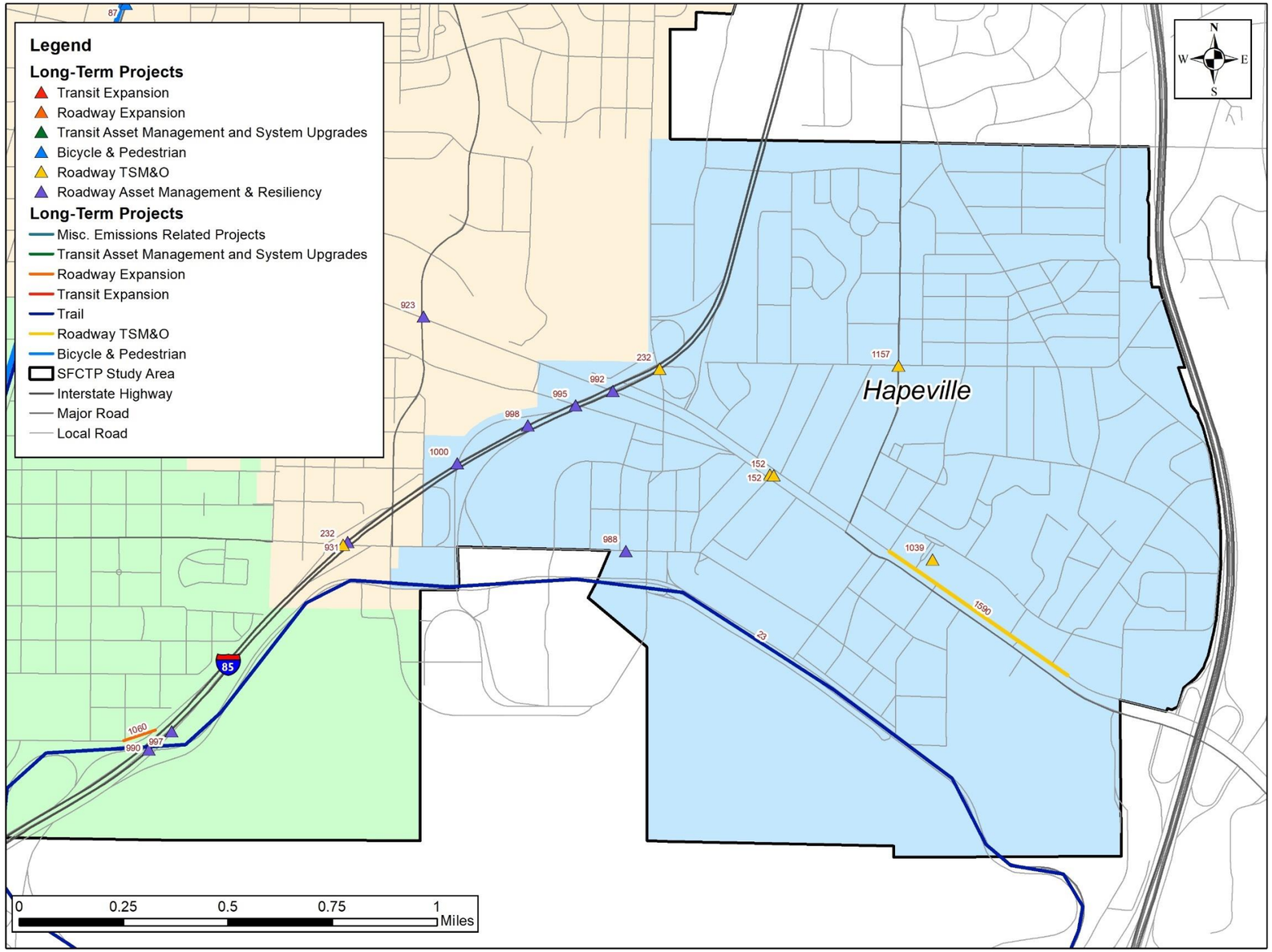
City of Hapeville: 10-Year Financially Feasible Projects by Type

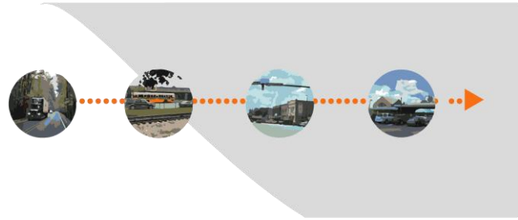
Figure 64: City of Hapeville: 10-Year Financially Feasible Projects by Type



City of Hapeville: Long-Term Projects by Type

Figure 65: City of Hapeville: Long-Term Projects by Type





City of Hapeville Project List

Table 15: City of Hapeville Project List

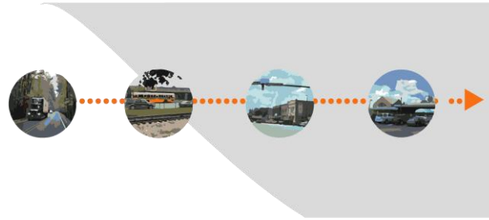
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Hapeville Local Share	Timeframe	Hapeville Score	Regional Score	Final Score	Final Ranking
60	Bicycle & Pedestrian	Sidewalks & crosswalks	Lake Ave	North Ave.	Cofield Dr.		Install Bicycle and Pedestrian Facilities	Hapeville	$203,000	$1,015,500	$2,031,000	N/A	$361,056	$3,610,556	$0	$3,610,556	$3,610,556	5 year	53.1	47.8	100.9	31
61	Bicycle & Pedestrian	Sidewalks, crosswalks and/or bicycle lanes	Cofield Dr	Dogwood Dr	I-85		Install Bicycle and/or Pedestrian Facilities	Hapeville	$133,000	$664,500	$1,329,000	N/A	$236,278	$2,362,778	$0	$2,362,778	$2,362,778	5 year	49.8	44.3	94.1	51
62	Bicycle & Pedestrian	Sidewalks & crosswalks	Stillwood Dr	N Central	North Ave		Install Bicycle and Pedestrian Facilities	Hapeville	$79,000	$393,500	$787,000	N/A	$139,944	$1,399,444	$0	$1,399,444	$1,399,444	5 year	49.8	44.3	94.1	51
65	Bicycle & Pedestrian	Sidewalks & crosswalks	Old Jonesboro Rd	Mt. Zion	Parkway Dr		Install traffic calming devices and intersection enhancements. Add signage and wayfinding to designate this route and direct bicycles and pedestrians to nearby destinations.	Hapeville	$12,000	$0	$120,000	N/A	$14,667	$146,667	$0	$146,667	$146,667	5 year	53.1	47.8	100.9	31
66	Bicycle & Pedestrian	Sidewalks, crosswalks and/or bicycle lanes	King Arnold St	Dogwood Dr.	Sunset Dr		Install traffic calming devices and intersection enhancements. Add signage and wayfinding to designate this route and direct bicycles and pedestrians to nearby destinations. Install bicycle lanes.	Hapeville	$14,000	$0	$144,000	N/A	$17,556	$175,556	$0	$175,556	$175,556	5 year	53.1	47.8	100.9	31
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$31,250	5 year	N/A	N/A	N/A	N/A
59	Other	Study	N/A				Pedestrian Plan: Evaluate a Hapeville Gateway and Downtown Overlay District and Design Guidelines. Design Guidelines may include streetscape standards, block sizes, setbacks, etc. Encourage the incorporation of functional art into streetscapes, including creative streetlights, crosswalks, benches, etc.	Hapeville	N/A	N/A	N/A	N/A	N/A	$200,000	$0	$200,000	$200,000	5 year	N/A	N/A	N/A	N/A
240	Other	Wayfinding/ Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$18,750	5 year	N/A	N/A	N/A	N/A
1512	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Hapeville	N/A	N/A	N/A	N/A	N/A	$18,916,333	$0	$18,916,333	$18,916,333	5 year	N/A	N/A	N/A	N/A



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Hapeville Local Share	Timeframe	Hapeville Score	Regional Score	Final Score	Final Ranking
151	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, Palmetto, South Fulton, Union City	$118,800	N/A	$1,069,200	N/A	$108,000	$1,188,000	$671,220	$516,780	$9,570	5 year	61.3	59.8	120.1	1
156	Roadway Transportation System Management & Operation	Add communications at traffic signals with pedestrian activity	Traffic signal locations with pedestrian pushbuttons				Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	$40,000	N/A	$360,000	N/A	N/A	$400,000	$0	$400,000	$57,143	5 year	N/A	N/A	N/A	N/A
157	Roadway Transportation System Management & Operation	Connected Vehicles	Virginia Ave.	Norman Berry Dr	Harding Ave		Pilot project: Pedestrian event broadcasting: Install connected vehicle infrastructure and associated communications equipment to assist with broadcasting pedestrian event information to motorists approaching the traffic signal. Consider broadcasting predictive pedestrian event information based on historical data. Following pilot project, this can be implemented at traffic signal locations with pedestrian pushbuttons, with priority for roadways with traffic operating at higher speeds	East Point, Hapeville	$10,000	N/A	$90,000	N/A	N/A	$100,000	$0	$100,000	$50,000	5 year	52.1	50.0	100.4	34
216	Roadway Transportation System Management & Operation	Signal monitoring, maintenance, and operations	Southern Fulton Region				Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)	All jurisdictions	$786,000	N/A	none	N/A	N/A	$7,860,000	$0	$7,860,000	$1,039,339	5 year	N/A	N/A	N/A	N/A
225	Roadway Transportation System Management & Operation	Signal upgrades	Smart Corridors in Southern Fulton Region				Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	$6,960	N/A	$62,640	N/A	N/A	$69,600	$0	$69,600	$1,949	5 year	N/A	N/A	N/A	N/A
1148	Roadway Transportation System Management & Operation	Intersection improvements	Sylvan Road				Intersection operation improvements, focusing on safety	East Point, Hapeville	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$0	$750,000	$210,000	5 year	49.5	54.1	105.0	16



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Hapeville Local Share	Timeframe	Hapeville Score	Regional Score	Final Score	Final Ranking
1554	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage					Directional and Wayfinding Signage to Key Destinations: Install advance pavement marking and overhead directional and wayfinding signage along key freight routes that direct drivers to interstate highways and key destinations like Hartsfield-Jackson Atlanta International Airport and the Truckpass lot. Suggested locations include: Old Dixie Road north of Southpoint Drive; Old Dixie Road south of Conley Road; Forest Parkway (SR 331) east of Riverdale Road (SR 139); I-85 approaching Riverdale Road (SR 139); Riverdale Road (SR 139) approaching Sullivan Road (to the north and south); South Fulton Parkway (SR 14) west of the I-85/I-285 interchange; and Roosevelt Highway (US 29/SR 14) approaching South Fulton Parkway (to the north and south).	College Park, East Point, Hapeville, South Fulton	$6,933	N/A	$62,400	N/A	N/A	$69,333	$39,173	$30,160	$7,540	5 year	N/A	N/A	N/A	N/A
2000	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles	All jurisdictions	$0	N/A	$456,500	N/A	N/A	$456,500	$0	$456,500	$22,000	5 year	N/A	N/A	N/A	N/A
2001	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 83 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, South Fulton, Union City	$83,000	N/A	$747,000	N/A	$83,000	$913,000	$515,845	$397,155	$23,925	5 year	0.0	52.4	104.8	17
64	Trail	Multi-use trail	Willingham Drive	South Central Ave.	Hapeville City Limits		Multi-use off-road trail	Hapeville	$43,000	$217,500	$435,000	N/A	$77,278	$772,778	$0	$772,778	$772,778	5 year	44.7	45.1	89.8	73
215	Transit Asset Management and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$0	$1,574,000	$135,364	5 year	N/A	N/A	N/A	N/A
1150	Transit Asset Management and System Upgrades	Bus stop amenities	Sylvan Road				Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)	East Point, Hapeville	$67,000	$0	$674,000	N/A	$82,333	$823,333	$0	$823,333	$0	5 year	57.9	51.3	107.4	14
1505	Transit Asset Management and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$445,280	$111,320	$20,260	5 year	0.0	55.8	111.6	3



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Hapeville Local Share	Timeframe	Hapeville Score	Regional Score	Final Score	Final Ranking
1506	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$285,120	$71,280	$6,486	5 year	0.0	52.3	104.7	19
1507	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$544,320	$136,080	$8,165	5 year	0.0	55.8	111.6	3
1517	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$4,127,760	$1,031,940	$89,056	5 year	0.0	59.3	118.5	2
101	Transit Expansion	New shuttle service	Corporate Crescent Circulator	International Terminal	College Park MARTA station		Corporate Crescent Circulator shuttle system	Atlanta, College Park, East Point, Hapeville	$1,500,000	$3,000,000	$5,500,000	N/A	N/A	$10,000,000	$5,650,000	$2,000,000	$160,000	5 year	50.8	51.0	103.4	25
103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$800,000	$200,000	$25,000	5 year	N/A	N/A	N/A	N/A
1145	Bicycle & Pedestrian	Bicycle & pedestrian facilities	Virginia Avenue				Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes; remove median.	College Park, East Point, Hapeville	$945,025	$4,144,000	$9,107,910	N/A	$1,577,437	$15,774,372	$0	$15,774,372	$5,199,233	10 Year	57.2	51.7	106.2	15
1149	Bicycle & Pedestrian	Pedestrian improvements	Sylvan Road				Provide pedestrian improvements to connect to transit stops	East Point, Hapeville	$417,000	$0	$4,174,000	N/A	$510,111	$5,101,111	$0	$5,101,111	$1,275,278	10 Year	59.2	53.6	110.5	5
226	Roadway Transportation System Management & Operation	Signal upgrades	Freight Corridors in Southern Fulton Region				On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	$75,000	N/A	$675,000	N/A	N/A	$750,000	$0	$750,000	$21,000	10 Year	N/A	N/A	N/A	N/A
949	Roadway Transportation System Management & Operation	Intersection improvements	Loop Rd			Toffie Ter	Upgrade pavement markings; install raised pavement markers and median nose delineators; add pedestrian accommodations; convert outside southbound through-lane to exclusive right-turn lane with overlap phase and FYA; convert inside northbound through-lane to exclusive left-turn lane; convert eastbound and westbound left-turn signals to FYAs; convert outside eastbound through-lane to exclusive right-turn lane.	East Point, Hapeville	$30,000	N/A	$270,000	N/A	N/A	$300,000	$0	$300,000	$150,000	10 Year	34.3	38.7	75.9	151
1585	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown Hapeville. Three charging spots.	Hapeville	$6,600	N/A	$59,400	N/A	N/A	$66,000	$0	$66,000	$66,000	10 Year	45.6	38.9	84.5	110



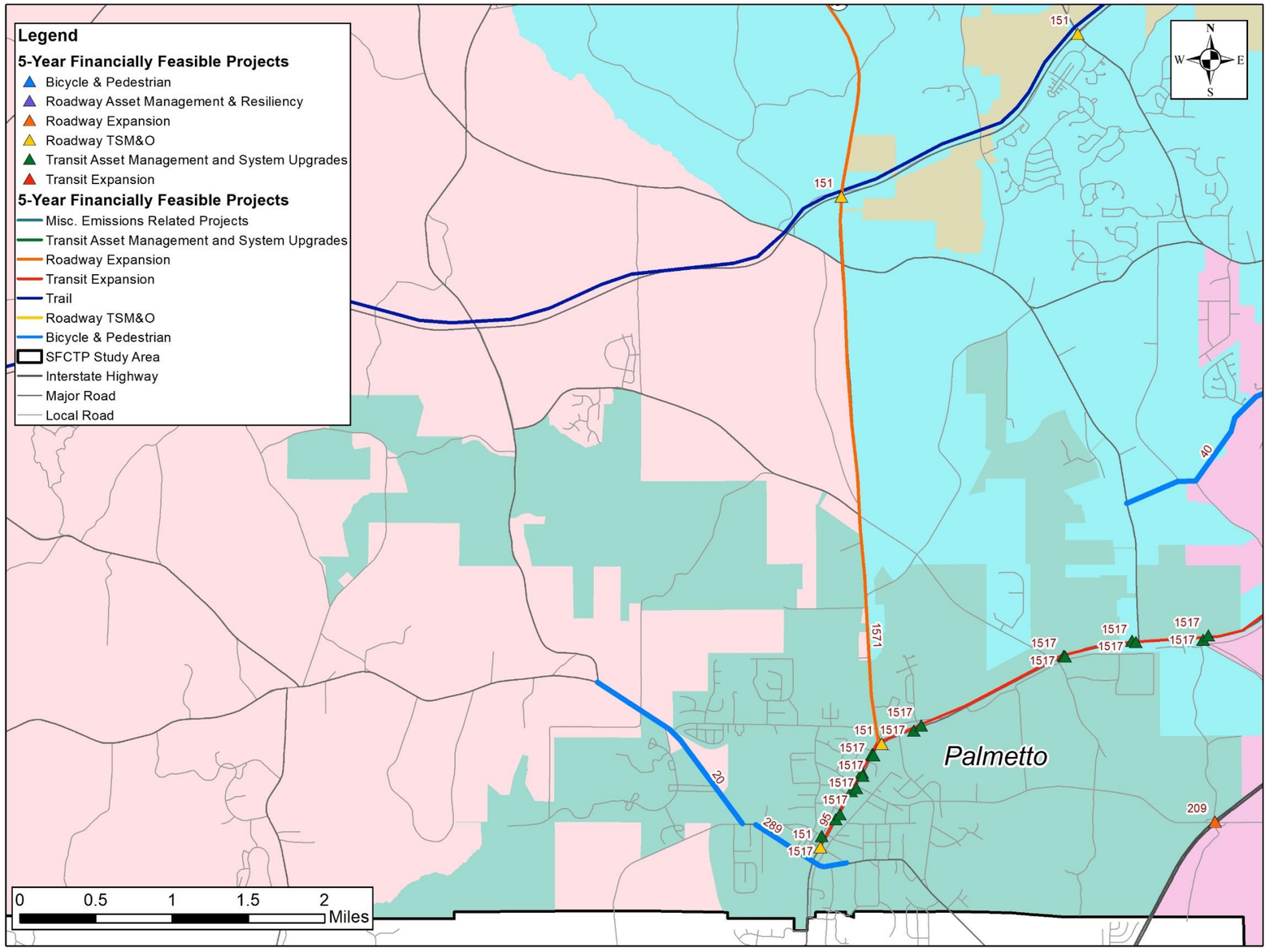
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Hapeville Local Share	Timeframe	Hapeville Score	Regional Score	Final Score	Final Ranking
24	Trail	Multi-use trail	East Point, College Park, Hapeville, Forest Park, Airport City, GICC, Mountain View, Old National Hwy, Phoenix Blvd				Multi-use trail connecting the downtowns and activity centers around the airport. Include link to Phoenix Trail.	College Park, East Point, Hapeville	$1,493,000	$7,465,500	$14,931,000	N/A	$2,654,389	$26,543,889	$14,997,297	$11,546,592	$3,848,864	10 Year	54.0	54.0	109.5	7
988	Roadway Asset Management & Resiliency	Bridge rehabilitation	International Dr			Flint River	Bridge rehabilitation	Hapeville	$16,500	N/A	$165,900	N/A	$20,267	$202,667	$0	$202,667	$202,667	Long Term	35.0	31.4	66.4	227
992	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Central Ave	Bridge rehabilitation	Hapeville	$63,600	N/A	$634,800	N/A	$77,600	$776,000	$438,440	$337,560	$337,560	Long Term	36.2	32.9	69.1	206
995	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Willingham Rd	Bridge rehabilitation	Hapeville	$62,400	N/A	$625,500	N/A	$76,433	$764,333	$431,848	$332,485	$332,485	Long Term	36.2	32.9	69.1	206
152	Roadway Transportation System Management & Operation	Railroad crossing event tracking	Railroad signals where there is an at grade crossing with nearby traffic signal: Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave				Railroad crossing event broadcasting at 6 locations: CSX Railroad at Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave. At each location, add communications to traffic signal system to predict train arrivals and train event durations, and install connected vehicle infrastructure and associated communications equipment to assist with broadcasting train arrival and event duration information to emergency vehicles and motorists approaching the highway-rail crossing. Using traffic signal system data from ATSPM, develop analytics to predict train arrivals and train event durations and make information available to emergency vehicle dispatch centers; track railroad activity over time to understand traffic impacts; evaluate driver behavior and risk associate with train events; and monitor critical equipment related to highway-rail intersection operations.	College Park, East Point, Hapeville	$44,000	N/A	$396,000	N/A	N/A	$440,000	$248,600	$191,400	$31,900	Long Term	0.0	29.1	58.3	277
232	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage	N/A				CIDs wayfinding locations	Atlanta, College Park, East Point, Hapeville, South Fulton	$400,000	N/A	$4,800,000	N/A	N/A	$6,055,657	$0	$6,055,657	$1,513,914	Long Term	42.7	36.4	75.0	159
1039	Roadway Transportation System Management & Operation	Parking	N Central Ave			King Arnold St	Potential for Automated Parking System. A possible location is the lot with existing surface parking and detention pond on King Arnold St. east of Dearborn Pl.	Hapeville	$408,711	$544,000	$3,715,556	N/A	$2,000,686	$6,668,953	$0	$6,668,953	$6,668,953	Long Term	20.6	17.0	37.6	339



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Hapeville Local Share	Timeframe	Hapeville Score	Regional Score	Final Score	Final Ranking
1157	Roadway Transportation System Management & Operation	Signal cabinet upgrades	Dogwood Dr			North Ave	Upgrade signal cabinet for Dogwood Dr at North Ave intersection	Hapeville	$3,000	N/A	$27,000	N/A	N/A	$30,000	$0	$30,000	$30,000	Long Term	28.8	22.2	51.0	326
1590	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown Hapeville	Hapeville	$1,000	N/A	$9,000	N/A	N/A	$10,000	$0	$10,000	$10,000	Long Term	36.2	31.9	68.1	215
23	Trail	Multi-use trail	Loop Rd	SR 139/Riverdale Rd	SR 139/Riverdale Rd		15-mile trail that would circle Hartsfield-Jackson Atlanta International Airport. Include link to Phoenix Trail.	Atlanta, College Park, Hapeville	$762,667	$3,812,000	$7,624,000	N/A	$1,355,407	$13,554,074	$7,658,052	$5,896,022	$2,948,011	Long Term	47.3	47.2	95.7	47
25	Trail	Multi-use trail	East Point, College Park, South Fulton, Flat Shoals Rd, Forest Park, Mountain View, Hapeville, City of Atlanta				The Outer Loop multi-use trail will connect the AeroATL Greenway to other greenway and bike/ped networks in the region.	Atlanta, College Park, East Point, Hapeville, South Fulton	$2,282,400	$11,412,400	$22,824,800	N/A	$4,057,733	$40,577,333	$22,926,193	$17,651,140	$4,412,785	Long Term	54.0	54.0	108.9	9
Total									**$11,171,306**	**$34,919,830**	**$89,259,466**	**$0**	**$13,450,175**	**$177,555,367**	**$62,129,149**	**$115,426,218**	**$56,548,558**					

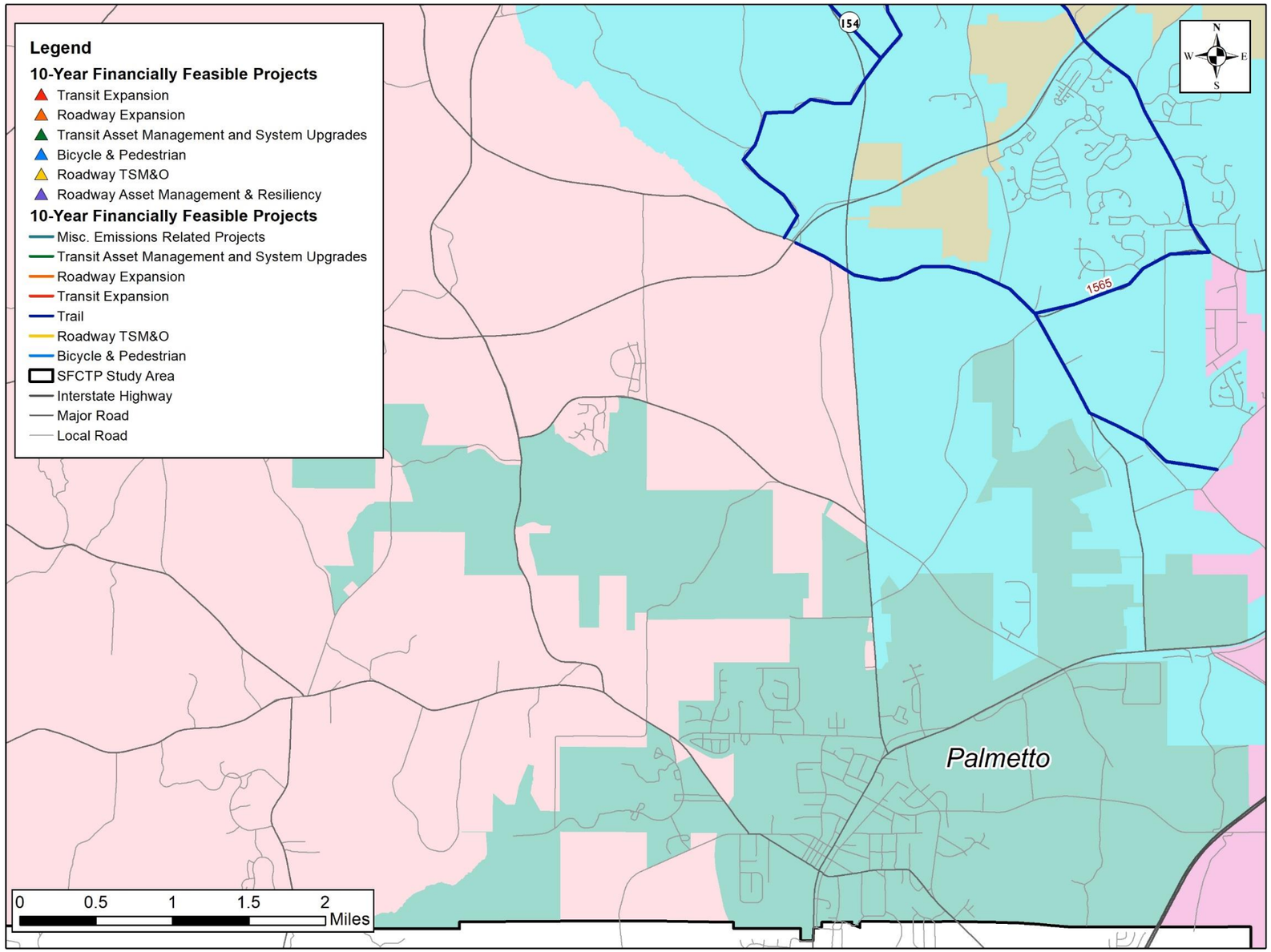
City of Palmetto: 5-Year Financially Feasible Projects by Type

Figure 66: City of Palmetto: 5-Year Financially Feasible Projects by Type



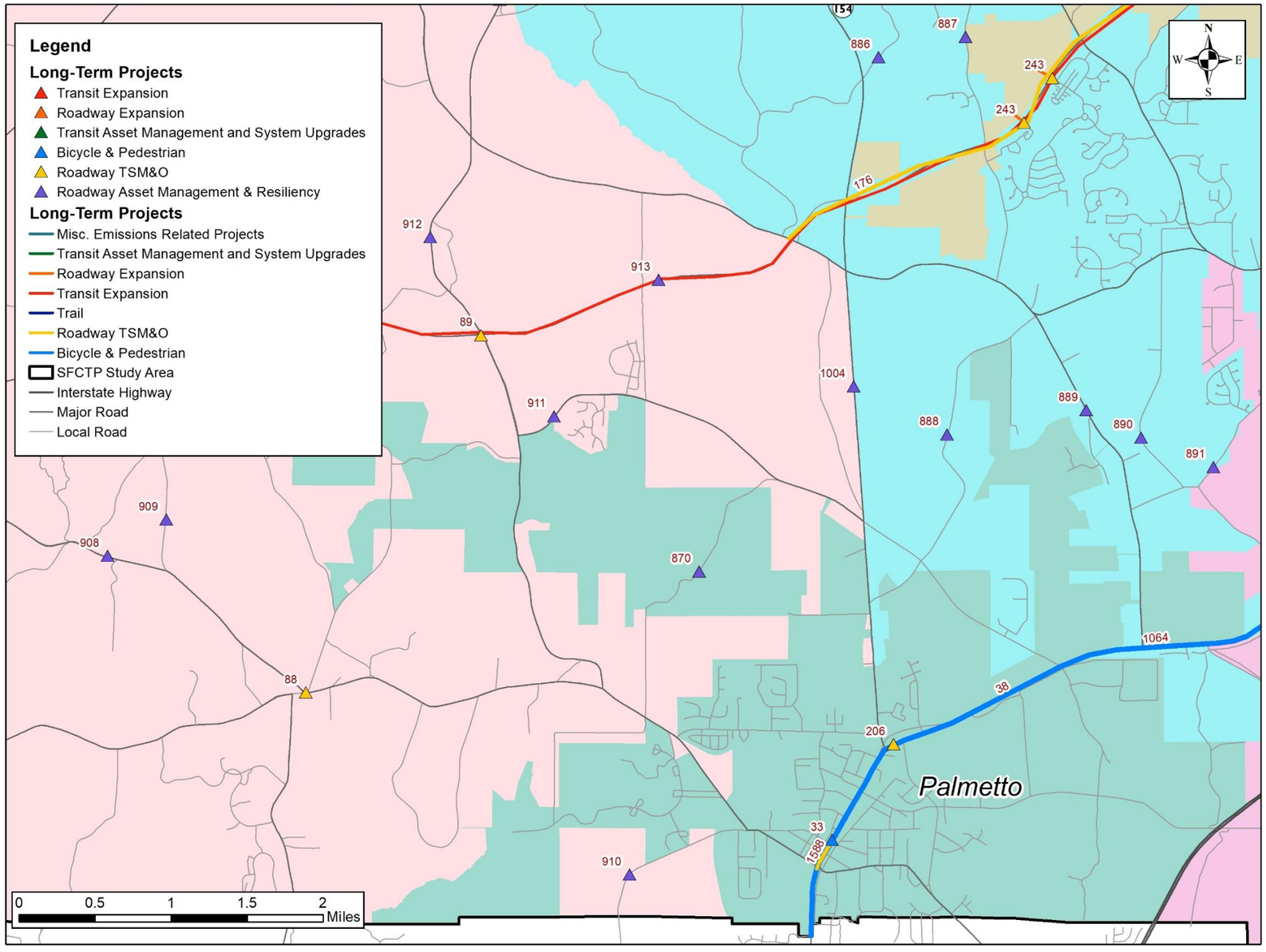
City of Palmetto: 10-Year Financially Feasible Projects by Type

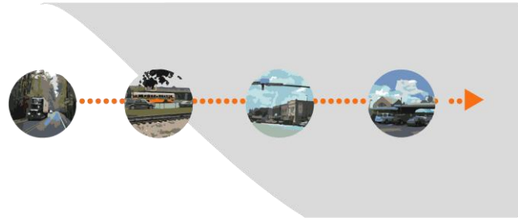
Figure 67: City of Palmetto: 10-Year Financially Feasible Projects by Type



City of Palmetto: Long-Term Projects by Type

Figure 68: City of Palmetto: Long-Term Projects by Type





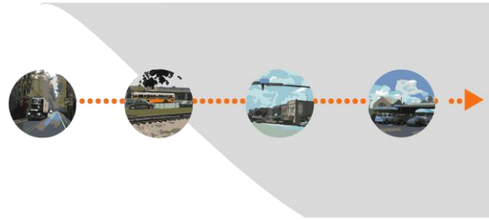
City of Palmetto Project list

Table 16: City of Palmetto Project List

Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Palmetto Local Share	Timeframe	Palmetto Score	Regional Score	Final Score	Final Ranking
20	Bicycle & Pedestrian	Bicycle lanes	Hutcheson Ferry Rd	Toombs St	Phillips Rd		4' bike lanes striped on street	Chattahoochee Hills, Palmetto	$216,000	$132,000	$2,337,000	N/A	$232,000	$3,592,098	$0	$3,592,098	$1,796,049	5 Year	42.6	42.4	85.0	107
289	Bicycle & Pedestrian	Sidewalks & crosswalks	Church St				Install crosswalks and sidewalks	Palmetto	$122,000	$611,000	$1,222,000	N/A	$217,222	$2,172,222	$0	$2,172,222	$2,172,222	5 year	36.9	39.3	76.3	148
2008	Other	Intersection Justification Report	I-85			Gullatt Rd or Johnson Rd	Intersection Justification Report (IJR) for new interchange at I-85 near Johnson Rd and Gullatt Rd	Fairburn, Palmetto	N/A	N/A	N/A	N/A	N/A	$150,000	$84,750	$65,250	$32,625	5 year	N/A	N/A	N/A	N/A
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$31,250	5 year	N/A	N/A	N/A	N/A
241	Other	Study	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	N/A	N/A	N/A	N/A	N/A	$500,000	$282,500	$217,500	$36,250	5 year	N/A	N/A	N/A	N/A
240	Other	Wayfinding/ Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$18,750	5 year	N/A	N/A	N/A	N/A
1513	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Palmetto	N/A	N/A	N/A	N/A	N/A	$21,873,042	$0	$21,873,042	$21,873,042	5 year	N/A	N/A	N/A	N/A
209	Roadway Expansion	New Interchange	I-85			Gullatt Rd or Johnson Rd	New interchange at Gullatt Rd or Johnson Rd. The exact location will be determined in the IJR.	Fairburn, Palmetto	$2,390,000	$7,170,000	$11,950,000	N/A	$2,390,000	$29,431,310	$16,628,690	$12,802,620	$6,401,310	5 year	33.1	33.4	69.0	212
1571	Roadway Expansion	Widening	SR 154/ Cascade Palmetto Hwy	SR 92/ Campbellton Fairburn Rd	US 29/Roosevelt Hwy		Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton, Palmetto	$8,220,717	$24,662,151	$49,324,302	$2,337,984	N/A	$82,207,171	$46,447,051	$35,760,119	$0	5 year	45.1	43.6	88.2	86



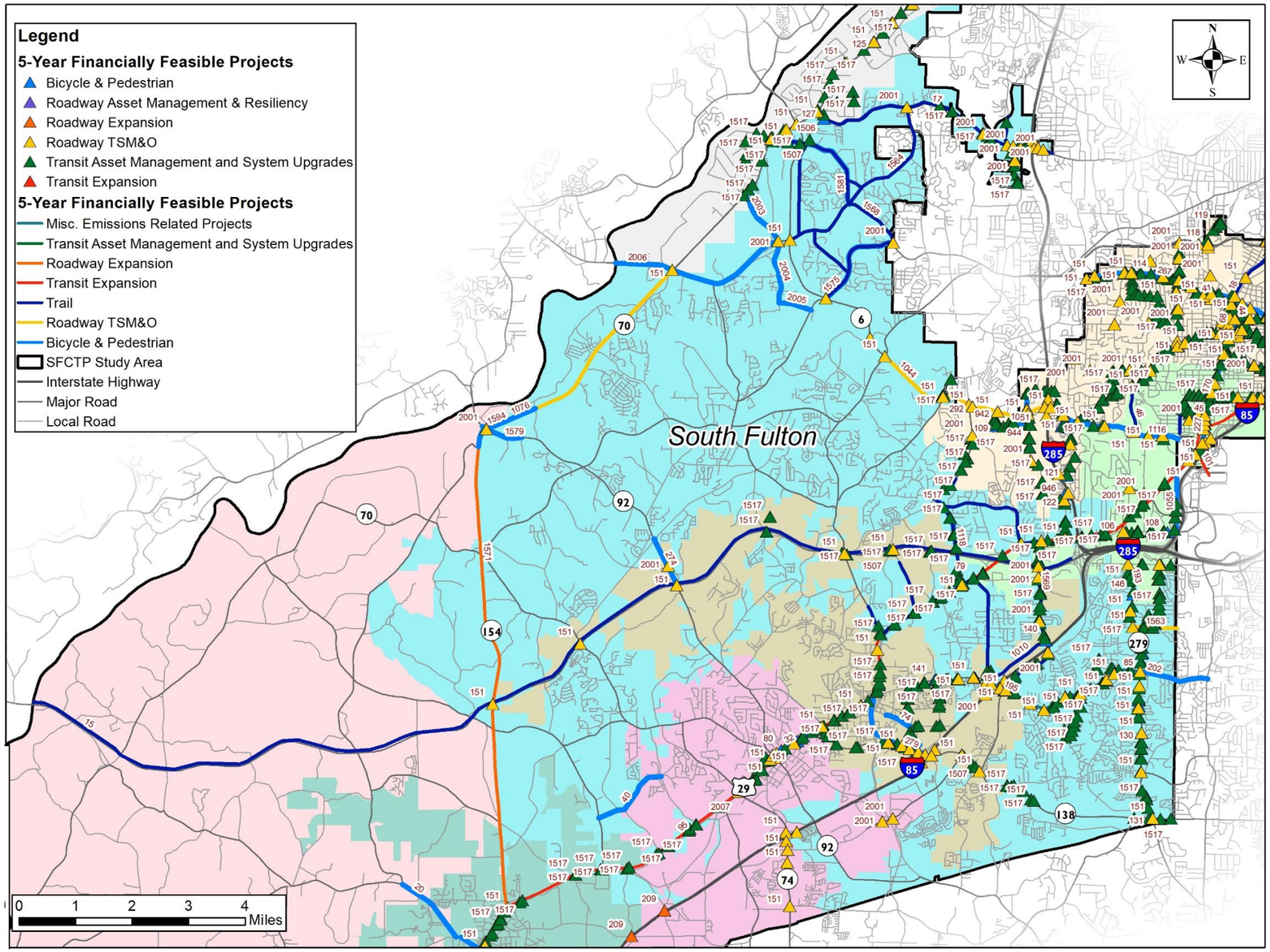
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Palmetto Local Share	Timeframe	Palmetto Score	Regional Score	Final Score	Final Ranking
151	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, Palmetto, South Fulton, Union City	$118,800	N/A	$1,069,200	N/A	$108,000	$1,188,000	$671,220	$516,780	$9,570	5 year	0.0	59.8	120.1	1
156	Roadway Transportation System Management & Operation	Add communications at traffic signals with pedestrian activity	Traffic signal locations with pedestrian pushbuttons				Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	$40,000	N/A	$360,000	N/A	N/A	$400,000	$0	$400,000	$57,143	5 year	N/A	N/A	N/A	N/A
216	Roadway Transportation System Management & Operation	Signal monitoring, maintenance, and operations	Southern Fulton Region				Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)	All jurisdictions	$786,000	N/A	none	N/A	N/A	$7,860,000	$0	$7,860,000	$0	5 year	N/A	N/A	N/A	N/A
225	Roadway Transportation System Management & Operation	Signal upgrades	Smart Corridors in Southern Fulton Region				Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	$6,960	N/A	$62,640	N/A	N/A	$69,600	$0	$69,600	$974	5 year	N/A	N/A	N/A	N/A
2000	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles	All jurisdictions	$0	N/A	$456,500	N/A	N/A	$456,500	$0	$456,500	$22,000	5 year	N/A	N/A	N/A	N/A
215	Transit Asset Management and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$0	$1,574,000	$28,332	5 year	N/A	N/A	N/A	N/A
1505	Transit Asset Management and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$445,280	$111,320	$0	5 year	0.0	55.8	111.6	3
1506	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$285,120	$71,280	$0	5 year	0.0	52.3	104.7	19



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Palmetto Local Share	Timeframe	Palmetto Score	Regional Score	Final Score	Final Ranking
1507	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$544,320	$136,080	$0	5 year	0.0	55.8	111.6	3
1517	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$4,127,760	$1,031,940	$22,620	5 year	0.0	59.3	118.5	2
95	Transit Expansion	High capacity /rapid transit	US 29/Roosevelt Hwy	College Park MARTA station	Palmetto		Bus rapid transit	College Park, Fairburn, Palmetto, South Fulton, Union City	$6,735,000	$13,470,000	$24,695,000	N/A	N/A	$44,900,000	$35,920,000	$8,980,000	$1,616,400	5 year	53.6	53.7	107.7	12
103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$800,000	$200,000	$25,000	5 year	N/A	N/A	N/A	N/A
226	Roadway Transportation System Management & Operation	Signal upgrades	Freight Corridors in Southern Fulton Region				On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	$75,000	N/A	$675,000	N/A	N/A	$750,000	$0	$750,000	$10,500	10 Year	N/A	N/A	N/A	N/A
33	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Thornton Ave	Install crosswalks	Palmetto	$5,000	$0	$20,000	N/A	$2,500	$33,864	$19,133	$14,731	$14,731	Long Term	29.9	32.4	62.3	251
34	Bicycle & Pedestrian	Streetscape	US 29/Roosevelt Hwy	Thornton Rd	Jackson Ave		Streetscaping including bicycle and pedestrian facilities	Palmetto	$3,000	$0	$20,000	N/A	$2,300	$31,155	$17,603	$13,553	$13,553	Long Term	33.8	37.0	70.8	187
38	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		Multi-use off-road trail	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	$2,700,000	$9,367,000	$29,200,500	N/A	$2,888,000	$54,374,653	$30,721,679	$23,652,974	$4,091,965	Long Term	54.6	53.7	107.7	13
870	Roadway Asset Management & Resiliency	Bridge replacement	Phillips Rd			Little Bear Creek	Bridge rehabilitation or replacement	Palmetto	$23,000	N/A	$232,000	N/A	$28,333	$283,333	$0	$283,333	$283,333	Long Term	23.6	22.6	46.2	333
1064	Roadway Expansion	Frontage roads	Along US 29	Tatum Rd	Gullatt Rd		Install new frontage road parallel to US 29 from Tatum Rd to Gullatt Rd	Palmetto	$916,000	$3,665,200	$9,163,000	$269,500	$6,005,871	$20,019,571	$0	$20,019,571	$20,019,571	Long Term	31.3	32.0	63.3	244
206	Roadway Transportation System Management & Operation	Intersection improvements	Phipps Rd			US 29/Roosevelt Hwy	Intersection re-alignment to allow for signal	Palmetto	$122,000	N/A	$1,430,000	N/A	$172,444	$1,724,444	$974,311	$750,133	$750,133	Long Term	31.0	33.0	64.0	239
1588	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown Palmetto. Three charging spots.	Palmetto	$6,600	N/A	$59,400	N/A	N/A	$66,000	$0	$66,000	$66,000	Long Term	29.5	31.9	61.4	252
1593	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown Palmetto	Palmetto	$1,000	N/A	$9,000	N/A	N/A	$10,000	$0	$10,000	$10,000	Long Term	23.5	24.9	48.4	327
Total									**$23,469,787**	**$61,103,281**	**$137,187,402**	**$2,607,484**	**$12,046,671**	**$281,820,064**	**$137,969,418**	**$143,850,646**	**$59,403,323**					

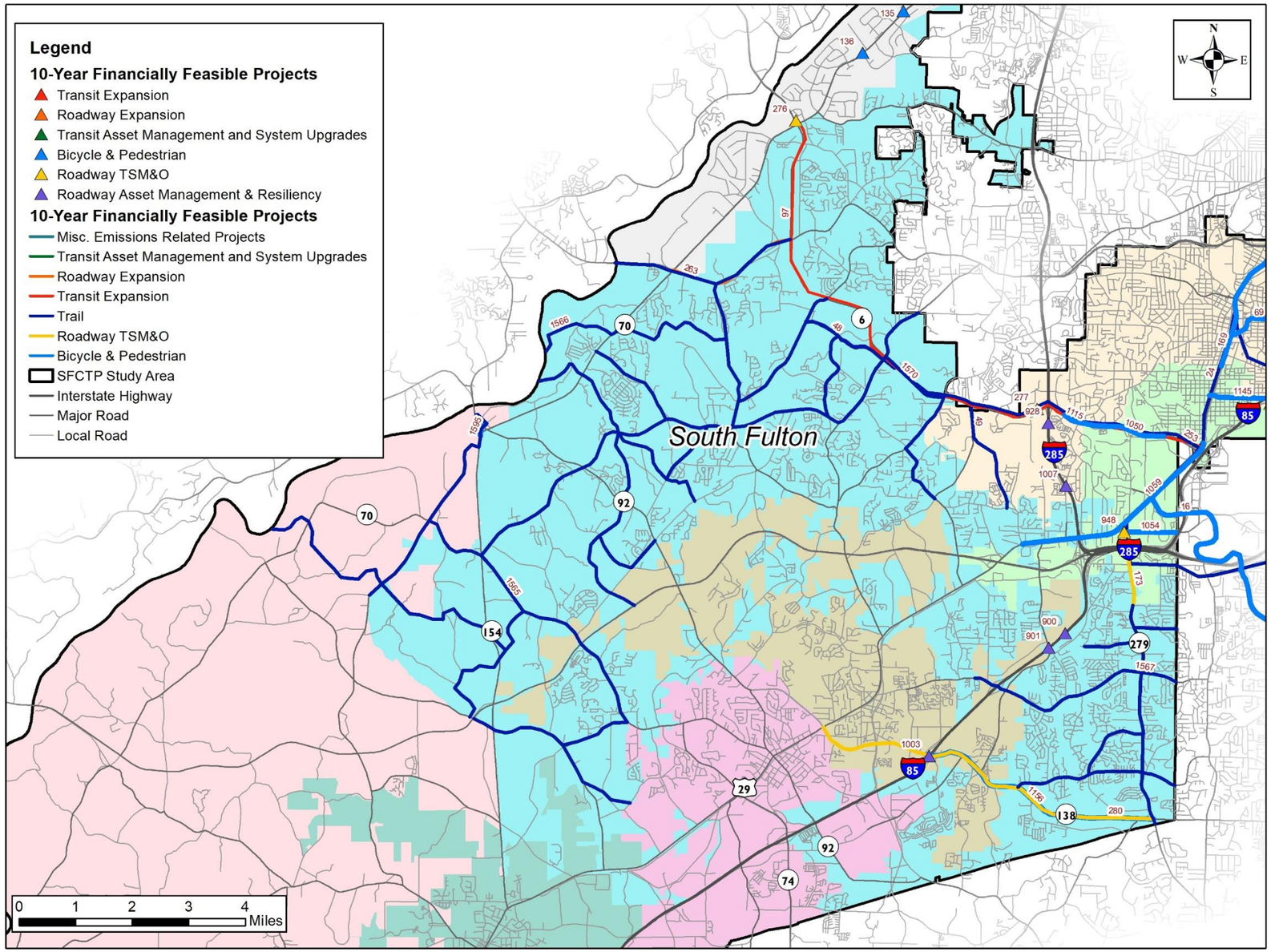
City of South Fulton: Financially Feasible 5-Year Projects by Type

Figure 69: City of South Fulton: Financially Feasible 5-Year Projects by Type



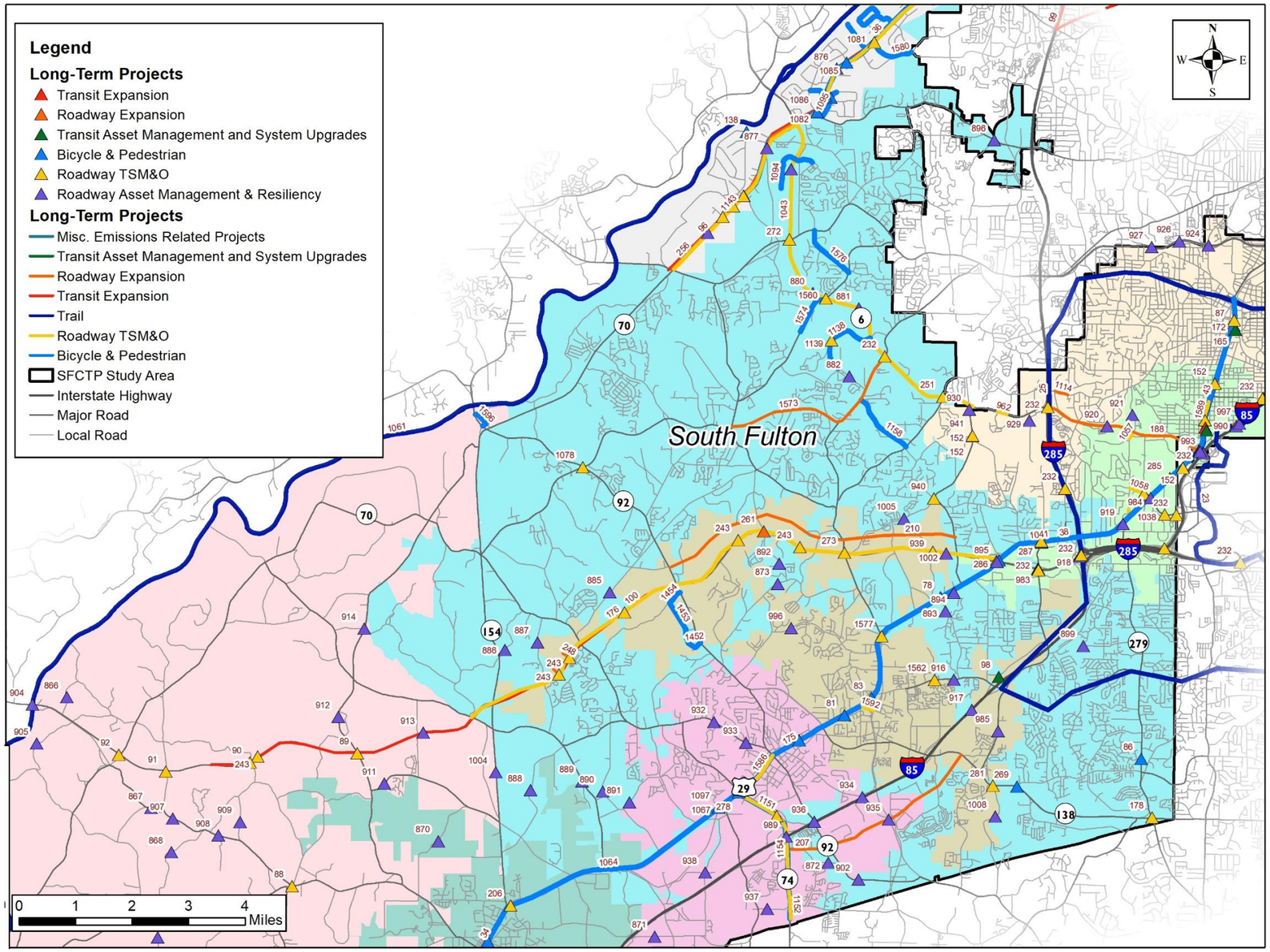
City of South Fulton: Financially Feasible 10-Year Projects by Type

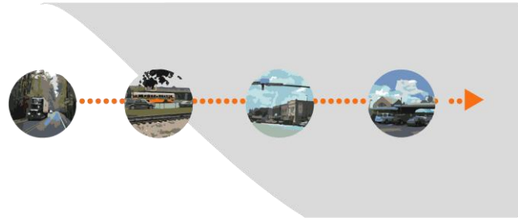
Figure 70: City of South Fulton: Financially Feasible 10-Year Projects by Type



City of South Fulton: Long-Term Projects by Type

Figure 71: City of South Fulton: Long-term Projects by Type





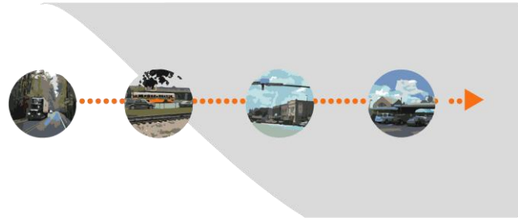
City of South Fulton Project List

Table 17: City of South Fulton Project List

Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	South Fulton Local Share	Timeframe	South Fulton Score	Regional Score	Final Score	Final Ranking
40	Bicycle & Pedestrian	Sidewalks & crosswalks	Herndon Rd	Hobgood Rd	John River Rd		Install Bicycle and Pedestrian Facilities	Fairburn, South Fulton	$76,000	$208,000	$825,000	N/A	$81,000	$1,465,408	$0	$1,465,408	$767,874	5 year	42.6	43.2	85.6	102
79	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/ Roosevelt Hwy			Feldwood Rd	Install crosswalks and sidewalks	South Fulton	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$116,767	$89,900	$89,900	5 year	37.2	37.8	75.0	158
85	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 279/Old National Hwy			Wexford Dr	Install crosswalks	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$5,022	$3,867	$3,867	5 year	40.2	40.9	81.1	125
125	Bicycle & Pedestrian	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	Bakers Ferry Rd			SR70/Fulton Industrial Blvd	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$5,022	$3,867	$3,867	5 year	39.0	40.9	79.9	132
127	Bicycle & Pedestrian	Install crosswalks (in conjunction with planned/ programmed new bus shelter)	Cascade Rd			Old Cascade Rd SW	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$2,000	$0	$17,000	N/A	$2,111	$21,111	$0	$21,111	$21,111	5 year	37.5	39.4	76.9	142
130	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			Creel Rd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$5,000	$26,500	$53,000	N/A	$9,389	$93,889	$53,047	$40,842	$40,842	5 year	42.0	43.8	85.8	100
131	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			SR 138/Jonesboro Rd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$120,533	$92,800	$92,800	5 year	40.5	42.3	82.8	116
132	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			Olmadison Pl	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$6,000	$30,000	$60,000	N/A	$10,667	$106,667	$60,267	$46,400	$46,400	5 year	43.5	45.4	88.9	80
134	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			Sheriff Rd	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$5,022	$3,867	$3,867	5 year	42.0	43.9	85.9	98
146	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			Biscayne Dr	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$5,022	$3,867	$3,867	5 year	48.9	50.5	99.3	38
147	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 279/Old National Hwy			Hackamore Dr	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	$1,000	$0	$7,000	N/A	$889	$8,889	$5,022	$3,867	$3,867	5 year	43.5	45.4	88.9	80
202	Bicycle & Pedestrian	Sidewalks & crosswalks	Flat Shoals Rd	SR 279/Old National Hwy	SR 314		Install crosswalks and sidewalks	South Fulton	$68,000	$184,000	$726,000	N/A	$72,000	$1,293,007	$0	$1,293,007	$1,293,007	5 year	42.6	42.9	85.5	103



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	South Fulton Local Share	Timeframe	South Fulton Score	Regional Score	Final Score	Final Ranking
274	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 92/ Campbellton Fairburn Rd	SR14/South Fulton Pkwy	Jones Rd		Install crosswalks and sidewalks	South Fulton, Union City	$164,000	$821,500	$1,643,000	N/A	$292,056	$2,920,556	$1,650,114	$1,270,442	$763,535	5 year	44.0	45.2	89.0	79
1099	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Fairburn Rd SW			Cascade Rd	Install crosswalk (in conjunction with planned/programmed new bus shelter)	South Fulton	$1,000	$0	$14,000	N/A	$1,667	$16,667	$0	$16,667	$16,667	5 year	42.0	43.8	85.8	100
1118	Bicycle & Pedestrian	Sidewalks	Welcome All Rd	US 29/ Roosevelt Hwy	Scarboro/ Jailette Rd		Sidewalks on Welcome All Rd from US 29/ Roosevelt Hwy to Scarboro/Jailette Rd	South Fulton	$198,000	$991,500	$1,983,000	N/A	$352,500	$3,525,000	$0	$3,525,000	$3,525,000	5 year	42.1	41.7	83.8	115
1575	Bicycle & Pedestrian	Sidewalks	Enon Rd.	SR 6/Camp Creek Pkwy	SR 154/ Campbellton Rd.		Sidewalks on Enon Rd. from Camp Creek Pkwy. to SR 154/Campbellton Rd.	South Fulton	$316,000	$1,579,500	$3,159,000	N/A	$561,611	$5,616,111	$0	$5,616,111	$5,616,111	5 year	38.2	38.2	76.4	144
1579	Bicycle & Pedestrian	Sidewalks	SR 92/ Campbellton Fairburn Rd	Fairburn Campbellton Rd	Bethlehem Rd		Sidewalk installation on both sides of SR 92/Campbellton Fairburn Rd	Chattahoochee Hills, South Fulton	$175,000	$877,500	$1,755,000	N/A	$311,944	$3,119,444	$1,762,486	$1,356,958	$1,222,619	5 year	41.1	42.1	81.2	123
1581	Bicycle & Pedestrian	Sidewalks	Boat Rock Road	SR 70/Fulton Industrial Blvd	SR 166		Sidewalk on Boat Rock Road from Fulton Industrial Blvd to SR 166	South Fulton	$369,000	$1,842,500	$3,685,000	N/A	$655,167	$6,551,667	$0	$6,551,667	$6,551,667	5 year	43.6	43.1	86.7	95
1594	Bicycle & Pedestrian	Sidewalks	SR 154/Cascade Palmetto Hwy	Cochran Mill Rd/Landham Rd	Lett Rd/Rataree Rd		Sidewalk installation on both sides of SR 70/Cascade Palmetto Hwy	South Fulton	$228,000	$1,140,500	$2,281,000	N/A	$405,500	$4,055,000	$2,291,075	$1,763,925	$1,763,925	5 year	41.1	42.1	81.2	123
2003	Bicycle & Pedestrian	Sidewalks	Riverside Dr	SR 70/Fulton Industrial Blvd	SR 154/ Campbellton Rd		Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	$88,000	$438,500	$877,000	N/A	$155,944	$1,559,444	$0	$1,559,444	$1,559,444	5 year	34.3	34.7	69.0	208
2004	Bicycle & Pedestrian	Sidewalks	Union Rd	SR 154/ Campbellton Rd	Vandiver Rd		Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	$97,000	$482,500	$965,000	N/A	$171,611	$1,716,111	$0	$1,716,111	$1,716,111	5 year	36.7	36.2	73.0	174
2005	Bicycle & Pedestrian	Sidewalks	Vandiver Rd	Union Rd	Enon Rd		Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	$44,000	$219,500	$439,000	N/A	$78,056	$780,556	$0	$780,556	$780,556	5 year	31.4	31.2	62.6	249
2006	Bicycle & Pedestrian	Sidewalks	SR 154/Campbellton Rd	Union Rd/Riverside Dr	Douglas County Line		Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	$272,000	$1,360,000	$2,720,000	N/A	$483,556	$4,835,556	$2,732,089	$2,103,467	$2,103,467	5 year	34.3	34.7	69.0	208
195	Misc. Emissions Related Projects	Transit Signal Priority	Flat Shoals Rd	I-85	SR 279/Old National Hwy		South Fulton Park and Ride to College Park MARTA Station Queue Jumpers (MARTA Route 89)	South Fulton	$439,000	$184,000	$4,569,000	N/A	$228,000	$6,674,381	$0	$6,674,381	$6,674,381	5 year	52.7	52.0	104.7	18
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$31,250	5 year	N/A	N/A	N/A	N/A



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1110	Other	Study					Conduct transit feasibility study for potential new high-capacity transit (such as bus rapid transit, express bus, or rail)	Chattahoochee Hills; City of South Fulton	N/A	N/A	N/A	N/A	N/A	$300,000	$0	$300,000	$150,000	5 year	N/A	N/A	N/A	N/A
241	Other	Study	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	N/A	N/A	N/A	N/A	N/A	$500,000	$282,500	$217,500	$36,250	5 year	N/A	N/A	N/A	N/A
1555	Other	Study	I-285 NB				Study to Support Implementation of I-285 NB Directional Signage	East Point, South Fulton	N/A	N/A	N/A	N/A	N/A	$200,000	$113,000	$87,000	$43,500	5 year	N/A	N/A	N/A	N/A
193	Other	Study	SR 279/Old National Hwy	Flat Shoals Rd	I-285		Corridor study for SR 279/Old National Hwy from Flat Shoals Rd to I-285	South Fulton	N/A	N/A	N/A	N/A	N/A	$350,000	$197,750	$152,250	$152,250	5 year	51.0	49.2	100.2	35
200	Other	Study	SR 279/Old National Hwy			Flat Shoals	SR 279/Old National Hwy at Flat Shoals Rd.: Safety study and improvements, including Advanced Traffic Management Systems (ATMS)	South Fulton	$100,000	$300,000	$500,000	N/A	$100,000	$1,231,436	$695,761	$535,675	$535,675	5 year	N/A	N/A	N/A	N/A
1137	Other	Study	Parallel roadway facility	SR 70/Fulton Industrial Blvd	Butner Rd		Study for new roadway facility parallel to the north of Camp Creek Pkwy from approximately SR 70/Fulton Industrial Blvd. to Butner Rd.	South Fulton	N/A	N/A	N/A	N/A	N/A	$100,000	$56,500	$43,500	$43,500	5 year	N/A	N/A	N/A	N/A
1159	Other	Study					Pedestrian and Bicycle Masterplan for the City of South Fulton	South Fulton	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$150,000	5 year	N/A	N/A	N/A	N/A
1548	Other	Scoping study	Camp Creek Parkway/SR 6	Chattahoochee River	I-85		Partner with the Fulton Industrial Boulevard CID and local jurisdictions to conduct a scoping study along Camp Creek Parkway (SR 6) from the Chattahoochee River to I-85, with a focus on operations, capacity, and safety.	College Park, East Point, South Fulton, Atlanta	N/A	N/A	N/A	N/A	N/A	$1,000,000	$565,000	$435,000	$268,250	5 year	N/A	N/A	N/A	N/A
240	Other	Wayfinding/Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$18,750	5 year	N/A	N/A	N/A	N/A
1514	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	South Fulton	N/A	N/A	N/A	N/A	N/A	$294,398,271	$0	$294,398,271	$294,398,271	5 year	N/A	N/A	N/A	N/A



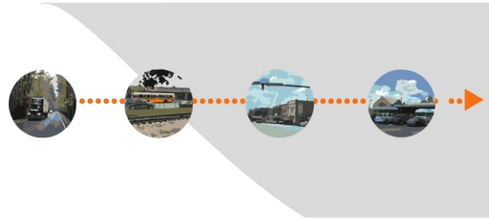
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1571	Roadway Expansion	Widening	SR 154/Cascade Palmetto Hwy	SR 92/ Campbellton Fairburn Rd	US 29/Roosevelt Hwy		Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton, Palmetto	$8,220,717	$24,662,151	$49,324,302	$2,337,984	N/A	$82,207,171	$46,447,051	$35,760,119	$28,608,095	5 year	44.0	43.6	88.2	86
151	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, Palmetto, South Fulton, Union City	$118,800	N/A	$1,069,200	N/A	$108,000	$1,188,000	$671,220	$516,780	$119,625	5 year	61.8	59.8	120.1	1
156	Roadway Transportation System Management & Operation	Add communications at traffic signals with pedestrian activity	Traffic signal locations with pedestrian pushbuttons				Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	$40,000	N/A	$360,000	N/A	N/A	$400,000	$0	$400,000	$57,143	5 year	N/A	N/A	N/A	N/A
177	Roadway Transportation System Management & Operation	Intersection improvements	SR 92/ Campbellton Fairburn Rd	SR 14/South Fulton Pkwy	Jones Rd		Widen SR 92 to 2 thru lanes in each direction and add turn bays from south of South Fulton Pkwy to north of Hall Rd; Install signal at intersection of SR 92 / Thompson Rd. Long Term Project: Continuous Flow Intersection per GDOT project PI#0014081	South Fulton, Union City	$735,000	N/A	$8,593,000	$104,500	$1,048,056	$10,480,556	$5,921,514	$4,559,042	$360,164	5 year	43.8	42.6	85.8	99
216	Roadway Transportation System Management & Operation	Signal monitoring, maintenance, and operations	Southern Fulton Region				Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)	All jurisdictions	$786,000	N/A	none	N/A	N/A	$7,860,000	$0	$7,860,000	$1,494,050	5 year	N/A	N/A	N/A	N/A



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225	Roadway Transportation System Management & Operation	Signal upgrades	Smart Corridors in Southern Fulton Region				Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	$6,960	N/A	$62,640	N/A	N/A	$69,600	$0	$69,600	$11,623	5 year	N/A	N/A	N/A	N/A
946	Roadway Transportation System Management & Operation	Intersection improvements	N Commerce Dr			Washington Rd	Convert northbound left-turn signal phasing to protected + permissive and install a left-turn flashing yellow arrow signal head; close U-Haul driveway; and extend sidewalk along Washington Road.	South Fulton	$10,000	$30,000	$60,000	N/A	N/A	$100,000	$0	$100,000	$100,000	5 year	39.0	38.0	77.1	141
1044	Roadway Transportation System Management & Operation	Smart Corridor / ITS Technology	Camp Creek Pkwy/SR 6	Conley St/Convention Center Concourse	Butner Rd SW		Camp Creek Parkway (SR 6) Advanced Dilemma-Zone Detection System: Building upon the SR 6 Truck Friendly Lanes project to the west of the Aerotropolis, coordinate with GDOT RTOP Program to leverage connected signal technology along Camp Creek Parkway (SR 6) from Butner Road to Conley Street/Convention Center Concourse to implement Advanced Dilemma-Zone Detection Systems to provide additional green signal time for trucks approaching signalized intersections. This should be developed as a pilot project and evaluated for potential application on other key truck routes, such as Old Dixie Road (US 19/41/SR 3), Roosevelt Highway (US 29/SR 14), and Forest Parkway (SR 331).	College Park, South Fulton, East Point, Atlanta	$2,100	N/A	$18,900	N/A	N/A	$21,000	$11,865	$9,135	$2,284	5 year	44.6	44.4	89.6	76
1076	Roadway Transportation System Management & Operation	Smart/freight corridor improvements, including signal upgrades, FSP	Cascade Palmetto Hwy	SR 166/ Campbellton Rd	SR 92/ Campbellton Fairburn Rd		Smart/freight corridor improvements, including signal upgrades and freight signal priority, along SR 70/FIB from SR 166/Campbellton Rd to SR 92	South Fulton	$3,000	N/A	$27,000	N/A	N/A	$30,000	$16,950	$13,050	$13,050	5 year	35.8	34.1	69.9	198



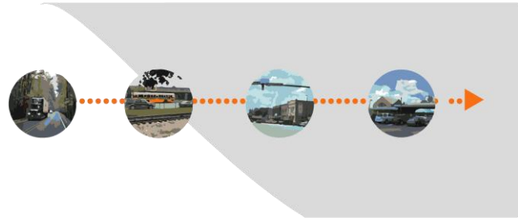
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1554	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage					Directional and Wayfinding Signage to Key Destinations: Install advance pavement marking and overhead directional and wayfinding signage along key freight routes that direct drivers to interstate highways and key destinations like Hartsfield-Jackson Atlanta International Airport and the Truckpass lot. Suggested locations include: Old Dixie Road north of Southpoint Drive; Old Dixie Road south of Conley Road; Forest Parkway (SR 331) east of Riverdale Road (SR 139); I-85 approaching Riverdale Road (SR 139); Riverdale Road (SR 139) approaching Sullivan Road (to the north and south); South Fulton Parkway (SR 14) west of the I-85/I-285 interchange; and Roosevelt Highway (US 29/SR 14) approaching South Fulton Parkway (to the north and south).	College Park, East Point, Hapeville, South Fulton	$6,933	N/A	$62,400	N/A	N/A	$69,333	$39,173	$30,160	$7,540	5 year	N/A	N/A	N/A	N/A
1563	Roadway Transportation System Management & Operation	Traffic calming measures	Pleasant Hill Rd. SW	SR 279/Old National Hwy.	N. Castlegate Dr.		Traffic calming measures on Pleasant Hill Rd. from Old National Hwy. to Castlegate Rd.	South Fulton	$59,000	N/A	$594,000	$0	$72,556	$725,556	$0	$725,556	$725,556	5 year	43.9	43.8	87.8	89
2000	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles	All jurisdictions	$0	N/A	$456,500	N/A	N/A	$456,500	$0	$456,500	$104,500	5 year	N/A	N/A	N/A	N/A
2001	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 83 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, South Fulton, Union City	$83,000	N/A	$747,000	N/A	$83,000	$913,000	$515,845	$397,155	$105,270	5 year	0.0	52.4	104.8	17
17	Trail	Multi-use trail	Cascade Rd	Atlanta City Limits	SR 70		8'–10' off-street multi-use trail	South Fulton	$46,800	$93,600	$504,000	N/A	$49,950	$855,047	$0	$855,047	$855,047	5 year	44.6	45.1	89.7	74



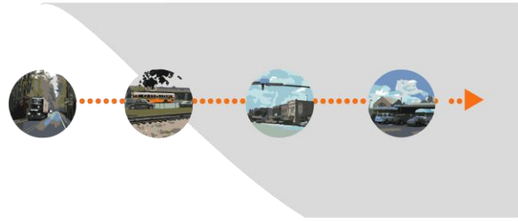
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1564	Trail	Multi-use trail					South Fulton TrailNet: Cascade Trail	South Fulton	$292,000	$1,460,000	$2,920,000	N/A	$519,111	$5,191,111	$0	$5,191,111	$5,191,111	5 year	44.6	45.1	89.7	74
1568	Trail	Multi-use trail					South Fulton TrailNet: Sandtown Trail	South Fulton	$344,000	$1,719,000	$3,438,000	N/A	$611,222	$6,112,222	$0	$6,112,222	$6,112,222	5 year	47.1	46.4	93.6	55
1569	Trail	Multi-use trail					South Fulton TrailNet: Welcome All Trail	South Fulton	$477,000	$2,384,500	$4,769,000	N/A	$847,833	$8,478,333	$0	$8,478,333	$8,478,333	5 year	52.5	51.5	104.0	21
215	Transit Asset Management and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$0	$1,574,000	$434,424	5 year	N/A	N/A	N/A	N/A
1505	Transit Asset Management and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$445,280	$111,320	$15,140	5 year	0.0	55.8	111.6	3
1506	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$285,120	$71,280	$16,181	5 year	0.0	52.3	104.7	19
1507	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$544,320	$136,080	$45,315	5 year	0.0	55.8	111.6	3
1517	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$4,127,760	$1,031,940	$285,125	5 year	0.0	59.3	118.5	2
95	Transit Expansion	High capacity/rapid transit	US 29/Roosevelt Hwy	College Park MARTA station	Palmetto		Bus rapid transit	College Park, Fairburn, Palmetto, South Fulton, Union City	$6,735,000	$13,470,000	$24,695,000	N/A	N/A	$44,900,000	$35,920,000	$8,980,000	$2,694,000	5 year	51.4	53.7	107.7	12
103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$800,000	$200,000	$25,000	5 year	N/A	N/A	N/A	N/A



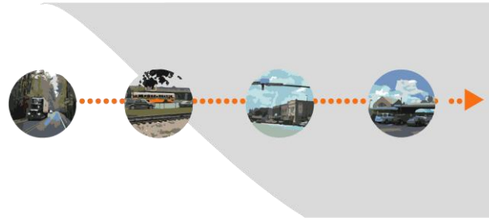
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1059	Bicycle & Pedestrian	Sidewalks	Roosevelt Highway/US 29	Ben Hill Rd	Lee St Connector		Roosevelt Highway (US 29/SR 14) Sidewalk: Fill gaps in sidewalk along Roosevelt Highway between Ben Hill Road and Lee Street Connector, with focus on the area near Old National Highway (SR 279). Coordinate with GDOT PI 0011845 US 29/SR 14 at Washington Road intersection improvement.	College Park, South Fulton	$250,000	$750,000	$1,500,000	N/A	N/A	$2,500,000	$1,412,500	$1,087,500	$413,250	10 Year	40.1	42.2	85.0	108
1595	Bicycle & Pedestrian	Sidewalks	Church Street	SR 154/Cascade Palmetto Hwy	Fairburn Campbellton Rd		Sidewalk installation on both sides of Church Street	Chattahoochee Hills, South Fulton	$44,000	$219,500	$439,000	N/A	$78,056	$780,556	$0	$780,556	$76,494	10 Year	38.1	39.0	75.2	156
900	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Morning Creek Tributary	Bridge rehabilitation	South Fulton	$110,700	N/A	$1,105,500	N/A	$135,133	$1,351,333	$763,503	$587,830	$587,830	10 Year	37.9	37.8	75.7	152
901	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Buffington Rd	Bridge rehabilitation	South Fulton	$46,200	N/A	$461,100	N/A	$56,367	$563,667	$318,472	$245,195	$245,195	10 Year	37.9	37.8	75.7	152
263	Roadway Expansion	Widening	SR 166/ Campbellton Rd	SR 70/Fulton Industrial Blvd	Reynolds Rd		Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton	$3,704,000	$0	$37,040,000	$649,000	$17,739,857	$59,132,857	$33,410,064	$25,722,793	$25,722,793	10 Year	41.2	39.6	80.7	128
173	Roadway Transportation System Management & Operation	Raised medians	SR 279/Old National Hwy	Flat Shoals Rd	Sullivan Rd		Construct raised median from Flat Shoals Rd to Sullivan Rd.	College Park, South Fulton	$186,791	N/A	$1,681,123	N/A	$186,791	$1,867,914	$1,055,372	$812,543	$568,780	10 Year	38.3	37.9	77.8	138
226	Roadway Transportation System Management & Operation	Signal upgrades	Freight Corridors in Southern Fulton Region				On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	$75,000	N/A	$675,000	N/A	N/A	$750,000	$0	$750,000	$125,250	10 Year	N/A	N/A	N/A	N/A
276	Roadway Transportation System Management & Operation	Intersection improvements	SR 70/Fulton Industrial Blvd			SR 6/Camp Creek Pkwy	Intersection improvement, including pedestrian crossing	Fulton County, South Fulton	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$1,130,000	$870,000	$435,000	10 Year	39.0	38.7	77.7	139
1156	Roadway Transportation System Management & Operation	Access management	SR 138/Jonesboro Rd				Install a median along corridor for safety; assess driveway access and modify or eliminate access points for safety	Fairburn, South Fulton, Union City	$470,881	$1,412,644	$2,825,287	N/A	$470,881	$4,708,812	$2,660,479	$2,048,333	$983,200	10 Year	42.2	41.4	84.1	113
48	Trail	Multi-use trail	Wolf Creek Trail	Butner Rd	Enon Rd		Multi-use off-road trail	South Fulton	$168,000	$842,000	$1,684,000	N/A	$299,333	$2,993,333	$0	$2,993,333	$2,993,333	10 Year	38.7	38.4	77.2	140
253	Trail	Multi-use trail	SR 6/Camp Creek Pkwy	US 29/Main St	Piedmont Driving Club		Multi-use off-road trail	Atlanta, College Park, East Point, South Fulton	$484,000	$2,422,000	$4,844,000	N/A	$861,111	$8,611,111	$4,865,278	$3,745,833	$597,423	10 Year	49.0	50.6	102.3	28
1565	Trail	Multi-use trail					South Fulton TrailNet: Cedar Grove Trail	South Fulton	$991,000	$4,953,500	$9,907,000	N/A	$1,761,278	$17,612,778	$0	$17,612,778	$17,612,778	10 Year	45.6	45.1	90.7	71
1566	Trail	Multi-use trail					South Fulton TrailNet: Cliftondale Trail	South Fulton	$928,000	$4,639,500	$9,279,000	N/A	$1,649,611	$16,496,111	$0	$16,496,111	$16,496,111	10 Year	47.1	46.6	93.7	54



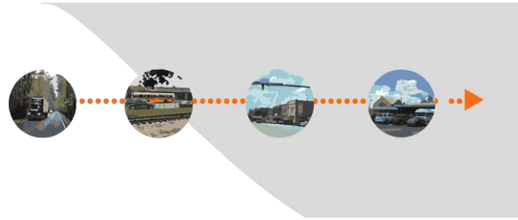
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1567	Trail	Multi-use trail					South Fulton TrailNet: Old National Trail	South Fulton	$518,000	$2,587,500	$5,175,000	N/A	$920,056	$9,200,556	$0	$9,200,556	$9,200,556	10 Year	52.5	51.5	104.0	21
1570	Trail	Multi-use trail					South Fulton TrailNet: Wolf Creek Trail	South Fulton	$520,000	$2,600,500	$5,201,000	N/A	$924,611	$9,246,111	$0	$9,246,111	$9,246,111	10 Year	44.2	43.3	87.5	92
97	Transit Expansion	High capacity/rapid transit	SR 6/Camp Creek Pkwy	College Park MARTA station	SR 70/Fulton Industrial Blvd		Arterial rapid transit	College Park, East Point, Fulton County, South Fulton	$1,980,000	$3,960,000	$7,260,000	N/A	N/A	$13,200,000	$10,560,000	$2,640,000	$1,768,800	10 Year	51.5	53.6	108.4	10
36	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 70/Fulton Industrial Blvd	Frederick Dr	Riverside Dr		Streetscaping including bicycle and pedestrian facilities, including sidewalks and pedestrian crossings	Fulton County, South Fulton	$281,000	$1,022,000	$3,042,000	N/A	$300,000	$5,720,018	$3,231,810	$2,488,208	$2,488	Long Term	49.4	50.2	99.7	36
38	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		Multi-use off-road trail	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	$2,700,000	$9,367,000	$29,200,500	N/A	$2,888,000	$54,374,653	$30,721,679	$23,652,974	$6,102,467	Long Term	52.4	53.7	107.7	13
78	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Mallory Rd	Install crosswalks and sidewalks	South Fulton	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$116,767	$89,900	$89,900	Long Term	33.3	34.5	67.8	219
86	Bicycle & Pedestrian	Sidewalks & crosswalks	Hallie Mill Rd			US 279/Old National Hwy	Install crosswalks and sidewalks	South Fulton	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$116,767	$89,900	$89,900	Long Term	36.3	37.4	73.7	163
269	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 138/ Jonesboro Rd			Bethsaida Rd	Install crosswalks and sidewalks	South Fulton	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$116,767	$89,900	$89,900	Long Term	34.9	35.8	70.6	189
284	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			SR 14/South Fulton Pkwy	Install crosswalks and sidewalks	South Fulton	$10,000	$0	$128,000	N/A	$15,333	$153,333	$86,633	$66,700	$66,700	Long Term	34.9	35.8	70.6	189
1138	Bicycle & Pedestrian	Sidewalks	Merk Rd	Aldredge Rd	SR 6/Camp Creek Pkwy		Sidewalks along Merk Rd	South Fulton	$237,000	$1,184,500	$2,369,000	N/A	$421,167	$4,211,667	$0	$4,211,667	$4,211,667	Long Term	36.7	36.6	73.3	169
1158	Bicycle & Pedestrian	Sidewalks	Thaxton Rd	Butner Rd	Old Fairburn Rd		Thaxton Rd between Butner and Old Fairburn Rd	South Fulton	$207,000	$1,035,500	$2,071,000	N/A	$368,167	$3,681,667	$0	$3,681,667	$3,681,667	Long Term	35.3	34.6	69.9	197
1452	Bicycle & Pedestrian	Sidewalks	Line Creek Rd	Colonist Dr	SR 92		Install sidewalks along Line Creek Rd from Colonist Drive to SR 92	South Fulton	$94,000	$472,000	$944,000	N/A	$167,778	$1,677,778	$0	$1,677,778	$1,677,778	Long Term	33.8	33.2	66.9	221
1453	Bicycle & Pedestrian	Sidewalks	Colonist Drive	Line Creek Rd	McClure Road		Install sidewalks on Colonist Drive from Line Creek Rd to McClure Lake Road	South Fulton	$96,000	$481,000	$962,000	N/A	$171,000	$1,710,000	$0	$1,710,000	$1,710,000	Long Term	35.2	35.1	70.3	193
1454	Bicycle & Pedestrian	Sidewalks	McClure Lake Rd	Colonist Dr	SR 92		Install sidewalks on McClure Lake Rd from Colonist drive to SR 92	South Fulton	$51,000	$253,000	$506,000	N/A	$90,000	$900,000	$0	$900,000	$900,000	Long Term	35.2	35.1	70.3	193
1574	Bicycle & Pedestrian	Sidewalks	Enon Rd.	Sanford J. Jones Blvd.	SR 6/Camp Creek Pkwy		Sidewalks on Enon Rd from Sanford J. Jones Blvd. to SR 6/Camp Creek Pkwy.	South Fulton	$175,000	$877,500	$1,755,000	N/A	$311,944	$3,119,444	$0	$3,119,444	$3,119,444	Long Term	35.2	35.1	70.3	193
1576	Bicycle & Pedestrian	Sidewalks	Wallace Rd.	SR 154/ Campbellton Rd.	Enon Rd.		Sidewalks on Wallace Rd. from SR 154/Campbellton Rd. to Enon Rd.	South Fulton	$175,000	$877,500	$1,755,000	N/A	$311,944	$3,119,444	$0	$3,119,444	$3,119,444	Long Term	36.7	36.6	73.3	168
872	Roadway Asset Management & Resiliency	Bridge replacement	Harris Rd			White Water Creek Tributary	Bridge rehabilitation or replacement	South Fulton	$19,000	N/A	$185,000	N/A	$22,667	$226,667	$0	$226,667	$226,667	Long Term	26.9	27.5	54.4	306
873	Roadway Asset Management & Resiliency	Bridge replacement	Koweta Rd			Deep Creek	Bridge rehabilitation or replacement	South Fulton	$38,000	N/A	$379,000	N/A	$46,333	$463,333	$0	$463,333	$463,333	Long Term	22.4	23.0	45.4	334
875	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-20			SR 70/Fulton Industrial Blvd	Bridge rehabilitation	Fulton County, South Fulton	$107,400	N/A	$1,074,000	N/A	$131,267	$1,312,667	$741,657	$571,010	$285,505	Long Term	35.5	36.6	72.1	178



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879	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			Camp Creek Tributary	Bridge rehabilitation	South Fulton	$20,100	N/A	$202,200	N/A	$24,700	$247,000	$139,555	$107,445	$107,445	Long Term	33.5	33.1	66.6	225
880	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			Camp Creek Tributary, 6.2 Miles west of College Park	Bridge rehabilitation	South Fulton	$20,100	N/A	$202,200	N/A	$24,700	$247,000	$139,555	$107,445	$107,445	Long Term	26.6	26.3	52.9	316
881	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 6/Camp Creek Pkwy			Camp Creek Tributary, 6.1 Miles west of College Park	Bridge rehabilitation	South Fulton	$20,100	N/A	$202,200	N/A	$24,700	$247,000	$139,555	$107,445	$107,445	Long Term	29.6	29.7	59.2	271
882	Roadway Asset Management & Resiliency	Bridge rehabilitation	Aldredge Rd			Wolf Creek	Bridge rehabilitation	South Fulton	$10,200	N/A	$101,100	N/A	$12,367	$123,667	$0	$123,667	$123,667	Long Term	23.6	23.2	46.8	331
885	Roadway Asset Management & Resiliency	Bridge rehabilitation	Jones Bridge Rd			Line Creek	Bridge rehabilitation	South Fulton	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$0	$100,000	$100,000	Long Term	28.0	28.4	56.4	297
886	Roadway Asset Management & Resiliency	Bridge rehabilitation	Northcutt Rd			Pea Creek	Bridge rehabilitation	South Fulton	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$0	$100,000	$100,000	Long Term	26.6	26.4	53.0	312
887	Roadway Asset Management & Resiliency	Bridge rehabilitation	Short Rd			Pea Creek	Bridge rehabilitation	South Fulton	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$0	$100,000	$100,000	Long Term	26.6	26.4	53.0	312
888	Roadway Asset Management & Resiliency	Bridge rehabilitation	Ono Rd			Bear Creek	Bridge rehabilitation	South Fulton	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$0	$100,000	$100,000	Long Term	26.6	26.4	53.0	312
889	Roadway Asset Management & Resiliency	Bridge rehabilitation	Hobgood Rd			Bear Creek	Bridge rehabilitation	South Fulton	$13,200	N/A	$132,600	N/A	$16,200	$162,000	$0	$162,000	$162,000	Long Term	26.6	26.4	53.0	312
890	Roadway Asset Management & Resiliency	Bridge rehabilitation	Bishop Rd			Bear Creek	Bridge rehabilitation	South Fulton	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$0	$100,000	$100,000	Long Term	30.5	29.9	60.4	257
891	Roadway Asset Management & Resiliency	Bridge rehabilitation	Herndon Rd			Bear Creek	Bridge rehabilitation	South Fulton	$13,200	N/A	$132,600	N/A	$16,200	$162,000	$0	$162,000	$162,000	Long Term	30.5	29.9	60.4	257
892	Roadway Asset Management & Resiliency	Bridge rehabilitation	Derrick Rd			Deep Creek Tributary	Bridge rehabilitation	South Fulton	$7,500	N/A	$75,900	N/A	$9,267	$100,000	$0	$100,000	$100,000	Long Term	23.6	23.2	46.8	331
893	Roadway Asset Management & Resiliency	Bridge rehabilitation	Mallory Rd			CSX Railroad	Bridge rehabilitation	South Fulton	$12,600	N/A	$126,300	N/A	$15,433	$154,333	$0	$154,333	$154,333	Long Term	29.5	30.0	59.5	268
894	Roadway Asset Management & Resiliency	Bridge rehabilitation	Stacks Rd			CSX Railroad	Bridge rehabilitation	South Fulton	$12,600	N/A	$126,300	N/A	$15,433	$154,333	$0	$154,333	$154,333	Long Term	33.4	33.5	66.8	222
896	Roadway Asset Management & Resiliency	Bridge rehabilitation	Cascade Rd			CSX Railroad	Bridge rehabilitation	South Fulton	$25,200	N/A	$252,600	N/A	$30,867	$308,667	$174,397	$134,270	$134,270	Long Term	32.5	32.9	65.4	231
899	Roadway Asset Management & Resiliency	Bridge rehabilitation	Burdette Rd			Morning Creek Tributary	Bridge rehabilitation	South Fulton	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$0	$100,000	$100,000	Long Term	32.5	32.9	65.4	231
902	Roadway Asset Management & Resiliency	Bridge rehabilitation	Spence Rd			White Water Creek Tributary	Bridge rehabilitation	South Fulton	$4,500	N/A	$44,100	N/A	$5,400	$100,000	$0	$100,000	$100,000	Long Term	29.5	29.8	59.4	270
916	Roadway Asset Management & Resiliency	Bridge rehabilitation	Flat Shoals Rd			Morning Creek Tributary	Bridge rehabilitation	South Fulton, Union City	$15,900	N/A	$157,800	N/A	$19,300	$193,000	$0	$193,000	$96,500	Long Term	33.9	35.3	69.3	205
1002	Roadway Asset Management & Resiliency	Bridge rehabilitation	US 29/Roosevelt Hwy			CSX Railroad	Bridge rehabilitation	South Fulton	$31,500	N/A	$315,900	N/A	$38,600	$386,000	$218,090	$167,910	$167,910	Long Term	33.4	33.3	66.7	223



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1004	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 154/Cascade Palmetto Hwy			Bear Creek	Bridge rehabilitation	Chattahoochee Hills, South Fulton	$8,700	N/A	$87,000	N/A	$10,633	$106,333	$60,078	$46,255	$23,128	Long Term	29.5	30.3	64.1	238
1005	Roadway Asset Management & Resiliency	Bridge rehabilitation	Scarboro Rd			Wolf Creek	Bridge rehabilitation	South Fulton, Union City	$3,600	N/A	$36,900	N/A	$4,500	$100,000	$0	$100,000	$50,000	Long Term	32.4	33.7	66.2	229
207	Roadway Expansion	Widening	Oakley Industrial Blvd	Jonesboro Rd	SR 74/Senoia Rd		Roadway widening from 2 to 4 lanes, including sidewalks. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	Fairburn, South Fulton, Union City	$5,105,000	$0	$51,052,000	$1,045,000	$24,515,143	$81,717,143	$0	$81,717,143	$29,632,270	Long Term	47.0	46.7	94.6	50
210	Roadway Expansion	Alternate and parallel routes	SR 14/South Fulton Pkwy	SR 92/ Campbellton Fairburn Rd	Welcome All Rd		Alternate and parallel routes along South Fulton Parkway	College Park, South Fulton, Union City	$5,086,000	$20,344,400	$50,861,000	$632,500	$32,967,386	$109,891,286	$62,088,576	$47,802,709	$8,891,304	Long Term	36.3	36.5	73.6	164
248	Roadway Expansion	Road extension	SR 14/South Fulton Pkwy			The Lakes Point and Harbor Grove	Expand The Lakes Point to provide northside access. Expand Harbor Grove Apartments to provide northside access.	South Fulton, Union City	$112,000	$448,800	$1,122,000	$33,000	$735,343	$2,451,143	$1,384,896	$1,066,247	$226,044	Long Term	36.7	35.4	72.1	177
261	Roadway Expansion	Interchange improvements	SR 14/South Fulton Pkwy			Derrick Rd	Intersection improvement, which may include construction of a tight diamond interchange	South Fulton	$1,360,600	$625,000	$13,606,000	N/A	$1,559,160	$21,120,056	$11,932,832	$9,187,224	$9,187,224	Long Term	32.9	30.9	63.8	240
1041	Roadway Expansion	Widening	Roosevelt Highway/US 29	Welcome All Rd	Washington Rd		Widen Roosevelt Highway (US 29/SR 14) from two to four lanes from S. Fulton Parkway to Washington Road, tying into the proposed roundabout at Washington Road. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	College Park, South Fulton	$780,000	$2,340,000	$4,680,000	N/A	N/A	$7,800,000	$4,407,000	$3,393,000	$2,985,840	Long Term	44.1	43.5	87.2	94
1573	Roadway Expansion	Widening	Butner Rd.	Stonewall Tell Rd	SR 6/Camp Creek Pkwy		Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton	$5,185,000	$15,555,900	$51,853,000	$962,500	$31,524,171	$105,080,571	$0	$105,080,571	$105,080,571	Long Term	36.7	34.6	71.3	182
176	Roadway Transportation System Management & Operation	Roadside barrier/ guardrail	SR 14/South Fulton Pkwy	Rivertown Rd	US 29/Roosevelt Hwy		Install roadside barrier/guardrail at locations where obstructions are located within the clear zone	Chattahoochee Hills, College Park, South Fulton, Union City	$672,903	N/A	$6,056,128	N/A	N/A	$6,729,031	$3,801,903	$2,927,129	$936,681	Long Term	29.9	29.8	59.4	269
178	Roadway Transportation System Management & Operation	Intersection improvements	SR 138/ Jonesboro Rd			SR 279/Old National Hwy	Make the left turns protected only and expand the northbound left turn lane to a dual left.	South Fulton	$160,000	N/A	$187,000	N/A	$38,556	$385,556	$217,839	$167,717	$167,717	Long Term	37.6	36.3	73.9	161



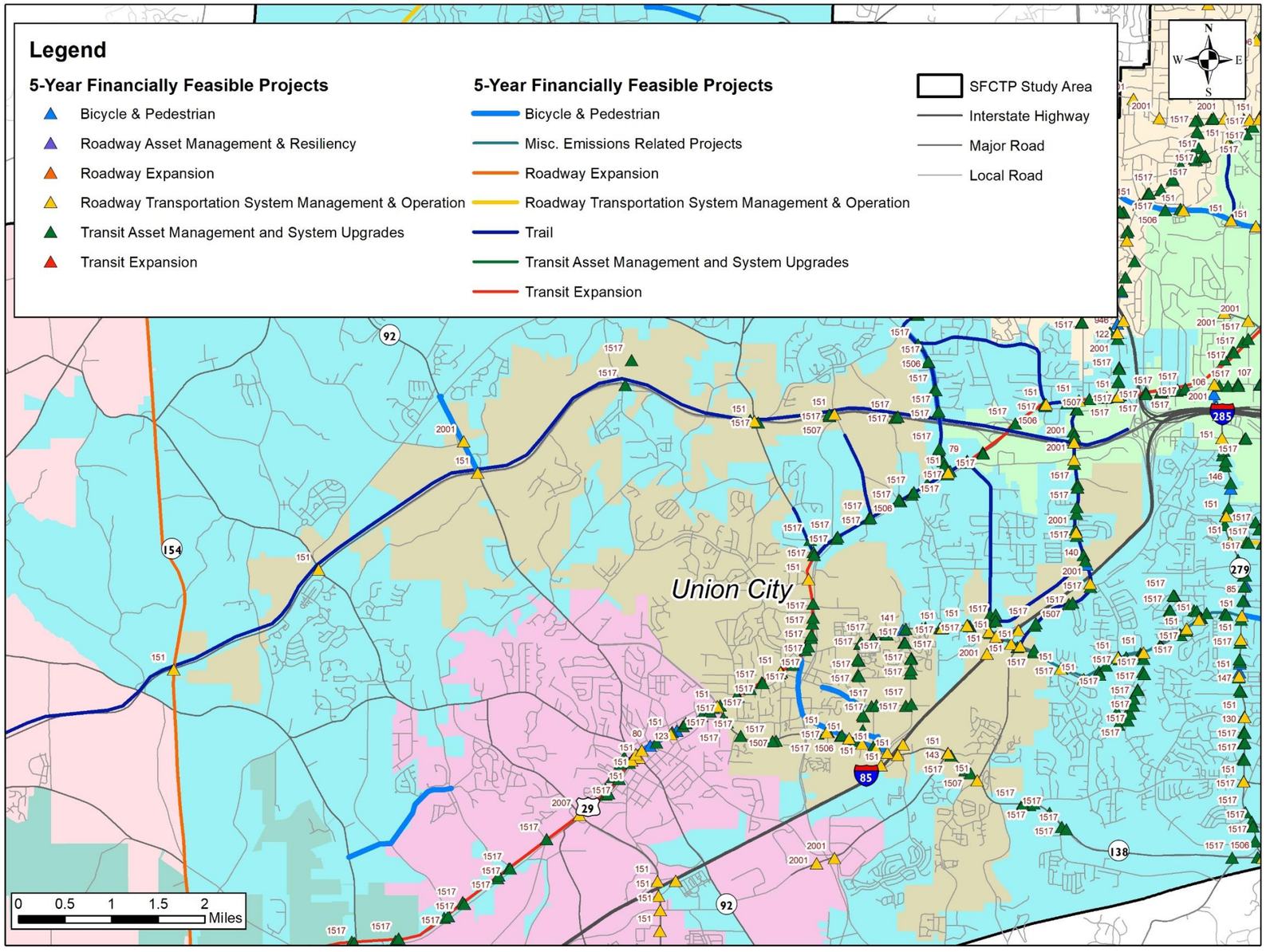
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232	Roadway Transportation System Management & Operation	Wayfinding/ Directional Signage	N/A				CIDs wayfinding locations	Atlanta, College Park, East Point, Hapeville, South Fulton	$400,000	N/A	$4,800,000	N/A	N/A	$6,055,657	$0	$6,055,657	$1,513,914	Long Term	36.3	36.4	75.0	159
251	Roadway Transportation System Management & Operation	Intersection improvements	SR 6/Camp Creek Pkwy			Old Fairburn Rd	Intersection improvements	South Fulton	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$423,750	$326,250	$326,250	Long Term	36.1	34.6	70.8	186
272	Roadway Transportation System Management & Operation	Intersection improvements	SR 6/Camp Creek Pkwy			SR 166/ Campbellton Road	Intersection improvement	South Fulton	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$1,130,000	$870,000	$870,000	Long Term	36.1	34.8	70.9	185
286	Roadway Transportation System Management & Operation	Intersection improvements	US 29/Roosevelt Hwy			SR 14/South Fulton Pkwy	Intersection improvement	South Fulton	$500,000	$1,500,000	$3,000,000	N/A	N/A	$5,000,000	$2,825,000	$2,175,000	$2,175,000	Long Term	37.6	36.3	73.9	161
940	Roadway Transportation System Management & Operation	Intersection improvements	Welcome All Rd			Scarborough Rd	To tighten the approaches and curb radius along Jailette Road and Scarborogh Road to reinforce the residential character of these roadways; upgrade pavement markings and install raised pavement markers; Install signage along Welcome All Road directing trucks to stay on Welcome All Road to complement existing signage prohibiting trucks on Jailette Road and Scarborough Road. Coordinate with Fulton County T-SPLOST project CSF-159, Welcome All Road at Scarboro Road intersection improvements to provide geometric and congestion relief.	South Fulton	$10,000	$30,000	$60,000	N/A	N/A	$100,000	$0	$100,000	$100,000	Long Term	33.1	31.7	64.9	236
1043	Roadway Transportation System Management & Operation	Raised medians	Camp Creek Pkwy/SR 6	Welcome All Rd	Fulton Industrial Blvd/SR 70		Camp Creek Parkway (SR 6) Median Barrier: Build on recommendation from SR 6 Access Management Study and provide a median barrier on Camp Creek Parkway (SR 6) between Fulton Industrial Boulevard (SR 70) and Welcome All Road.	South Fulton	$220,000	N/A	$1,980,000	N/A	N/A	$2,200,000	$1,243,000	$957,000	$957,000	Long Term	30.9	29.4	60.3	259
1078	Roadway Transportation System Management & Operation	Intersection improvements	SR 92			Butner Rd/Ridge Rd	Ridge Road @ Butner Road at SR 92 intersection improvement	South Fulton	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$423,750	$326,250	$326,250	Long Term	36.0	35.0	71.0	184



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1139	Roadway Transportation System Management & Operation	Parking	Merk Rd			Wolf Creek Amphitheater area	Potential for Automated Parking System (APS) or other parking solution near Merk Rd and Wolf Creek Amphitheater	South Fulton	$319,306	$42,000	$2,902,778	N/A	$1,398,893	$4,662,977	$0	$4,662,977	$4,662,977	Long Term	5.6	5.4	11.0	344
1560	Roadway Transportation System Management & Operation	Intersection improvements	Camp Creek Parkway/SR 6			Enon Rd.	Camp Creek Pkwy. at Enon Rd. intersection improvement and road alignment	South Fulton	$125,000	$375,000	$750,000	N/A	N/A	$1,250,000	$706,250	$543,750	$543,750	Long Term	34.6	33.2	67.8	218
1562	Roadway Transportation System Management & Operation	Intersection improvements	Flat Shoals Rd.			Oakley Rd.	Intersection improvement at Flat Shoals Rd. at Oakley Rd. to improve left turn from WB Flat Shoals Rd. onto Oakley Rd.	South Fulton	$125,000	$375,000	$750,000	N/A	N/A	$1,250,000	$0	$1,250,000	$1,250,000	Long Term	37.6	36.4	74.0	160
1577	Roadway Transportation System Management & Operation	Intersection improvements	US 29/Roosevelt Hwy.			Stonewall Tell Rd.	Intersection improvements at Stonewall Tell Rd. at US 29/Roosevelt Hwy.	South Fulton	$125,000	$375,000	$750,000	N/A	N/A	$1,250,000	$706,250	$543,750	$543,750	Long Term	34.6	33.4	67.9	217
25	Trail	Multi-use trail	East Point, College Park, South Fulton, Flat Shoals Rd, Forest Park, Mountain View, Hapeville, City of Atlanta				The Outer Loop multi-use trail will connect the AeroATL Greenway to other greenway and bike/ped networks in the region.	Atlanta, College Park, East Point, Hapeville, South Fulton	$2,282,400	$11,412,400	$22,824,800	N/A	$4,057,733	$40,577,333	$22,926,193	$17,651,140	$4,412,785	Long Term	52.9	54.0	108.9	9
1061	Trail	Multi-use trail					Chattahoochee RiverLands Greenway along Chattahoochee River, nearly 100 miles (from Bufford Dam to Chattahoochee Bend State Park)	Chattahoochee Hills, South Fulton, Unincorporated Fulton County	$2,104,050	$10,520,445	$21,040,890	N/A	$3,740,598	$37,405,983	$0	$37,405,983	$2,877,383	Long Term	46.0	47.5	92.5	63
98	Transit Asset Management and System Upgrades	Park and Ride improvements	N/A				Improvements to the Southside Park and Ride to include resurfacing, shelter, lighting, safety, and communications/technology improvements	South Fulton	$100,000	N/A	$900,000	N/A	N/A	$1,000,000	$800,000	$200,000	$200,000	Long Term	25.7	28.4	54.1	308
99	Transit Expansion	High capacity/rapid transit	N/A				MARTA West Line High Capacity Transit - The MARTA Board adopted an LPA, a heavy rail extension to the interchange of MLK Dr and I-285 and a BRT segment along I-20 to Fulton Industrial Blvd. Three stations are included as part of the alternative (two BRT stations and one heavy rail station).	Atlanta, Fulton County, South Fulton	$37,500,000	$75,000,000	$137,500,000	N/A	N/A	$250,000,000	$200,000,000	$50,000,000	$0	Long Term	47.5	49.9	97.5	41
100	Transit Expansion	High capacity/rapid transit	SR 14/South Fulton Pkwy	SR 92	Campbellton-Redwine Road		Bus rapid transit	Chattahoochee Hills, South Fulton, Union City	$21,750,000	$43,500,000	$79,750,000	N/A	N/A	$145,000,000	$116,000,000	$29,000,000	$8,410,000	Long Term	44.6	46.7	91.7	67
Total									**$121,158,652**	**$280,874,270**	**$725,247,409**	**$5,764,484**	**$138,602,052**	**$1,592,953,134**	**$629,664,314**	**$963,288,820**	**$687,890,195**					

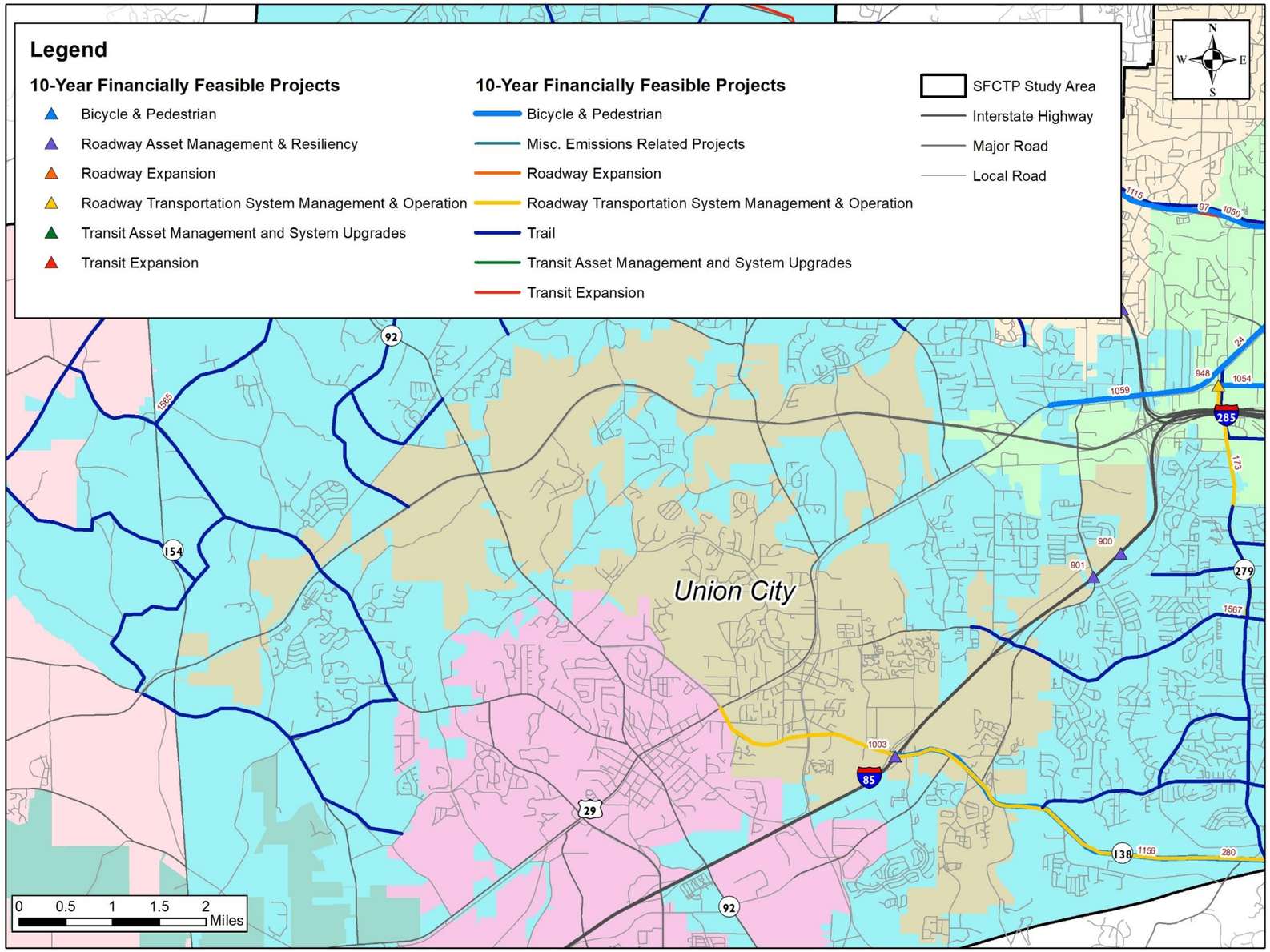
City of Union City: Financially Feasible 5-Year Projects by Type

Figure 72: City of Union City: Financially Feasible 5-Year Projects by Type



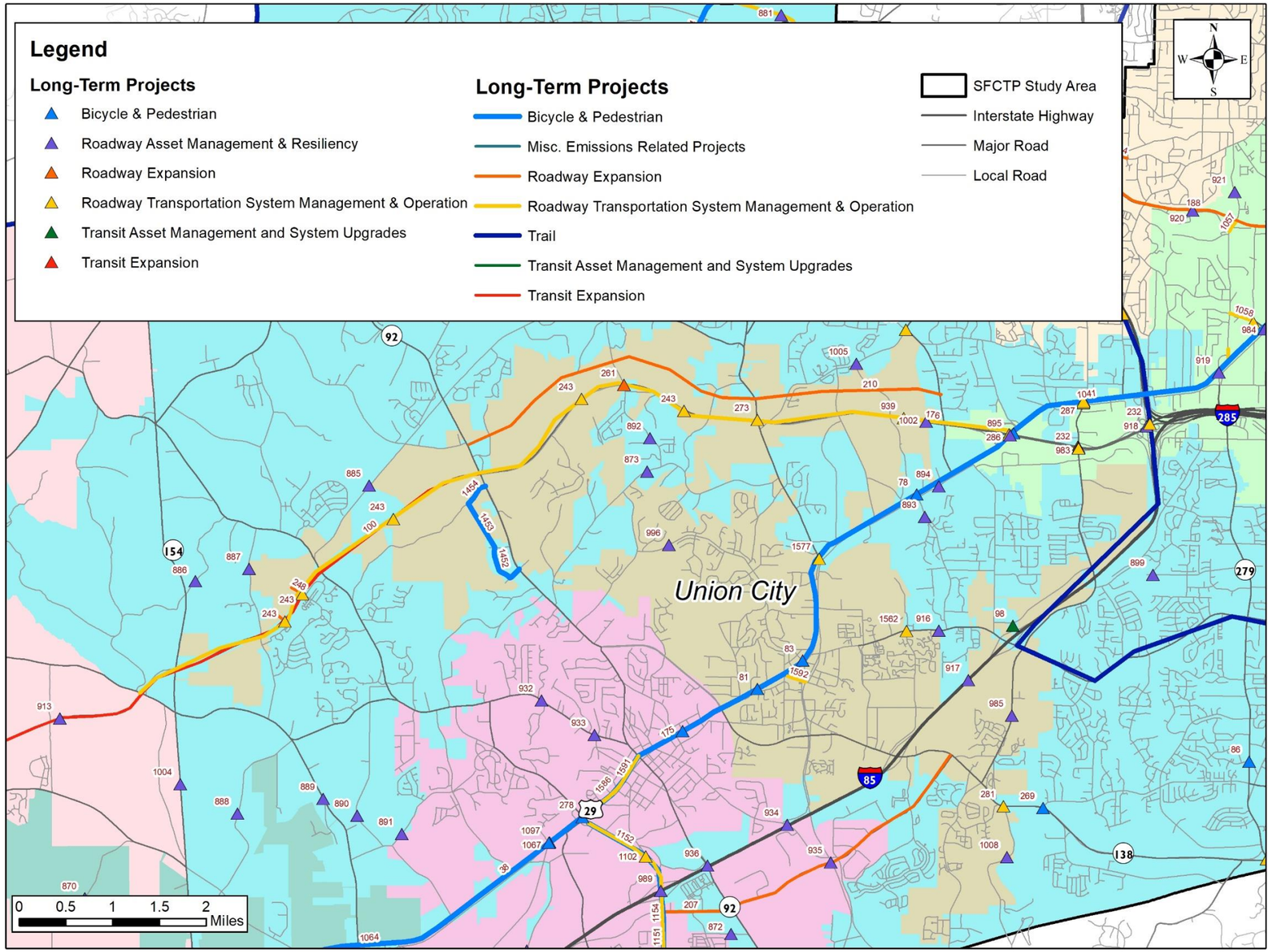
City of Union City: Financially Feasible 10-Year Projects by Type

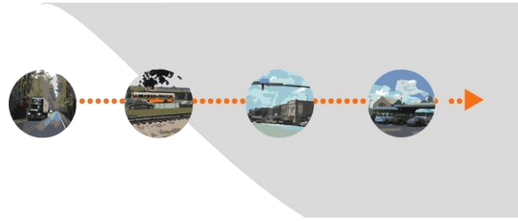
Figure 73: City of Union City: Financially Feasible 10-Year Projects by Type



City of Union City: Long-Term Projects

Figure 74: City of Union City: Long-Term Projects by Type





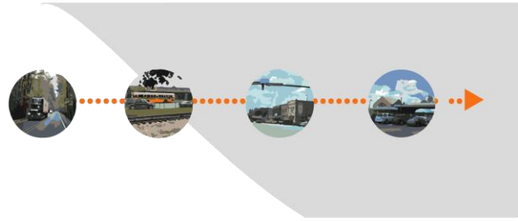
City of Union City Project List

Table 18: City of Union City Project List

Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Union City Local Share	Timeframe	Union City Score	Regional Score	Final Score	Final Ranking
74	Bicycle & Pedestrian	Streetscape	Union St	US 29/Main St	Shannon Pkwy		Streetscaping including bicycle and pedestrian facilities	Union City	$195,000	$0	$1,947,000	N/A	$238,000	$2,380,000	$0	$2,380,000	$2,380,000	5 year	44.6	45.5	90.1	72
140	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Buffington Rd			Royal South Pkwy	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Union City	$1,000	$0	$11,000	N/A	$1,333	$13,333	$0	$13,333	$13,333	5 year	45.4	47.8	93.2	59
141	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Flat Shoals Rd			Oakley Rd	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Union City	$1,000	$0	$11,000	N/A	$1,333	$13,333	$7,533	$5,800	$5,800	5 year	39.0	42.5	81.5	122
143	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 138/Jonesboro Rd			Oakley Industrial Blvd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Union City	$7,000	$33,500	$67,000	N/A	$11,944	$119,444	$67,486	$51,958	$51,958	5 year	50.8	52.5	103.3	26
144	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Lancaster Ln			Shannon Pkwy	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Union City	$15,000	$0	$146,000	N/A	$17,889	$178,889	$0	$178,889	$178,889	5 year	51.2	52.9	104.1	20
274	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 92/ Campbellton Fairburn Rd	SR14/South Fulton Pkwy	Jones Rd		Install crosswalks and sidewalks	South Fulton, Union City	$164,000	$821,500	$1,643,000	N/A	$292,056	$2,920,556	$1,650,114	$1,270,442	$506,906	5 year	43.7	45.2	89.0	79
279	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 138/ Jonesboro Rd	US 29/Roosevelt Hwy	I-85		Install crosswalks and sidewalks	Union City	$284,000	$1,422,000	$2,844,000	N/A	$505,556	$5,055,556	$2,856,389	$2,199,167	$2,199,167	5 year	46.2	46.3	92.5	62
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$31,250	5 year	N/A	N/A	N/A	N/A
241	Other	Study	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	N/A	N/A	N/A	N/A	N/A	$500,000	$282,500	$217,500	$36,250	5 year	N/A	N/A	N/A	N/A



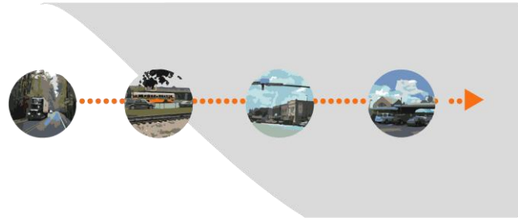
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Union City Local Share	Timeframe	Union City Score	Regional Score	Final Score	Final Ranking
242	Other	Study	N/A				Conduct analysis and develop policies to reduce truck traffic on local residential roads. May include cameras, apps/notifications to drivers, etc. as well as infrastructure constraints causing trucks to travel on residential roads	Union City	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$250,000	5 year	N/A	N/A	N/A	N/A
240	Other	Wayfinding/ Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$18,750	5 year	N/A	N/A	N/A	N/A
1515	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Union City	N/A	N/A	N/A	N/A	N/A	$55,235,354	$0	$55,235,354	$55,235,354	5 year	N/A	N/A	N/A	N/A
151	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, Palmetto, South Fulton, Union City	$118,800	N/A	$1,069,200	N/A	$108,000	$1,188,000	$671,220	$516,780	$66,990	5 year	0.0	59.8	120.1	1
156	Roadway Transportation System Management & Operation	Add communications at traffic signals with pedestrian activity	Traffic signal locations with pedestrian pushbuttons				Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	$40,000	N/A	$360,000	N/A	N/A	$400,000	$0	$400,000	$57,143	5 year	N/A	N/A	N/A	N/A



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Union City Local Share	Timeframe	Union City Score	Regional Score	Final Score	Final Ranking
177	Roadway Transportation System Management & Operation	Intersection improvements	SR 92/ Campbellton Fairburn Rd	SR 14/South Fulton Pkwy	Jones Rd		Widen SR 92 to 2 thru lanes in each direction and add turn bays from south of South Fulton Pkwy to north of Hall Rd; Install signal at intersection of SR 92 / Thompson Rd. Long Term Project: Continuous Flow Intersection per GDOT project PI#0014081	South Fulton, Union City	$735,000	N/A	$8,593,000	$104,500	$1,048,056	$10,480,556	$5,921,514	$4,559,042	$4,198,877	5 year	42.7	42.6	85.8	99
216	Roadway Transportation System Management & Operation	Signal monitoring, maintenance, and operations	Southern Fulton Region				Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)	All jurisdictions	$786,000	N/A	none	N/A	N/A	$7,860,000	$0	$7,860,000	$324,793	5 year	N/A	N/A	N/A	N/A
225	Roadway Transportation System Management & Operation	Signal upgrades	Smart Corridors in Southern Fulton Region				Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	$6,960	N/A	$62,640	N/A	N/A	$69,600	$0	$69,600	$9,674	5 year	N/A	N/A	N/A	N/A
1561	Roadway Transportation System Management & Operation	Intersection improvements	SR 138/ Jonesboro Rd.			Shannon Pkwy.	SR 138/Jonesboro Rd. at Shannon Pkwy. intersection improvement	Union City	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$1,130,000	$870,000	$870,000	5 year	48.8	46.8	95.7	48
2000	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles	All jurisdictions	$0	N/A	$456,500	N/A	N/A	$456,500	$0	$456,500	$88,000	5 year	N/A	N/A	N/A	N/A
2001	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 83 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, South Fulton, Union City	$83,000	N/A	$747,000	N/A	$83,000	$913,000	$515,845	$397,155	$19,140	5 year	0.0	52.4	104.8	17
1010	Trail	Multi-use trail	Royal South Pkwy	Buffington Rd	Flat Shoals		Multi-use trail / Model Mile	Union City	$112,000	$561,500	$1,123,000	N/A	$199,611	$1,996,111	$0	$1,996,111	$1,996,111	5 year	44.6	43.5	88.1	87
215	Transit Asset Management and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$0	$1,574,000	$140,086	5 year	N/A	N/A	N/A	N/A



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Union City Local Share	Timeframe	Union City Score	Regional Score	Final Score	Final Ranking
1505	Transit Asset Management and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$445,280	$111,320	$5,009	5 year	0.0	55.8	111.6	3
1506	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$285,120	$71,280	$8,126	5 year	0.0	52.3	104.7	19
1507	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$544,320	$136,080	$16,194	5 year	0.0	55.8	111.6	3
1517	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$4,127,760	$1,031,940	$87,509	5 year	0.0	59.3	118.5	2
95	Transit Expansion	High capacity/rapid transit	US 29/Roosevelt Hwy	College Park MARTA station	Palmetto		Bus rapid transit	College Park, Fairburn, Palmetto, South Fulton, Union City	$6,735,000	$13,470,000	$24,695,000	N/A	N/A	$44,900,000	$35,920,000	$8,980,000	$1,436,800	5 year	52.9	53.7	107.7	12
103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$800,000	$200,000	$25,000	5 year	N/A	N/A	N/A	N/A
280	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 138/ Jonesboro Rd	I-85	SR 279/Old National Hwy		Install crosswalks and sidewalks	Union City	$790,000	$3,949,000	$7,898,000	N/A	$1,404,111	$14,041,111	$7,933,228	$6,107,883	$6,107,883	10 Year	44.1	44.3	88.4	84
226	Roadway Transportation System Management & Operation	Signal upgrades	Freight Corridors in Southern Fulton Region				On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	$75,000	N/A	$675,000	N/A	N/A	$750,000	$0	$750,000	$104,250	10 Year	N/A	N/A	N/A	N/A
1156	Roadway Transportation System Management & Operation	Access management	SR 138/ Jonesboro Rd				Install a median along corridor for safety; assess driveway access and modify or eliminate access points for safety	Fairburn, South Fulton, Union City	$470,881	$1,412,644	$2,825,287	N/A	$470,881	$4,708,812	$2,660,479	$2,048,333	$1,044,650	10 Year	43.2	41.4	84.1	113



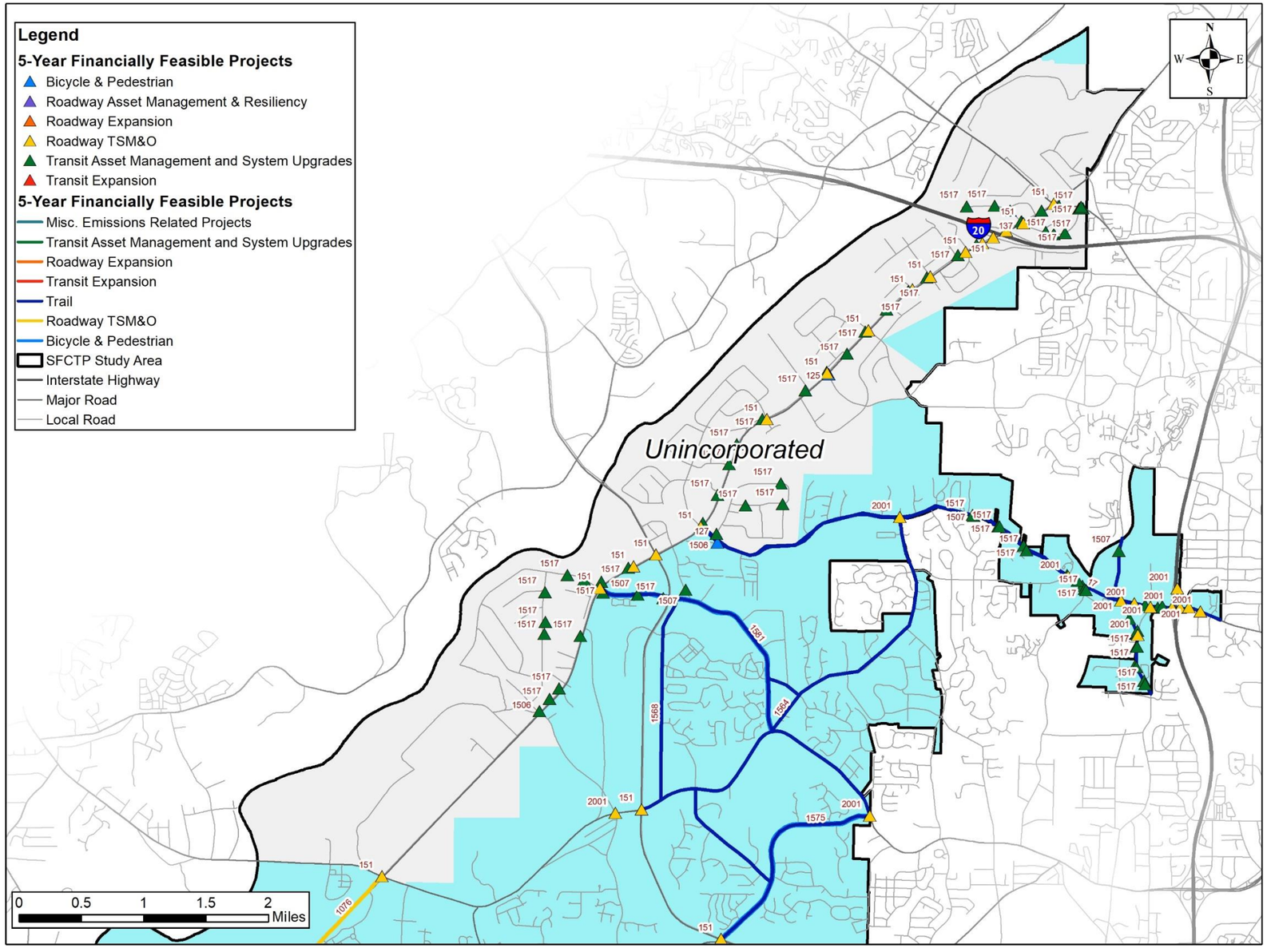
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Union City Local Share	Timeframe	Union City Score	Regional Score	Final Score	Final Ranking
38	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy	Atlanta City Limits	Coweta County Limits		Multi-use off-road trail	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	$2,700,000	$9,367,000	$29,200,500	N/A	$2,888,000	$54,374,653	$30,721,679	$23,652,974	$3,122,193	Long Term	53.0	53.7	107.7	13
81	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Westbrook Pl	Install crosswalks	Union City	$1,000	$0	$11,000	N/A	$1,333	$13,333	$7,533	$5,800	$5,800	Long Term	30.3	32.9	63.2	245
83	Bicycle & Pedestrian	Sidewalks & crosswalks	US 29/Roosevelt Hwy			Lee St	Install crosswalks	Union City	$1,000	$0	$14,000	N/A	$1,667	$16,667	$9,417	$7,250	$7,250	Long Term	30.3	32.9	63.2	245
916	Roadway Asset Management & Resiliency	Bridge rehabilitation	Flat Shoals Rd			Morning Creek Tributary	Bridge rehabilitation	South Fulton, Union City	$15,900	N/A	$157,800	N/A	$19,300	$193,000	$0	$193,000	$96,500	Long Term	34.1	35.3	69.3	205
917	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			Branch of Morning Creek	Bridge rehabilitation	Union City	$294,900	N/A	$2,948,100	N/A	$360,333	$3,603,333	$2,035,883	$1,567,450	$1,567,450	Long Term	36.8	35.8	72.6	175
985	Roadway Asset Management & Resiliency	Bridge rehabilitation	Buffington Rd			Shannon Creek	Bridge rehabilitation	Union City	$6,300	N/A	$63,300	N/A	$7,733	$100,000	$0	$100,000	$100,000	Long Term	34.5	34.5	69.0	211
996	Roadway Asset Management & Resiliency	Bridge rehabilitation	High Point Rd			Deep Creek	Bridge rehabilitation	Union City	$11,400	N/A	$113,700	N/A	$13,900	$139,000	$0	$139,000	$139,000	Long Term	29.5	29.7	59.1	272
1005	Roadway Asset Management & Resiliency	Bridge rehabilitation	Scarboro Rd			Wolf Creek	Bridge rehabilitation	South Fulton, Union City	$3,600	N/A	$36,900	N/A	$4,500	$100,000	$0	$100,000	$50,000	Long Term	32.4	33.7	66.2	229
1003	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-85			SR 138/ Jonesboro Rd	Bridge rehabilitation	Union City	$123,300	N/A	$1,231,800	N/A	$150,567	$1,505,667	$850,702	$654,965	$654,965	10 Year	39.2	41.4	80.6	129
1008	Roadway Asset Management & Resiliency	Bridge rehabilitation	Peter Rd			Broadanax Creek	Bridge rehabilitation	Union City	$8,700	N/A	$87,000	N/A	$10,633	$106,333	$0	$106,333	$106,333	Long Term	27.2	28.4	55.6	301
207	Roadway Expansion	Widening	Oakley Industrial Blvd	Jonesboro Rd	SR 74/Senoia Rd		Roadway widening from 2 to 4 lanes, including sidewalks. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	Fairburn, South Fulton, Union City	$5,105,000	$0	$51,052,000	$1,045,000	$24,515,143	$81,717,143	$0	$81,717,143	$6,745,750	Long Term	47.2	46.7	94.6	50
210	Roadway Expansion	Alternate and parallel routes	SR 14/South Fulton Pkwy	SR 92/ Campbellton Fairburn Rd	Welcome All Rd		Alternate and parallel routes along South Fulton Parkway	College Park, South Fulton, Union City	$5,086,000	$20,344,400	$50,861,000	$632,500	$32,967,386	$109,891,286	$62,088,576	$47,802,709	$38,911,405	Long Term	37.6	36.5	73.6	164
248	Roadway Expansion	Road extension	SR 14/South Fulton Pkwy			The Lakes Point and Harbor Grove	Expand The Lakes Point to provide northside access. Expand Harbor Grove Apartments to provide northside access.	South Fulton, Union City	$112,000	$448,800	$1,122,000	$33,000	$735,343	$2,451,143	$1,384,896	$1,066,247	$840,203	Long Term	36.8	35.4	72.1	177
176	Roadway Transportation System Management & Operation	Roadside barrier/guardrail	SR 14/South Fulton Pkwy	Rivertown Rd	US 29/Roosevelt Hwy		Install roadside barrier/guardrail at locations where obstructions are located within the clear zone	Chattahoochee Hills, College Park, South Fulton, Union City	$672,903	N/A	$6,056,128	N/A	N/A	$6,729,031	$3,801,903	$2,927,129	$1,785,548	Long Term	31.6	29.8	59.4	269
243	Roadway Transportation System Management & Operation	New access points	SR 14/South Fulton Pkwy				New Access Points along S Fulton Pkwy	Union City	$470,000	$1,878,400	$4,696,000	$418,000	$3,198,171	$10,660,571	$6,023,223	$4,637,349	$4,637,349	Long Term	28.1	27.5	55.7	300



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Union City Local Share	Timeframe	Union City Score	Regional Score	Final Score	Final Ranking
273	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Stonewall Tell Rd	Intersection improvements, including potentially: extending left lane(s) at Stonewall Tell Rd onto South Fulton Pkwy; and extending the eastbound left turn lane and westbound right turn lanes	Union City	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$0	$2,000,000	$2,000,000	Long Term	30.0	29.6	59.6	266
281	Roadway Transportation System Management & Operation	Intersection improvements	SR 138/ Jonesboro Rd			Peters Rd	Intersection improvement	Union City	$75,000	$225,000	$450,000	N/A	N/A	$750,000	$423,750	$326,250	$326,250	Long Term	35.0	34.8	69.8	199
939	Roadway Transportation System Management & Operation	Intersection improvements	SR 14/South Fulton Pkwy			Majestic Pl	Convert intersection to unsignalized Restricted Crossing U-turn design; install signage to redirect left turns to Mason Road; cut trees back to improve sight lines; upgrade pavement markings; install raised pavement markers and median nose delineators; and install sidewalks along South Fulton Parkway (SR 14).	Union City	$10,000	$30,000	$60,000	N/A	N/A	$100,000	$56,500	$43,500	$43,500	Long Term	35.0	34.8	69.8	199
1587	Roadway Transportation System Management & Operation	Electric vehicle charging	N/A				Electric vehicle charging/smart streetlights for on-street parking in downtown Union City. Three charging spots.	Union City	$6,600	N/A	$59,400	N/A	N/A	$66,000	$0	$66,000	$66,000	Long Term	36.0	35.8	71.8	180
1592	Roadway Transportation System Management & Operation	Loading Zones	N/A				Designate loading zones for trucks and TNCs in downtown Union City	Union City	$1,000	N/A	$9,000	N/A	N/A	$10,000	$0	$10,000	$10,000	Long Term	29.8	28.8	58.6	275
100	Transit Expansion	High capacity/rapid transit	SR 14/South Fulton Pkwy	SR 92	Campbellton-Redwine Road		Bus rapid transit	Chattahoochee Hills, South Fulton, Union City	$21,750,000	$43,500,000	$79,750,000	N/A	N/A	$145,000,000	$116,000,000	$29,000,000	$5,220,000	Long Term	45.5	46.7	91.7	67
Total									**$48,456,954**	**$100,689,674**	**$290,455,115**	**$2,233,000**	**$69,255,780**	**$585,684,416**	**$289,222,849**	**$296,461,566**	**$143,949,390**					

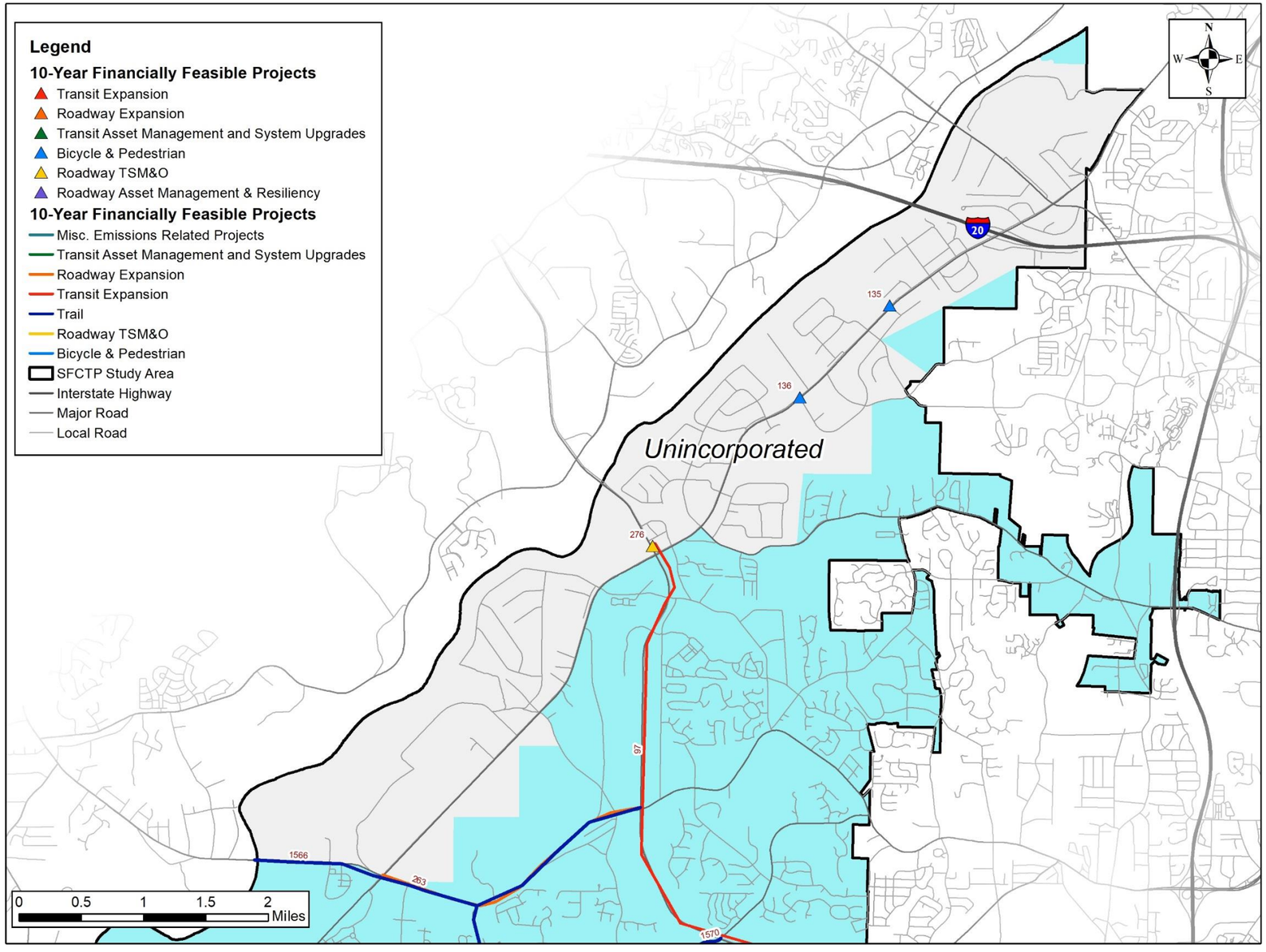
Unincorporated Fulton County: Financially Feasible 5-Year Projects by Type

Figure 75: Unincorporated Fulton County: Financially Feasible 5-Year Projects by Type



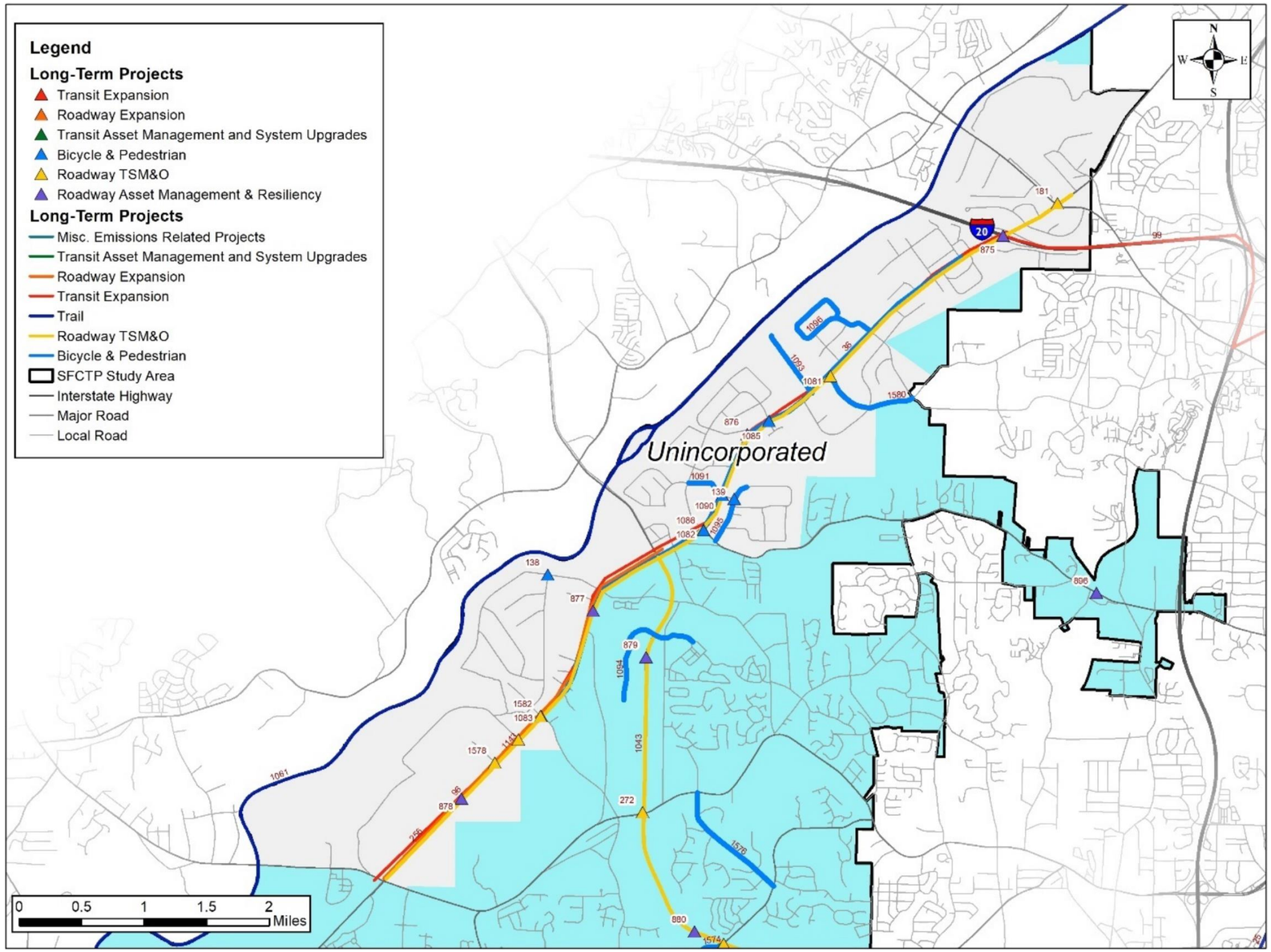
Unincorporated Fulton County: Financially Feasible 10-Year Projects by Type

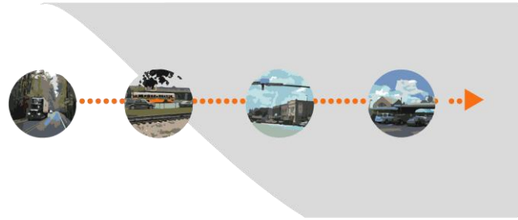
Figure 76: Unincorporated Fulton County: Financially Feasible 10-Year Projects by Type



Unincorporated Fulton County: Long-Term Projects by Type

Figure 77: Unincorporated Fulton County: Long-Term Projects by Type

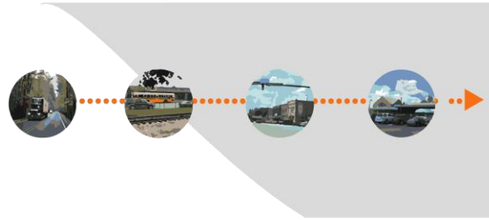




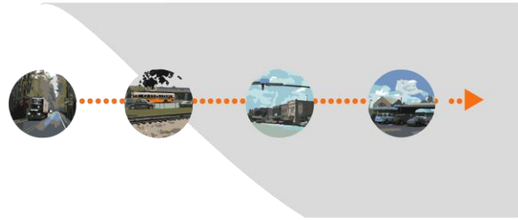
Unincorporated Fulton County Project List

Table 19: Unincorporated Fulton County Project List

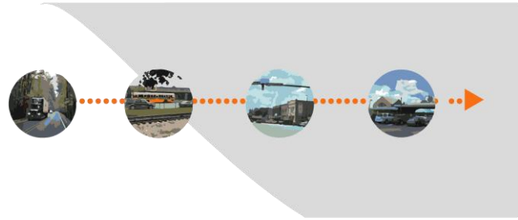
Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Unincorporated Fulton Local Share	Timeframe	Regional Score	Final Score	Final Ranking
137	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 70/Fulton Industrial Blvd			Wendell Dr	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Fulton County	$1,000	$0	$7,000	N/A	$889	$8,889	$5,022	$3,867	$3,867	5 year	42.3	84.7	109
239	Other	Study	Southern Fulton Region				Southern Fulton lighting assessment (note that lights on state routes must be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$250,000	$0	$250,000	$0	5 year	N/A	N/A	N/A
240	Other	Wayfinding/Directional Signage Inventory	Southern Fulton Region				Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	N/A	N/A	N/A	N/A	N/A	$150,000	$0	$150,000	$0	5 year	N/A	N/A	N/A
151	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 108 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, Palmetto, South Fulton, Union City	$118,800	N/A	$1,069,200	N/A	$108,000	$1,188,000	$671,220	$516,780	$71,775	5 year	59.8	120.1	1
156	Roadway Transportation System Management & Operation	Add communications at traffic signals with pedestrian activity	Traffic signal locations with pedestrian pushbuttons				Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	$40,000	N/A	$360,000	N/A	N/A	$400,000	$0	$400,000	$0	5 year	N/A	N/A	N/A
216	Roadway Transportation System Management & Operation	Signal monitoring, maintenance, and operations	Southern Fulton Region				Regional contract for signal monitoring, maintenance, and operations (RTOP "like" on non-state routes)	All jurisdictions	$786,000	N/A	none	N/A	N/A	$7,860,000	$0	$7,860,000	$0	5 year	N/A	N/A	N/A
225	Roadway Transportation System Management & Operation	Signal upgrades	Smart Corridors in Southern Fulton Region				Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	$6,960	N/A	$62,640	N/A	N/A	$69,600	$0	$69,600	$7,238	5 year	N/A	N/A	N/A
2000	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles	All jurisdictions	$0	N/A	$456,500	N/A	N/A	$456,500	$0	$456,500	$0	5 year	N/A	N/A	N/A



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Unincorporated Fulton Local Share	Timeframe	Regional Score	Final Score	Final Ranking
2001	Roadway Transportation System Management & Operation	Connected Vehicle Deployment					Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 83 signalized intersections in total.	College Park, East Point, Fairburn, Fulton County, Hapeville, South Fulton, Union City	$83,000	N/A	$747,000	N/A	$83,000	$913,000	$515,845	$397,155	$4,785	5 year	52.4	104.8	17
215	Transit Asset Management and System Upgrades	Bus stop amenities	Bus Stops in Southern Fulton Region				Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	$157,400	N/A	none	N/A	N/A	$1,574,000	$0	$1,574,000	$88,144	5 year	N/A	N/A	N/A
1505	Transit Asset Management and System Upgrades	Bus Shelter					New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions	$55,660	$166,980	$333,960	N/A	N/A	$556,600	$445,280	$111,320	$0	5 year	55.8	111.6	3
1506	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions	$35,640	$106,920	$213,840	N/A	N/A	$356,400	$285,120	$71,280	$6,486	5 year	52.3	104.7	19
1507	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions	$68,040	$204,120	$408,240	N/A	N/A	$680,400	$544,320	$136,080	$4,899	5 year	55.8	111.6	3
1517	Transit Asset Management and System Upgrades	Bus stop amenities					Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions	$515,970	$1,547,910	$3,095,820	N/A	N/A	$5,159,700	$4,127,760	$1,031,940	$59,956	5 year	59.3	118.5	2
103	Transit Expansion	Mobility district	N/A				Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of Southern Fulton, not covered by existing transit.	All jurisdictions	$150,000	N/A	$850,000	N/A	N/A	$1,000,000	$800,000	$200,000	$0	5 year	N/A	N/A	N/A
135	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 70/Fulton Industrial Blvd			Robinson Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$120,533	$92,800	$92,800	10 Year	44.4	88.7	83
136	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	SR 70/Fulton Industrial Blvd			Selig Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$120,533	$92,800	$92,800	10 Year	40.9	81.8	118
226	Roadway Transportation System Management & Operation	Signal upgrades	Freight Corridors in Southern Fulton Region				On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	$75,000	N/A	$675,000	N/A	N/A	$750,000	$0	$750,000	$78,000	10 Year	N/A	N/A	N/A
276	Roadway Transportation System Management & Operation	Intersection improvements	SR 70/Fulton Industrial Blvd			SR 6/Camp Creek Pkwy	Intersection improvement, including pedestrian crossing	Fulton County, South Fulton	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$1,130,000	$870,000	$435,000	10 Year	38.7	77.7	139



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Unincorporated Fulton Local Share	Timeframe	Regional Score	Final Score	Final Ranking
97	Transit Expansion	High capacity/ rapid transit	SR 6/Camp Creek Pkwy	College Park MARTA station	SR 70/Fulton Industrial Blvd		Arterial rapid transit	College Park, East Point, Fulton County, South Fulton	$1,980,000	$3,960,000	$7,260,000	N/A	N/A	$13,200,000	$10,560,000	$2,640,000	$0	10 Year	53.6	108.4	10
36	Bicycle & Pedestrian	Sidewalks & crosswalks	SR 70/Fulton Industrial Blvd	Frederick Dr	Riverside Dr		Streetscaping including bicycle and pedestrian facilities, including sidewalks and pedestrian crossings	Fulton County, South Fulton	$281,000	$1,022,000	$3,042,000	N/A	$300,000	$5,720,018	$3,231,810	$2,488,208	$2,485,720	Long Term	50.2	99.7	36
138	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	Lagrange Dr			Boat Rock Blvd	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	$12,000	$60,000	$120,000	N/A	$21,333	$213,333	$0	$213,333	$213,333	Long Term	39.3	78.5	137
139	Bicycle & Pedestrian	Sidewalks & crosswalks (in conjunction with planned/ programmed new bus shelter)	West Park Pl			West Park Dr	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	$12,000	$58,000	$116,000	N/A	$20,667	$206,667	$0	$206,667	$206,667	Long Term	40.9	81.8	118
1085	Bicycle & Pedestrian	Pedestrian improvements	Fulton Industrial Boulevard			Great Southwest Parkway	Installation of pedestrian crossings	Fulton County	$2,296	N/A	$17,500	N/A	$1,750	$22,960	$12,972	$9,988	$9,988	Long Term	34.3	68.7	213
1086	Bicycle & Pedestrian	Pedestrian improvements	Fulton Industrial Boulevard			Cascade Road	Installation of pedestrian crossings	Fulton County	$2,296	N/A	$17,500	N/A	$1,750	$22,960	$12,972	$9,988	$9,988	Long Term	34.3	68.7	213
1090	Bicycle & Pedestrian	Sidewalks	Great Southwest Parkway	Fulton Industrial Boulevard	Villanova Drive		Installation of sidewalks	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$0	$88,894	$88,894	Long Term	31.3	62.5	250
1091	Bicycle & Pedestrian	Sidewalks	Villanova Drive	Great Southwest Parkway	Fulton Industrial Blvd/SR 70		Installation of sidewalks	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$0	$88,894	$88,894	Long Term	38.2	76.4	145
1093	Bicycle & Pedestrian	Sidewalks	Philip Lee Drive	Fulton Industrial Boulevard	MacDermid Printing Solutions		Installation of sidewalks	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$0	$88,894	$88,894	Long Term	38.2	76.4	145
1094	Bicycle & Pedestrian	Sidewalks	Westlake Blvd.	SR 70/Fulton Industrial Blvd	6100 Fulton Industrial Blvd		Installation of sidewalks.	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$0	$88,894	$88,894	Long Term	36.6	73.2	170
1095	Bicycle & Pedestrian	Sidewalks	Westpark Drive	Fulton Industrial Boulevard	Southern Fulton Government Center		Installation of sidewalks	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$0	$88,894	$88,894	Long Term	36.7	73.5	166
1096	Bicycle & Pedestrian	Sidewalks	Wharton Drive	Wharton Drive	Wharton Circle		Installation of sidewalks	Fulton County	$8,889	N/A	$73,120	N/A	$1,410	$88,894	$0	$88,894	$88,894	Long Term	38.2	76.4	145
1580	Bicycle & Pedestrian	Sidewalks	Bakers Ferry Road	SR 70/Fulton Industrial Blvd	Mendel Dr/Boulder Park Dr		Sidewalk on Bakers Ferry Road from Fulton Industrial Blvd to Mendel Dr/Boulder Park Dr	Fulton County	$87,500	$438,750	$877,500	N/A	$155,972	$1,559,722	$0	$1,559,722	$1,559,722	Long Term	36.7	73.5	166
875	Roadway Asset Management & Resiliency	Bridge rehabilitation	I-20			SR 70/Fulton Industrial Blvd	Bridge rehabilitation	Fulton County, South Fulton	$107,400	N/A	$1,074,000	N/A	$131,267	$1,312,667	$741,657	$571,010	$285,505	Long Term	36.6	72.1	178
876	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 70/Fulton Industrial Blvd			Utoy Creek	Bridge rehabilitation	Fulton County	$65,700	N/A	$657,000	N/A	$80,300	$803,000	$453,695	$349,305	$349,305	Long Term	29.8	59.6	265
877	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 70/Fulton Industrial Blvd			Chattahoochee River Tributary	Bridge rehabilitation	Fulton County	$20,100	N/A	$202,200	N/A	$24,700	$247,000	$139,555	$107,445	$107,445	Long Term	31.7	63.4	242
878	Roadway Asset Management & Resiliency	Bridge rehabilitation	SR 70/Fulton Industrial Blvd			Morris Creek	Bridge rehabilitation	Fulton County	$20,100	N/A	$202,200	N/A	$24,700	$247,000	$139,555	$107,445	$107,445	Long Term	26.8	53.5	309
1516	Roadway Asset Management & Resiliency	Resurfacing					Resurface roadways based on GDOT's Pavement Management System prioritization system	Fulton County, Fulton Industrial Blvd.	N/A	N/A	N/A	N/A	N/A	$180,583	$0	$180,583	$180,583	Long Term	N/A	N/A	N/A



Project ID	Project Type	Project Subtype	Road Name	From	To	Cross Street	Description	Jurisdiction	PE Cost	ROW Cost	CST Cost	Fiber Cost (Widenings Only)	Contingency Cost	Total Cost Estimate	State/ Federal Match	Total Local Match	Unincorporated Fulton Local Share	Timeframe	Regional Score	Final Score	Final Ranking
256	Roadway Expansion	Widening	SR 70/Fulton Industrial Blvd	SR 166/ Campbellton Rd	SR 6/Camp Creek Pkwy		Roadway widening from 4 to 6 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	Fulton County	$5,556,000	$0	$55,560,000	$973,500	$26,609,786	$88,699,286	$50,115,096	$38,584,189	$29,092,479	Long Term	39.6	79.1	135
181	Roadway Transportation System Management & Operation	Intersection improvements	SR 139/Martin Luther King, Jr. Dr			SR 70/Fulton Industrial Blvd	Intersection improvement	Fulton County	$200,000	$600,000	$1,200,000	N/A	N/A	$2,000,000	$1,130,000	$870,000	$870,000	Long Term	38.4	76.7	143
1037	Roadway Transportation System Management & Operation	Intersection improvements	SR 70/Fulton Industrial Blvd			Westpark Pl/Villanova Dr	Evaluate intersection for improvement opportunities, including potential signal and pedestrian crossing.	Fulton County	$2,500	N/A	$22,500	N/A	N/A	$25,000	$0	$25,000	$25,000	Long Term	34.8	69.6	202
1081	Roadway Transportation System Management & Operation	Intersection improvements	Fulton Industrial Boulevard			Bakers Ferry Drive	Addition of a right turn lane to Bakers Ferry Road; turn radii and median modifications; left turn bulb out for SB U-turns	Fulton County	$52,300	N/A	$614,600	N/A	$54,400	$860,315	$486,078	$374,237	$374,237	Long Term	34.8	69.6	202
1082	Roadway Transportation System Management & Operation	Intersection improvements	Fulton Industrial Boulevard			Cascade Road	Addition of a right turn lane to Cascade Road; turn radii and median modifications; pedestrian crossings and signals	Fulton County	$56,700	N/A	$767,100	N/A	$59,000	$1,052,941	$594,912	$458,029	$458,029	Long Term	34.8	69.6	202
1083	Roadway Transportation System Management & Operation	Intersection improvements	Fulton Industrial Boulevard			Riverside Drive/Tradewater Parkway	Traffic signal installation at intersection	Fulton County	$45,000	N/A	$169,700	N/A	$14,100	$272,896	$154,186	$118,710	$118,710	Long Term	33.2	66.4	226
1143	Roadway Transportation System Management & Operation	Raised medians	SR 70/Fulton Industrial Boulevard				Install a raised median along corridor for safety	Fulton County	$1,155,035	N/A	$10,395,314	N/A	$1,155,035	$11,550,349	$6,525,947	$5,024,402	$5,024,402	Long Term	31.3	62.6	248
1578	Roadway Transportation System Management & Operation	Signal installation	SR 70/Fulton Industrial Blvd.			Westgate Pkwy.	Install traffic signal at intersection of SR 70/Fulton Industrial Blvd. and Westgate Pkwy.	Fulton County	$28,556	N/A	$257,000	N/A	N/A	$285,556	$161,339	$124,217	$124,217	Long Term	22.6	45.2	335
1582	Roadway Transportation System Management & Operation	Signal installation	SR 70/Fulton Industrial Blvd.	Tradewater Pkwy. /Riverside Dr.		Tradewater Pkwy. /Riverside Dr.	Install traffic signal at intersection of SR 70/Fulton Industrial Blvd. and Tradewater Pkwy. /Riverside Dr.	Fulton County	$28,556	N/A	$257,000	N/A	N/A	$285,556	$161,339	$124,217	$124,217	Long Term	24.1	48.1	328
1061	Trail	Multi-use trail					Chattahoochee RiverLands Greenway along Chattahoochee River, nearly 100 miles (from Bufford Dam to Chattahoochee Bend State Park)	Chattahoochee Hills, South Fulton, Unincorporated Fulton County	$2,104,050	$10,520,445	$21,040,890	N/A	$3,740,598	$37,405,983	$0	$37,405,983	$11,509,533	Long Term	47.5	92.5	63
96	Transit Expansion	High capacity/rapid transit	SR 70/Fulton Industrial Blvd				Arterial rapid transit	Fulton County	$1,320,000	$2,640,000	$4,840,000	N/A	N/A	$8,800,000	$7,040,000	$1,760,000	$1,760,000	Long Term	46.3	92.5	61
99	Transit Expansion	High capacity/rapid transit	N/A				MARTA West Line High Capacity Transit - The MARTA Board adopted an LPA, a heavy rail extension to the interchange of MLK Dr and I-285 and a BRT segment along I-20 to Fulton Industrial Blvd. Three stations are included as part of the alternative (two BRT stations and one heavy rail station).	Atlanta, Fulton County, South Fulton	$37,500,000	$75,000,000	$137,500,000	N/A	N/A	$250,000,000	$200,000,000	$50,000,000	$50,000,000	Long Term	49.9	97.5	41
Total									**$53,009,894**	**$97,045,125**	**$256,367,924**	**$973,500**	**$32,638,373**	**$449,306,912**	**$290,426,748**	**$158,880,164**	**$106,475,639**				

SOUTHERN FULTON
COMPREHENSIVE TRANSPORTATION PLAN

APPENDIX III

Project List by Potential Funding Source Matrix

Southern Fulton Comprehensive Transportation Plan: Project Funding Matrix					Private	Federal																													State						Local			
					Public-Private Partnership	FHWA Formula Programs								Federal Transit Administration: Formula Funds					Federal Highway Administration Competitive Grants						Federal Transit Administration: Competitive Grants							Other Federal Programs			GDOT				SRTA	Atlanta Regional Commission			Fulton County
Project ID	Description	Jurisdiction	Road Name	Project Type	Public-Private Partnerships	National Highway Performance Program (NHPP) - 23 USC 119	Surface Transportation Block Grant Program (STBG) - 23 USC 133	Highway Safety Improvement Program (HSIP)	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program (CMAQ) - 23 USC 149	National Highway Freight Program (NHFP)	Metropolitan Planning Program	Highway Bridge Replacement & Rehabilitation (HBRRP)	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Grants for Buses and Bus Facilities Formula Program - 5339(a)	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	Public Transportation Emergency Relief Program - 5324	Urbanized Area Formula Grants - 5307	Better Utilizing Investments to Leverage Development (BUILD Grants)	Infrastructure and Rebuilding America (INFRA Grant)	Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)	Accelerated Innovation Deployment Demonstration (AID)	Automated Driving Systems Grant (ADS)	Competitive Highway Bridge Program (CHBP)	Access and Mobility Partnership Grants	Capital Investment Grants - 5309	Commuter Rail Positive Train Control Grants	Integrated Mobility Innovation (IMI)	Low or No Emission Vehicle Program - 5339(c)	Public Transportation Innovation - 5312	Safety Research and Demonstration Program (SRD)	Transportation's Federal Motor Carrier Safety Administration - High Priority Grants)	Choice Neighborhoods Implementation Grant Program	Energy Efficiency and Conservation Block Grant Program	Local Maintenance and Improvement Grant	Roadside Enhancement and Beautification Council (REBC) Grant	Safe Routes to School (SRTS)	Quick Response Funds (Projects < $200,000)	Georgia Transportation Infrastructure Bank (GTIB) Grants & Loans	Livable Communities Initiative (LCI) Planning Grant)	Smart Communities Challenge	Community Development Assistance Program (CDAP)	TSPLOST
15	10’ multi-use trail parallel to road with large buffer in between	Chattahoochee Hills	SR 14/South Fulton Pkwy	Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
16	4’ bike lanes striped on street	College Park	SR 139/Riverdale Rd	Bicycle and Pedestrian	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓
17	8’–10’ off-street multi-use trail	South Fulton	Cascade Rd	Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
18	Multi-use trail to connect to proposed trail in Lakewood/Ft McPherson LCI	East Point	US 29/Main St	Trail	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
20	4' bike lanes striped on street	Chattahoochee Hills, Palmetto	Hutcheson Ferry Rd	Bicycle and Pedestrian	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓
23	15-mile trail that would circle Hartsfield-Jackson Atlanta International Airport. Include link to Phoenix Trail.	Atlanta, College Park, Hapeville	Loop Rd	Trail	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
24	Multi-use trail connecting the downtowns and activity centers around the airport. Include link to Phoenix Trail.	College Park, East Point, Hapeville	East Point, College Park, Hapeville, Forest Park, Airport City, GICC, Mountain View, Old National Hwy, Phoenix Blvd	Trail	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
25	The Outer Loop multi-use trail will connect the AeroATL Greenway to other greenway and bike/ped networks in the region.	Atlanta, College Park, East Point, Hapeville, South Fulton	East Point, College Park, South Fulton, Flat Shoals Rd, Forest Park, Mountain View, Hapeville, City of Atlanta	Trail	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
32	Install Bicycle and Pedestrian Facilities	Fairburn	US 29/Broad St	Bicycle and Pedestrian	✓	✗	✓	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
33	Install crosswalks	Palmetto	US 29/Roosevelt Hwy	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
34	Streetscaping including bicycle and pedestrian facilities	Palmetto	US 29/Roosevelt Hwy	Bicycle and Pedestrian	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✗	✓	✗	✓	✗	✓
36	Streetscaping including bicycle and pedestrian facilities, including sidewalks and pedestrian crossings	Fulton County, South Fulton	SR 70/Fulton Industrial Blvd	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
38	Multi-use off-road trail	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	US 29/Roosevelt Hwy	Bicycle and Pedestrian	✓	✗	✓	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
40	Install Bicycle and Pedestrian Facilities	Fairburn, South Fulton	Herndon Rd	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
41	Multi-use off-road trail	East Point	Norman Berry Dr	Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
43	Multi-use off-road trail	College Park	East Main Street	Trail	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
44	Multi-use off-road trail	East Point	Private Property	Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
45	Multi-use off-road trail	College Park	Airport City	Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
46	Multi-use off-road trail	College Park	Hershel Rd	Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
48	Multi-use off-road trail	South Fulton	Wolf Creek Trail	Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
49	Multi-use off-road trail	East Point	Welcome All Rd	Trail	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
51	Pedestrian Plan: Evaluate feasibility of Chattahoochee Hill Country Greenway Trail and assess use of resources	Chattahoochee Hills	N/A	Other	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
52	Pedestrian Plan: Expand the current Parks, Recreation and Trails Plan and promote awareness of its recommendations to the community	Chattahoochee Hills	N/A	Other	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
53	Develop Signage, Landmarks, and Crosswalks for Walking Tour of Downtown/Historic College Park	College Park	N/A	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
54	Conduct Greenway Trails Plan, to include Connection to Atlanta BeltLine through Bike and Pedestrian Trails	College Park	N/A	Other	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
56	Parkway Trail Phase IV	College Park	N/A	Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
59	Pedestrian Plan: Evaluate a Hapeville Gateway and Downtown Overlay District and Design Guidelines. Design Guidelines may include streetscape standards, block sizes, setbacks, etc. Encourage the incorporation of functional art into streetscapes, including creative street lights, crosswalks, benches, etc.	Hapeville	N/A	Other	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
60	Install Bicycle and Pedestrian Facilities	Hapeville	Lake Ave	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
61	Install Bicycle and/or Pedestrian Facilities	Hapeville	Cofield Dr	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
62	Install Bicycle and Pedestrian Facilities	Hapeville	Stillwood Dr	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
63	Dogwood Dr. from N. Central Ave. to Marina St.: Coordinate with private property owners to identify ways to increase functional sidewalk width.	Hapeville	Dogwood Dr	Other	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
64	Multi-use off-road trail	Hapeville	Willingham Drive	Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓
65	Install traffic calming devices and intersection enhancements. Add signage and wayfinding to designate this route and direct bicycles and pedestrians to nearby destinations.	Hapeville	Old Jonesboro Rd	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
66	Install traffic calming devices and intersection enhancements. Add signage and wayfinding to designate this route and direct bicycles and pedestrians to nearby destinations. Install bicycle lanes.	Hapeville	King Arnold St	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
68	Streetscaping including bicycle and pedestrian facilities	East Point	East Point Street	Bicycle and Pedestrian	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✗	✓	✗	✓	✗	✓
69	Streetscaping including bicycle and pedestrian facilities	East Point	West Cleveland Ave	Bicycle and Pedestrian	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✗	✓	✗	✓	✗	✓
72	Work with organizations to coordinate safe routes to school programs and pedestrian connections.	Union City	N/A	Other	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
73	Adopt development regulation amendments requiring installation of bicycle and pedestrian amenities with new development.	Union City	N/A	Other	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
74	Streetscaping including bicycle and pedestrian facilities	Union City	Union St	Bicycle and Pedestrian	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✗	✓	✗	✓	✗	✓
75	Plan and design multi-use trails and/or sidewalks during the development or renovation of any Fulton County facility.	South Fulton	N/A	Other	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
78	Install crosswalks and sidewalks	South Fulton	US 29/Roosevelt Hwy	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
79	Install crosswalks and sidewalks	South Fulton	US 29/Roosevelt Hwy	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
80	Install crosswalks	Fairburn	US 29/Broad St	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
81	Install crosswalks	Union City	US 29/Roosevelt Hwy	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
83	Install crosswalks	Union City	US 29/Roosevelt Hwy	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
85	Install crosswalks	South Fulton	SR 279/Old National Hwy	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
86	Install crosswalks and sidewalks	South Fulton	Hallie Mill Rd	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
87	Install crosswalks	East Point	US 29/Main St	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
88	Install roundabout	Chattahoochee Hills	Rico Rd	Roadway Transportation System Management & Operation	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓
89	Intersection Improvements. Enhanced safety measures may be warranted at this intersection, such as the addition of crossing signage and transverse rumble strips to alert drivers on Cochran Mill Road as they approach the intersection.	Chattahoochee Hills	SR 14/South Fulton Pkwy	Roadway Transportation System Management & Operation	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓
90	Intersection Improvements	Chattahoochee Hills	SR 14/South Fulton Pkwy	Roadway Transportation System Management & Operation	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓
91	Intersection Improvements	Chattahoochee Hills	SR 14/South Fulton Pkwy	Roadway Transportation System Management & Operation	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓
92	Intersection Improvements	Chattahoochee Hills	SR 14/South Fulton Pkwy	Roadway Transportation System Management & Operation	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓
95	Bus rapid transit	College Park, Fairburn, Palmetto, South Fulton, Union City	US 29/Roosevelt Hwy	Transit Expansion	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
96	Arterial rapid transit	Fulton County	SR 70/Fulton Industrial Blvd	Transit Expansion	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
97	Arterial rapid transit	College Park, East Point, Fulton County, South Fulton	SR 6/Camp Creek Pkwy	Transit Expansion	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
98	Improvements to the Southside Park and Ride to include resurfacing, shelter, lighting, safety, and communications/technology improvements	South Fulton	N/A	Transit Asset Management and System Upgrades	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
99	MARTA West Line High Capacity Transit - The MARTA Board adopted an LPA, a heavy rail extension to the interchange of MLK Dr and I-285 and a BRT segment along I-20 to Fulton Industrial Blvd. Three stations are included as part of the alternative (two BRT stations and one heavy rail station).	Atlanta, Fulton County, South Fulton	N/A	Transit Expansion	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✓	✓	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
100	Bus rapid transit	Chattahoochee Hills, South Fulton, Union City	SR 14/South Fulton Pkwy	Transit Expansion	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✓	✗	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
101	Corporate Crescent Circulator shuttle system	Atlanta, College Park, East Point, Hapeville	Corporate Crescent Circulator	Transit Expansion	✓	✗	✗	✗	✗	✓	✗	✗	✗	✓	✓	✗	✗	✓	✓	✗	✗	✗	✓	✗	✓	✓	✗	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
103	Create a mobility-on-demand service that supplements existing and future MARTA service. Focus in western part of southern Fulton, not covered by existing transit.	All jurisdictions	N/A	Transit Expansion	✓	✗	✗	✗	✗	✓	✗	✗	✗	✓	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✓	✓	✗	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓
104	Construct an Intermodal Transit Centers west of the airport	College Park	N/A	Transit Expansion	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
106	Midblock pedestrian crossing (in conjunction with planned/programmed new bus shelter)	College Park	SR 279/Old National Hwy	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓
107	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	College Park	Sullivan Rd	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✓

Southern Fulton Comprehensive Transportation Plan: Project Funding Matrix

					Private	Federal																												State				Local			
					Public-Private Partnership	FHWA Formula Programs									Federal Transit Administration: Formula Funds						Federal Highway Administration Competitive Grants							Federal Transit Administration: Competitive Grants								Other Federal Programs				GDOT				SRTA	Atlanta Regional Commission				Fulton County
Project ID	Description	Jurisdiction	Road Name	Project Type	Public-Private Partnerships	National Highway Performance Program (NHPP) - 23 USC 119	Surface Transportation Block Grant Program (STBG) - 23 USC 133	Highway Safety Improvement Program (HSIP)	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Progam (CMAQ) - 23 USC 149	National Highway Freight Program (NHFP)	Metropolitan Planning Program	Highway Bridge Program - Replacement & Rehabilitation (HBRRP)	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Grants for Buses and Bus Facilities Formula Program - 5339(a)	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	Public Transportation Emergency Relief Program - 5324	Urbanized Area Formula Grants - 5307	Better Utilizing Investments to Leverage Development (BUILD Grants)	Infrastructure and Rebuilding America (INFRA Grant)	Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)	Accelerated Innovation Deployment Demonstration (AID)	Automated Driving Systems Grant (ADS)	Competitive Highway Bridge Program (CHBP)	Access and Mobility Partnership Grants	Capital Investment Grants - 5309	Commuter Rail Positive Train Control Grants	Integrated Mobility Innovation (IMI)	Low or No Emission Vehicle Program - 5339(c)	Public Transportation Innovation - 5312	Public Transportation Safety Program - 5329	Safety Research and Demonstration Program (5312)	Transportation's Federal Lands Access Program - Safety Administration High Priority Grants)	Choice Neighborhoods Implementation Grant Program	Energy Efficiency and Conservation Block Grant Program	Local Maintenance and Improvement Grant	Roadside Enhancement and Beautification Council (REBC) Grant	Safe Routes to School (SRTS)	Quick Response Funds (Projects < $200,000)	Georgia's Transportation Infrastructure Bank (GTIB) Grants & Loans	Livable Communities Initiative (LCI) Planning Grant)	Smart Communities Challenge	Community Development Assistance Program (CDAP)	TSPLOST
108	Install crosswalk (in conjunction with planned/programmed new bus shelter)	College Park	Sullivan Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
109	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	Centre Pkwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
110	Install sidewalks and midblock crossing at apartment drive (in conjunction with planned/programmed new bus shelter)	East Point	Desert Dr	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
114	Midblock pedestrian crossing (in conjunction with planned/programmed new bus shelter)	East Point	Headland Dr	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
115	Install crosswalks (in conjunction with planned/programmed new bus shelter)	East Point	Irene Kidd Pkwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
117	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	N Commerce Dr	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
118	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	Stanton Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
119	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	Stanton Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
121	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	Washington Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
122	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	East Point	Washington Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
123	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fairburn	NW Broad St	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
125	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	Bakers Ferry Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
126	Install bus shelter	South Fulton	Cascade Rd	Transit Asset Management and System Upgrades	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
127	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	Cascade Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
130	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	SR 279/Old National Hwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
131	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	SR 279/Old National Hwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
132	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	South Fulton	SR 279/Old National Hwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
134	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	SR 279/Old National Hwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
135	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	SR 70/Fulton Industrial Blvd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
136	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	SR 70/Fulton Industrial Blvd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
137	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Fulton County	SR 70/Fulton Industrial Blvd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
138	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	Lagrange Dr	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
139	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Fulton County	West Park Pl	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
140	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Union City	Buffington Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
141	Install crosswalks (in conjunction with planned/programmed new bus shelter)	Union City	Flat Shoals Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
143	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Union City	SR 138/Jonesboro Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
144	Install crosswalks and sidewalks (in conjunction with planned/programmed new bus shelter)	Union City	Lancaster Ln	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
146	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	SR 279/Old National Hwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
147	Install crosswalks (in conjunction with planned/programmed new bus shelter)	South Fulton	SR 279/Old National Hwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
151	Connected Vehicles Deployment Phase 1: Outfit traffic signals with connected vehicle infrastructure. Activate emergency vehicle preemption and transit signal priority applications. Will provide capabilities for EVP, TSP, and FSP. Phase 1 provides connected vehicle signal communication upgrades, including all signals on SFCTP smart corridors, excluding those already upgraded or programmed for upgrade through CV1K initiative. 144 signalized intersections in total.	College Park, East Point, Fulton County, Hapeville, South Fulton	144 intersections	Roadway Transportation System Management & Operation	✔	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✔	✘	✘	✘	✘	✔	✘	✔	✘	✔
152	Railroad crossing event broadcasting at 6 locations: CSX Railroad at Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave. At each location, add communications to traffic signal system to predict train arrivals and train event durations, and install connected vehicle infrastructure and associated communications equipment to assist with broadcasting train arrival and event duration information to emergency vehicles and motorists approaching the highway-rail crossing. Using traffic signal system data from ATSPM, develop analytics to predict train arrivals and train event durations and make information available to emergency vehicle dispatch centers; track railroad activity over time to understand traffic impacts; evaluate driver behavior and risk associate with train events; and monitor critical equipment related to highway-rail intersection operations.	All jurisdictions	Railroad signals where there is an at grade crossing with nearby traffic signal: Welcome All Rd, Virginia Ave, Rugby Rd, Buffington Rd, Lesley Dr, Harvard Ave	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✔	✘	✘	✘	✘	✔	✘	✔	✘	✔	✘	✘	✘	✔	✔	✘	✔	✘	✘	✔	✔	✔	✘	✔
156	Add communications to allow traffic signal data to measure pedestrian activity and convert the measurement into a measure of pedestrian exposure. Use pedestrian exposure to assess pedestrian crash rates more holistically at signalized intersections.	All jurisdictions	Traffic signal locations with pedestrian pushbuttons	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✘	✔	✘	✔	✘	✔
157	Pilot project: Pedestrian event broadcasting: Install connected vehicle infrastructure and associated communications equipment to assist with broadcasting pedestrian event information to motorists approaching the traffic signal. Consider broadcasting predictive pedestrian event information based on historical data. Following pilot project, this can be implemented at traffic signal locations with pedestrian pushbuttons, with priority for roadways with traffic operating at higher speeds	East Point, Hapeville	Virginia Ave.	Roadway Transportation System Management & Operation	✔	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✔	✔	✘	✘	✘	✔	✘	✔	✘	✔
162	Wayfinding Signage Plan	East Point	East Point MARTA station	Roadway Transportation System Management & Operation	✔	✘	✘	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔
163	College Park MARTA station area accessibility improvements. May include opening the station to through bike and pedestrian movements and ADA upgrades (e.g., due to stairs to E. Main St.)	College Park	College Park MARTA station	Transit Asset Management and System Upgrades	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✔	✘	✘	✔	✘	✔	✘	✔	✔	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔
164	Wayfinding Signage Plan	College Park	College Park MARTA station	Roadway Transportation System Management & Operation	✔	✘	✘	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔
165	Provide parking deck at East Point station parking lot and reduce surface parking. As described in TOD LCI.	East Point	East Point MARTA station	Transit Asset Management and System Upgrades	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✔	✘	✘	✔	✘	✔	✘	✔	✔	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔
166	Provide parking deck (consider Automated Parking Systems) at College Park station parking lot and reduce surface parking.	College Park	College Park MARTA station	Transit Asset Management and System Upgrades	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✘	✔	✘	✘	✔	✘	✔	✘	✔	✔	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔
169	Install protected bike lanes.	College Park	US 29/Main St	Bicycle and Pedestrian	✔	✘	✔	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✔
170	Install protected bike lanes.	College Park	US 29/Main St	Bicycle and Pedestrian	✔	✘	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✔
171	Convert existing conventional angle parking in downtown College Park to back-in angle parking	College Park	US 29/Main St	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
172	Convert existing conventional angle parking at East Point MARTA station to the GDOT preferred back-in angle parking	East Point	US 29/Main St	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
173	Construct raised median from Flat Shoals Rd to Sullivan Rd.	College Park, South Fulton	SR 279/Old National Hwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
175	Construct raised median in downtown Fairburn.	Fairburn	US 29/Broad St	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
176	Install roadside barrier/guardrail at locations where obstructions are located within the clear zone	Chattahoochee Hills, College Park, South Fulton, Union City	SR 14/South Fulton Pkwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔

Southern Fulton Comprehensive Transportation Plan: Project Funding Matrix

					Private	Federal																																	State						Local					
					Public-Private Partnership	FHWA Formula Programs										Federal Transit Administration: Formula Funds						Federal Highway Administration Competitive Grants									Federal Transit Administration: Competitive Grants									Other Federal Programs						GDOT					SRTA	Atlanta Regional Commission					Fulton County
Project ID	Description	Jurisdiction	Road Name	Project Type	Public-Private Partnerships	National Highway Performance Program (NHPP) - 23 USC 119	Surface Transportation Block Grant Program (STBG) - 23 USC 133	Highway Safety Improvement Program (HSIP)	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program (CMAQ) - 23 USC 149	National Highway Freight Program (NHFP)	Metropolitan Planning Program	Highway Bridge Program - Bridge Rehabilitation (HBRRP)	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Grants for Buses and Bus Facilities Formula Program - 5339(a)	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	Public Transportation Emergency Relief Program - 5324	Urbanized Area Formula Grants - 5307	Better Utilizing Investments to Leverage Development (BUILD Grants)	Infrastructure and Rebuilding America (INFRA Grant)	Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)	Accelerated Innovation Deployment Demonstration (AID)	Automated Driving Systems Grant (ADS)	Competitive Highway Bridge Program (CHBP)	Access and Mobility Partnership Grants	Capital Investment Grants - 5309	Commuter Rail Positive Train Control Grants	Integrated Mobility Innovation (IMI)	Low or No Emission Vehicle Program - 5339(c)	Public Transportation Innovation - 5312	Safety Research and Demonstration Program (5312)	Transportation's Federal Interagency Safety Administration High Priority Grants)	Choice Neighborhoods Implementation Grant Program	Energy Efficiency and Conservation Block Grant Program	Local Maintenance and Improvement Grant	Roadside Enhancement and Beautification Council (REBC) Grant	Safe Routes to School (SRTS)	Quick Response Funds (Projects < $200,000)	Georgia's Transportation Infrastructure Bank (GTIB) Grants & Loans	Livable Communities Initiative (LCI) Planning Grant)	Smart Communities Challenge	Community Development Assistance Program (CDAP)	TSPLOST
177	Widen SR 92 to 2 thru lanes in each direction and add turn bays from south of South Fulton Pkwy to north of Hall Rd; Install signal at intersection of SR 92 / Thompson Rd. Long Term Project: Continuous Flow Intersection per GDOT project PI#0014081	South Fulton, Union City	SR 92/Campbellton Fairburn Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
178	Make the left turns protected only and expand the northbound left turn lane to a dual left.	South Fulton	SR 138/Jonesboro Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
181	Intersection improvement	Fulton County	SR 139/Martin Luther King, Jr. Dr	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
188	Roadway widening from 4 to 6 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	College Park, East Point	SR 6/Camp Creek Pkwy	Roadway Expansion	✔	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
189	Roadway widening from 2 to 4 lanes, improved traffic signals, update bike and pedestrian paths, and update lighting. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	East Point	Washington Rd	Roadway Expansion	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
190	Roadway widening for 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	East Point	Washington Rd	Roadway Expansion	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
192	Interchange improvement	College Park	SR 279/Old National Hwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
193	Widen from 4 to 6 lanes and add raised median. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton	SR 279/Old National Hwy	Roadway Expansion	✔	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
194	Midblock pedestrian crossing	College Park	SR 279/Old National Hwy	Bicycle and Pedestrian	✔	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔
195	South Fulton Park and Ride to College Park MARTA Station Queue Jumpers (MARTA Route 89)	South Fulton	Flat Shoals Rd	Misc. Emissions Related Projects	✔	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✘	✔	✘	✔	✔	✘	✘	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
196	SR 279/Old National Hwy at Godby Rd.: Safety Study and Improvements	College Park	SR 279/Old National Hwy	Other	✘	✘	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✘	✔
200	SR 279/Old National Hwy at Flat Shoals Rd.: Safety study and improvements, including Advanced Traffic Management Systems (ATMS)	South Fulton	SR 279/Old National Hwy	Other	✘	✘	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✘	✔
202	Install crosswalks and sidewalks	South Fulton	Flat Shoals Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✘	✘	✘	✔	✔	✘	✘	✘	✔
205	C/D and/or loop ramps for WB South Fulton Pkwy to Buffington Road	College Park	SR 14/South Fulton Pkwy	Roadway Expansion	✔	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
206	Intersection re-alignment to allow for signal	Palmetto	Phipps Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
207	Roadway widening from 2 to 4 lanes, including sidewalks. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	Fairburn, South Fulton, Union City	Oakley Industrial Blvd	Roadway Expansion	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
209	New interchange at Gullatt Rd or Johnson Rd. The exact location will be determined in the IJR.	Fairburn, Palmetto	I-85	Roadway Expansion	✔	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
210	Alternate and parallel routes along South Fulton Parkway	College Park, South Fulton, Union City	SR 14/South Fulton Pkwy	Roadway Expansion	✔	✔	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
214	Increasing frequency of paving and or convert from asphalt to concrete during next cycle for high truck volume roads	All jurisdictions	High truck volume locations throughout South Fulton	Other	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
215	Regional contract for bus stop maintenance (e.g., landscaping, and trash retrieval) and smart trash receptacles (MARTA Army)	All jurisdictions	Bus Stops in Southern Fulton Region	Transit Asset Management and System Upgrades	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✔	✘	✔
216	Regional contract for signal monitoring, maintenance and operations (RTOP "like" on non-state routes)	All jurisdictions	Southern Fulton Region	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✘	✔
219	Trees Atlanta partnership opportunity for shade trees at bus stops without shelters (requires coordination with GDOT on state routes)	All jurisdictions	Bus Stops in Southern Fulton Region	Other	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✔
224	Cities coordinate with GDOT Operations to utilize contract vehicle and coordinate signal upgrade improvements	All jurisdictions	Southern Fulton Region	Other	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✔
225	Reflective signal backplates on all identified smart corridors that do not already have them (most state routes already do). 58 intersection locations assumed.	All jurisdictions	Smart Corridors in Southern Fulton Region	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✔	✘	✔
226	On freight corridors, raise signal head height or add signal on side to increase visibility blocked by trucks. 75 intersection locations assumed.	All jurisdictions	Freight Corridors in Southern Fulton Region	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✔	✔	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✔	✘	✔
227	Bike signal detection near College Park MARTA station	College Park, East Point	US 29/Main St	Bicycle and Pedestrian	✔	✔	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✔	✔	✘	✔	✘	✘	✔
229	Electric vehicle charging/smart streetlights for on-street parking in downtown College Park. Three charging spots.	College Park	N/A	Roadway Transportation System Management & Operation	✔	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✘	✔	✘	✔	✘	✘	✔
230	As new development reviews occur, consider automated parking systems as alternate to surface lots.	All jurisdictions	N/A	Other	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
232	CIDs wayfinding locations	Atlanta, College Park, East Point, Hapeville, South Fulton	N/A	Roadway Transportation System Management & Operation	✔	✘	✘	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔
233	Designate loading zones for trucks and TNCs in downtown College Park	College Park	N/A	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✘	✔
234	Install fiber wherever construction occurs and fiber does not exist	All jurisdictions	N/A	Other	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
235	Require new industrial and some commercial developments to include for truck parking and explore parking options at existing large developments (e.g., retail centers)	All jurisdictions	N/A	Other	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
236	Install raised medians on multi-lane corridors without existing raised medians as needed. When other projects are done along a freight corridor, a raised median should be included where it makes sense.	Atlanta, College Park, East Point, Fairburn, Fulton County, Palmetto, Union City	Freight Corridors in Southern Fulton Region	Other	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
239	Southern Fulton lighting assessment (note that lights on state routes have to be maintained by cities, including interstates). Add (LED) lighting to heavily forested corridors, including South Fulton Parkway, Campbellton Fairburn Rd, SR 92, SR 56 beyond Welcome All Rd, US 29.	All jurisdictions	Southern Fulton Region	Other	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✔
240	Conduct area wayfinding/signage inventory (expand off inventory from AACIDs). The inventory may also include needs assessment and recommendations for new/updated signage.	All jurisdictions	Southern Fulton Region	Roadway Transportation System Management & Operation	✔	✘	✘	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✔
241	US 29 corridor study for traffic operations, roadway capacity, bicycle and pedestrian facilities, access management, etc. US 29 from City of Atlanta to Coweta County limits.	College Park, East Point, Fairburn, Palmetto, South Fulton, Union City	US 29/Roosevelt Hwy	Other	✘	✘	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✔
242	Conduct analysis and develop policies to reduce truck traffic on local residential roads. May include cameras, apps/notifications to drivers, etc. as well as infrastructure constraints causing trucks to travel on residential roads	Union City	N/A	Other	✘	✘	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✔
243	New Access Points along S Fulton Pkwy	Union City	SR 14/South Fulton Pkwy	Roadway Transportation System Management & Operation	✔	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
248	Expand The Lakes Point to provide northside access. Expand Harbor Grove Apartments to provide northside access.	South Fulton, Union City	SR 14/South Fulton Pkwy	Roadway Expansion	✔	✔	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
251	Intersection improvements	South Fulton	SR 6/Camp Creek Pkwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
253	Multi-use off-road trail	Atlanta, College Park, East Point, South Fulton	SR 6/Camp Creek Pkwy	Trail	✔	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔
256	Roadway widening from 4 to 6 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	Fulton County	SR 70/Fulton Industrial Blvd	Roadway Expansion	✔	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
261	Intersection improvement, which may include construction of a tight diamond interchange	South Fulton	SR 14/South Fulton Pkwy	Roadway Expansion	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
263	Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton	SR 166/Campbellton Rd	Roadway Expansion	✔	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
264	As new park and ride lots are built, policies should allow for other uses such as overnight truck parking	All jurisdictions		Other	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
267	Install crosswalks and sidewalks	East Point	Headland Dr/Norman Berry Dr	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔
268	Install crosswalks and sidewalks	East Point	Sylvan Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔

Southern Fulton Comprehensive Transportation Plan: Project Funding Matrix					Private	Federal																													State					Local			
					Public-Private Partnership	FHWA Formula Programs								Federal Transit Administration: Formula Funds					Federal Highway Administration Competitive Grants						Federal Transit Administration: Competitive Grants							Other Federal Programs			GDOT				SRTA	Atlanta Regional Commission			Fulton County
Project ID	Description	Jurisdiction	Road Name	Project Type	Public-Private Partnerships	National Highway Performance Program (NHPP) - 23 USC 119	Surface Transportation Block Grant Program (STBG) - 23 USC 133	Highway Safety Improvement Program (HSIP)	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program (CMAQ) - 23 USC 149	National Highway Freight Program (NHFP)	Metropolitan Planning Program	Highway Bridge Replacement & Rehabilitation (HBRRP)	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Grants for Buses and Bus Facilities Formula Program - 5339(a)	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	Public Transportation Emergency Relief Program - 5324	Urbanized Area Formula Grants - 5307	Better Utilizing Investments to Leverage Development (BUILD Grants)	Infrastructure and Rebuilding America (INFRA Grant)	Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)	Accelerated Innovation Deployment Demonstration (AID)	Automated Driving Systems Grant (ADS)	Competitive Highway Bridge Program (CHBP)	Access and Mobility Partnership Grants	Capital Investment Grants - 5309	Commuter Rail Positive Train Control Grants	Integrated Mobility Innovation (IMI)	Low or No Emission Vehicle Program - 5339(c)	Public Transportation Innovation - 5312	Safety Research and Demonstration Program (SRD)	Transportation's Federal Motor Carrier Safety Administration - High Priority Grants)	Choice Neighborhoods Implementation Grant Program	Energy Efficiency and Conservation Block Grant Program	Local Maintenance and Improvement Grant	Roadside Enhancement and Beautification Council (REBC) Grant	Safe Routes to School (SRTS)	Quick Response Funds (Projects < $200,000)	Georgia Transportation Infrastructure Bank (GTIB) Grants & Loans	Livable Communities Initiative (LCI) Planning Grant)	Smart Communities Challenge	Community Development Assistance Program (CDAP)	TSPLOST
269	Install crosswalks and sidewalks	South Fulton	SR 138/Jonesboro Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
272	Intersection improvement	South Fulton	SR 6/Camp Creek Pkwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
273	Intersection improvements, including potentially: extending left lane(s) at Stonewall Tell Rd onto South Fulton Pkwy; and extending the eastbound left turn lane and westbound right turn lanes	Union City	SR 14/South Fulton Pkwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
274	Install crosswalks and sidewalks	South Fulton, Union City	SR 92/Campbellton Fairburn Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
276	Intersection improvement, including pedestrian crossing	Fulton County, South Fulton	SR 70/Fulton Industrial Blvd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
277	Intersection improvement	East Point	SR 6/Camp Creek Pkwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
278	Install crosswalks and sidewalks to improve access to transit	Fairburn	SR 74/Senoia Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
279	Install crosswalks and sidewalks	Union City	SR 138/Jonesboro Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
280	Install crosswalks and sidewalks	Union City	SR 138/Jonesboro Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
281	Intersection improvement	Union City	SR 138/Jonesboro Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
282	Install crosswalks and sidewalks	College Park	US 29/Roosevelt Hwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
284	Install crosswalks and sidewalks	South Fulton	US 29/Roosevelt Hwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
285	US 29 - Improved access to Consolidated Rental Car Center (Contract) from local street network	College Park	US 29/Roosevelt Hwy	Roadway Expansion	✔	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
286	Intersection improvement	South Fulton	US 29/Roosevelt Hwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
287	Intersection improvement	College Park	US 29/Roosevelt Hwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
289	Install crosswalks and sidewalks	Palmetto	Church St	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
292	Intersection reconfiguration and added turning lanes	East Point	Welcome All Rd/Welcome All Connector	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
866	Bridge rehabilitation or replacement	Chattahoochee Hills	Garretts Ferry Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
867	Bridge rehabilitation or replacement	Chattahoochee Hills	Barnes Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
868	Bridge rehabilitation or replacement	Chattahoochee Hills	Vernon Grove Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
869	Bridge rehabilitation or replacement	Chattahoochee Hills	Atlanta Newnan Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
870	Bridge rehabilitation or replacement	Palmetto	Phillips Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
871	Bridge rehabilitation or replacement	Fairburn	Johnson Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
872	Bridge rehabilitation or replacement	South Fulton	Harris Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
873	Bridge rehabilitation or replacement	South Fulton	Koweta Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
875	Bridge rehabilitation	Fulton County, South Fulton	I-20	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
876	Bridge rehabilitation	Fulton County	SR 70/Fulton Industrial Blvd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
877	Bridge rehabilitation	Fulton County	SR 70/Fulton Industrial Blvd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
878	Bridge rehabilitation	Fulton County	SR 70/Fulton Industrial Blvd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
879	Bridge rehabilitation	South Fulton	SR 6/Camp Creek Pkwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
880	Bridge rehabilitation	South Fulton	SR 6/Camp Creek Pkwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
881	Bridge rehabilitation	South Fulton	SR 6/Camp Creek Pkwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
882	Bridge rehabilitation	South Fulton	Aldredge Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
885	Bridge rehabilitation	South Fulton	Jones Bridge Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
886	Bridge rehabilitation	South Fulton	Northcutt Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
887	Bridge rehabilitation	South Fulton	Short Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
888	Bridge rehabilitation	South Fulton	Ono Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
889	Bridge rehabilitation	South Fulton	Hobgood Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
890	Bridge rehabilitation	South Fulton	Bishop Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
891	Bridge rehabilitation	South Fulton	Herndon Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
892	Bridge rehabilitation	South Fulton	Derrick Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
893	Bridge rehabilitation	South Fulton	Mallory Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
894	Bridge rehabilitation	South Fulton	Stacks Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
895	Bridge rehabilitation	College Park	US 29/Roosevelt Hwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
896	Bridge rehabilitation	South Fulton	Cascade Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
899	Bridge rehabilitation	South Fulton	Burdette Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
900	Bridge rehabilitation	South Fulton	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
901	Bridge rehabilitation	South Fulton	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
902	Bridge rehabilitation	South Fulton	Spence Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
904	Bridge rehabilitation	Chattahoochee Hills	Capps Ferry Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
905	Bridge rehabilitation	Chattahoochee Hills	Westside Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
906	Bridge rehabilitation	Chattahoochee Hills	Sardis Church Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
907	Bridge rehabilitation	Chattahoochee Hills	Rico Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
908	Bridge rehabilitation	Chattahoochee Hills	Rico Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
909	Bridge rehabilitation	Chattahoochee Hills	Old Phillips Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
910	Bridge rehabilitation	Chattahoochee Hills	Waterworks Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
911	Bridge rehabilitation	Chattahoochee Hills	Wilkerson Mill Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
912	Bridge rehabilitation	Chattahoochee Hills	Cochran Mill Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
913	Bridge rehabilitation	Chattahoochee Hills	SR 14/South Fulton Pkwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
914	Bridge rehabilitation	Chattahoochee Hills	Woodruff Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
916	Bridge rehabilitation	South Fulton, Union City	Flat Shoals Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔

Southern Fulton Comprehensive Transportation Plan: Project Funding Matrix					Private	Federal																												State				Local			
					Public-Private Partnership	FHWA Formula Programs									Federal Transit Administration: Formula Funds						Federal Highway Administration Competitive Grants						Federal Transit Administration: Competitive Grants									Other Federal Programs			GDOT				SRTA	Atlanta Regional Commission				Fulton County
Project ID	Description	Jurisdiction	Road Name	Project Type	Public-Private Partnerships	National Highway Performance Program (NHPP) - 23 USC 119	Surface Transportation Block Grant Program (STBG) - 23 USC 133	Highway Safety Improvement Program (HSIP)	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Progam (CMAQ) - 23 USC 149	National Highway Freight Program (NHFP)	Metropolitan Planning Program	Highway Bridge Program - Bridge Rehabilitation (HBRRP)	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Grants for Buses and Bus Facilities Formula Program - 5339(a)	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	Public Transportation Emergency Relief Program - 5324	Urbanized Area Formula Grants - 5307	Better Utilizing Investments to Leverage Development (BUILD Grants)	Infrastructure and Rebuilding America (INFRA Grant)	Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)	Accelerated Innovation Deployment Demonstration (AID)	Automated Driving Systems Grant (ADS)	Competitive Highway Bridge Program (CHBP)	Access and Mobility Partnership Grants	Capital Investment Grants - 5309	Commuter Rail Positive Train Control Grants	Integrated Mobility Innovation (IMI)	Low or No Emission Vehicle Program - 5339(c)	Public Transportation Innovation - 5312	Safety Research and Demonstration Program (5312)	Transportation's Federal Lands Access Program - High Priority Grants)	Choice Neighborhoods Implementation Grant Program	Energy Efficiency and Conservation Block Grant Program	Local Maintenance and Improvement Grant	Roadside Enhancement and Beautification Council (REBC) Grant	Safe Routes to School (SRTS)	Quick Response Funds (Projects < $200,000)	Georgia's Transportation Infrastructure Bank (GTIB) Grants & Loans	Livable Communities Initiative (LCI) Planning Grant)	Smart Communities Challenge	Community Development Assistance Program (CDAP)	TSPLOST
917	Bridge rehabilitation	Union City	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
918	Bridge rehabilitation	College Park	I-285 Ramp	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
919	Bridge rehabilitation	College Park	SR 279/Old National Hwy	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
920	Bridge rehabilitation	College Park	SR 6/Camp Creek Pkwy	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
921	Bridge rehabilitation	College Park	Herschel Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
922	Bridge rehabilitation	College Park	US 29/Main St	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
923	Bridge rehabilitation	East Point	Central Ave	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
924	Bridge rehabilitation	East Point	SR 154/Cascade Palmetto Hwy	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
926	Bridge rehabilitation	East Point	SR 166/Campbellton Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
927	Bridge rehabilitation	East Point	SR 154/Cascade Palmetto Hwy	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
928	Bridge rehabilitation	East Point	I-285	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
929	Bridge rehabilitation	East Point	N Commerce Dr	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
930	Bridge rehabilitation	East Point	Welcome All Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
931	Bridge rehabilitation	East Point	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
932	Bridge rehabilitation	Fairburn	Rivertown Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
933	Bridge rehabilitation	Fairburn	Rivertown Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
934	Bridge rehabilitation	Fairburn	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
935	Bridge rehabilitation	Fairburn	Oakley Industrial Blvd	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
936	Bridge rehabilitation	Fairburn	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
937	Bridge rehabilitation	Fairburn	Landrum Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
938	Bridge rehabilitation	Fairburn	Creekwood Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
939	Convert intersection to unsignalized Restricted Crossing U-turn design; install signage to redirect left turns to Mason Road; cut trees back to improve sight lines; upgrade pavement markings; install raised pavement markers and median nose delineators; and install sidewalks along South Fulton Parkway (SR 14).	Union City	SR 14/South Fulton Pkwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
940	To tighten the approaches and curb radius along Jailette Road and Scarborogh Road to reinforce the residential character of these roadways; upgrade pavement markings and install raised pavement markers; Install signage along Welcome All Road directing trucks to stay on Welcome All Road to complement existing signage prohibiting trucks on Jailette Road and Scarborough Road. Coordinate with Fulton County T-SPLOST project CSF-159, Welcome All Road at Scarboro Road intersection improvements to provide geometric and congestion relief.	South Fulton	Welcome All Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✖	✖	✖	✔
941	Upgrade and enhance pavement markings; retrofit pedestrian poles and signal heads; install raised pavement markers and median nose delineators; relocate stop bar, add supplemental signal heads and signage to discourage vehicles from queuing on the railroad tracks; and install sidewalks along Welcome All Road.	East Point	Ben Hill Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✔	✖	✖	✔
942	Extend the westbound left-turn lane beyond Carmia Drive and install flexible delineator posts along the left-turn lane on Camp Creek Parkway to prohibit vehicles exiting Carmia Drive from weaving across intersection to make a left-turn or U-turn at Centre Parkway; cut back trees along Camp Creek Parkway to improve sight lines. Relocate the sign on Centre Parkway to the side of the road; stripe two approach lanes along Centre Parkway; install a dedicated left-turn lane to Camp Creek Parkway; convert northbound left-turn signal phasing to protected + permissive and install a left-turn FYA signal head. Implement recommendations from SR 6 Access Management Study to direct circulating retail traffic to frontage roads.	East Point	SR 6/Camp Creek Pkwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✔	✖	✖	✔
943	Install "No U-Turn" sign along westbound Camp Creek Parkway; install wayfinding signage along Marketplace Boulevard and Shelby Lane to direct traffic destined for eastbound Camp Creek Parkway to North Commerce Drive; add N. Commerce Drive at Shelby Lane signal to SR 6 RTOP system; implement recommendations from SR 6 Access Management Study to direct circulating traffic to frontage road (Redwine Road - confirm); cut back trees along Camp Creek Parkway to improve sight lines; retrofit curb radii, adjacent drainage structure, and sidewalks; install raised median along North Commerce Drive between Camp Creek Parkway and Creek Pointe Way and "Don't Block the Box" pavement markings at the Creek Pointe Way intersection. In the medium term, evaluate the need to restrict left-turn movements from Creek Pointe Way.	East Point	SR 6/Camp Creek Pkwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✔	✖	✖	✔
944	Install roundabout; upgrade pavement markings; install raised pavement markers; retrofit drainage structure.	East Point	N Commerce Dr	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✔	✖	✖	✔
946	Convert northbound left-turn signal phasing to protected + permissive and install a left-turn flashing yellow arrow signal head; close U-Haul driveway; and extend sidewalk along Washington Road.	South Fulton	N Commerce Dr	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✔	✖	✖	✔
947	Upgrade pavement markings and install raised pavement markers; upgrade signal equipment, signal heads, and wiring; install directional signage and pavement markings to direct vehicles to SR 139, US 29, and I-285; retrofit curb radii.	College Park	Global Gateway Conn	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✔	✖	✖	✔
948	Upgrade pedestrian landing; convert northbound left-turn and westbound left-turn signal phasing to Protected + Permissive and install left turn flashing yellow arrow signal heads; add channelized yield-controlled eastbound right turn lane with raised concrete island; convert northbound right-turn lane to channelized yield-controlled movement with raised concrete island; and either convert West Point Avenue to right-in/right-out approach or relocate West Point Avenue to the east to mitigate vehicular conflicts.	College Park	SR 279/Old National Hwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✔	✖	✖	✔
949	Upgrade pavement markings; install raised pavement markers and median nose delineators; add pedestrian accommodations; convert outside southbound through-lane to exclusive right-turn lane with overlap phase and FYA; convert inside northbound through-lane to exclusive left-turn lane; convert eastbound and westbound left-turn signals to FYAs; convert outside eastbound through-lane to exclusive right-turn lane.	East Point, Hapeville	Loop Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✔	✔	✖	✖	✔

Southern Fulton Comprehensive Transportation Plan: Project Funding Matrix

					Private	Federal																												State				Local			
					Public-Private Partnership	FHWA Formula Programs									Federal Transit Administration: Formula Funds						Federal Highway Administration Competitive Grants						Federal Transit Administration: Competitive Grants									Other Federal Programs			GDOT				SRTA	Atlanta Regional Commission				Fulton County
Project ID	Description	Jurisdiction	Road Name	Project Type	Public-Private Partnerships	National Highway Performance Program (NHPP) - 23 USC 119	Surface Transportation Block Grant Program (STBG) - 23 USC 133	Highway Safety Improvement Program (HSIP)	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Progam (CMAQ) - 23 USC 149	National Highway Freight Program (NHFP)	Metropolitan Planning Program	Highway Bridge Replacement & Rehabilitation (HBRRP)	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Grants for Buses and Bus Facilities Formula Program - 5339(a)	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	Public Transportation Emergency Relief Program - 5324	Urbanized Area Formula Grants - 5307	Better Utilizing Investments to Leverage Development (BUILD Grants)	Infrastructure and Rebuilding America (INFRA Grant)	Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)	Accelerated Innovation Deployment Demonstration (AID)	Automated Driving Systems Grant (ADS)	Competitive Highway Bridge Program (CHBP)	Access and Mobility Partnership Grants	Capital Investment Grants - 5309	Commuter Rail Positive Train Control Grants	Integrated Mobility Innovation (IMI)	Low or No Emission Vehicle Program - 5339(c)	Public Transportation Innovation - 5312	Safety Research and Demonstration Program (5312)	Transportation's Equity Advancement Center Safety Administration High Priority Grants)	Choice Neighborhoods Implementation Grant Program	Energy Efficiency and Conservation Block Grant Program	Local Maintenance and Improvement Grant	Roadside Enhancement and Beautification Council (REBAC) Grant	Safe Routes to School (SRTS)	Quick Response Funds (Projects < $200,000)	Georgia's Transportation Infrastructure Bank (GTIB) Grants & Loans	Livable Communities Initiative (LCI) Planning Grant)	Smart Communities Challenge	Community Development Assistance Program (CDAP)	TSPLOST
962	Redirect Camp Creek Marketplace Traffic: Build on recommendation from SR 6 Access Management Study and redirect Public traffic in Camp Creek Marketplace area from Princeton Lakes Parkway to Carmia Drive.	East Point	SR 6/Camp Creek Pkwy	Roadway Transportation System Management & Operation	✔	✘	✘	✔	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
975	Access Management Policy: Collaborate with local jurisdictions to establish and adopt access management policies or overlay districts that require the installation of interparcel connections along regional truck routes during redevelopment or expansion of an existing use, and consolidation of access when adjacent parcels come under common ownership. Such overlays or policies could establish standards for the number, density and spacing of curb cuts to better manage access and seek to provide access via side streets rather than the mainline where possible. Routes to be considered include regional truck routes that transect or are adjacent to AACIDs: Camp Creek Parkway (SR 6) Main Street (US 29/SR 14), Roosevelt Highway (US 29/SR 14), Old Dixie Road (US 41/US 19/SR 3), and Forest Parkway (SR 331), as well as arterial roadways that carry a substantial volume of truck traffic like Old National Highway (SR 279), South Fulton Parkway, and Riverdale Road (SR 139).	All jurisdictions		Other	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
979	Access Management: As redevelopment occurs, seek opportunities to consolidate driveways along Old National Highway (SR 279) from south of Jolly Road (limit of PI 0013724) to Pleasant Hill Road.	All jurisdictions	Old National Highway (SR 279)	Other	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
981	Repurpose Vacant Commercial or Industrial Properties for Temporary Truck Parking: Work with local governments, property owners, and/or property managers to identify candidate vacant properties that could accommodate truck staging and/or overnight parking on a temporary basis. The temporary repurposing of these properties should be handled on a case-by-case basis and depending on the situation at-hand, management and oversight of the parking lot could be handed by a third-party operator, by the property owner, or local government.	All jurisdictions		Other	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
982	Redevelop Underutilized Sites for New Permanent Truck Parking: Identify potential candidate locations and evaluate the feasibility of redeveloping underutilized sites into permanent truck parking with amenities such as security (fence) and plumbing.	All jurisdictions		Other	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
983	Bridge rehabilitation	College Park	SR 14/South Fulton Pkwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
984	Bridge rehabilitation	College Park	US 29/Roosevelt Hwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
985	Bridge rehabilitation	Union City	Buffington Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
987	Bridge rehabilitation	College Park	I-85 North	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
988	Bridge rehabilitation	Hapeville	International Dr	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
989	Bridge rehabilitation	Fairburn	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
990	Bridge rehabilitation	College Park	I-85 Ramp	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
991	Bridge rehabilitation	College Park	SR 6/Camp Creek Pkwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
992	Bridge rehabilitation	Hapeville	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
993	Bridge rehabilitation	College Park	I-85 North	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
995	Bridge rehabilitation	Hapeville	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
996	Bridge rehabilitation	Union City	High Point Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
997	Bridge rehabilitation	East Point	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
998	Bridge rehabilitation	East Point	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
1000	Bridge rehabilitation	College Park	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
1001	Bridge rehabilitation	College Park	SR 6/Camp Creek Pkwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
1002	Bridge rehabilitation	South Fulton	US 29/Roosevelt Hwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
1003	Bridge rehabilitation	Union City	I-85	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
1004	Bridge rehabilitation	Chattahoochee Hills, South Fulton	SR 154/Cascade Palmetto Hwy	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
1005	Bridge rehabilitation	South Fulton, Union City	Scarboro Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
1007	Bridge rehabilitation	East Point	I-285	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
1008	Bridge rehabilitation	Union City	Peter Rd	Roadway Asset Management and Resiliency	✔	✔	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
1010	Multi-use trail / Model Mile	Union City	Royal South Pkwy	Trail	✔	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✔
1037	Evaluate intersection for improvement opportunities, including potential signal and pedestrian crossing.	Fulton County	SR 70/Fulton Industrial Blvd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✔
1038	New Signal	College Park	Riverdale Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✔	✔	✘	✘	✔	✔
1039	Potential for Automated Parking System. A possible location is the lot with existing surface parking and detention pond on King Arnold St. east of Dearborn Plz.	Hapeville	N Central Ave	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✘	✘	✔
1041	Widen Roosevelt Highway (US 29/SR 14) from two to four lanes from S. Fulton Parkway to Washington Road, tying into the proposed roundabout at Washington Road. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	College Park, South Fulton	Roosevelt Highway/US 29	Roadway Expansion	✔	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔
1043	Camp Creek Parkway (SR 6) Median Barrier: Build on recommendation from SR 6 Access Management Study and provide a median barrier on Camp Creek Parkway (SR 6) between Fulton Industrial Boulevard (SR 70) and Welcome All Road.	South Fulton	Camp Creek Pkwy/SR 6	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✘	✔	✔	✘	✘	✔
1044	Camp Creek Parkway (SR 6) Advanced Dilemma-Zone Detection System: Building upon the SR 6 Truck Friendly Lanes project to the west of the Aerotropolis, coordinate with GDOT RTOP Program to leverage connected signal technology along Camp Creek Parkway (SR 6) from Butner Road to Conley Street/Convention Center Concourse to implement Advanced Dilemma-Zone Detection Systems to provide additional green signal time for trucks approaching signalized intersections. This should be developed as a pilot project and evaluated for potential application on other key truck routes, such as Old Dixie Road (US 19/41/SR 3), Roosevelt Highway (US 29/SR 14), and Forest Parkway (SR 331).	College Park, South Fulton, East Point	Camp Creek Pkwy/SR 6	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✔	✔	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✔	✘	✔	✔	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✘	✔	✔
1050	Camp Creek Parkway (SR 6) Sidewalk: Fill gaps in sidewalk along Camp Creek Parkway (SR 6) between Washington Road and Airport Drive.	College Park, East Point	Camp Creek Pkwy/SR 6	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔
1051	Centre Parkway Sidewalk: Fill gaps in sidewalk along Centre Parkway between Camp Creek Parkway (SR 6) and N Commerce Drive.	East Point	Centre Pkwy Sidewalk	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✘	✘	✔

Southern Fulton Comprehensive Transportation Plan: Project Funding Matrix

					Private	Federal																												State				Local			
					Public-Private Partnership	FHWA Formula Programs									Federal Transit Administration: Formula Funds						Federal Highway Administration Competitive Grants						Federal Transit Administration: Competitive Grants							Other Federal Programs			GDOT				SRTA	Atlanta Regional Commission				Fulton County
Project ID	Description	Jurisdiction	Road Name	Project Type	Public-Private Partnerships	National Highway Performance Program (NHPP) - 23 USC 119	Surface Transportation Block Grant Program (STBG) - 23 USC 133	Highway Safety Improvement Program (HSIP)	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Progam (CMAQ) - 23 USC 149	National Highway Freight Program (NHFP)	Metropolitan Planning Program	Highway Bridge Program - Bridge Rehabilitation (HBRRP)	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Grants for Buses and Bus Facilities Formula Program - 5339(a)	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	Public Transportation Emergency Relief Program- 5324	Ubanized Area Formula Grants - 5307	Better Utilizing Investments to Leverage Development (BUILD Grants)	Infrastructure and Rebuilding America (INFRA Grant)	Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)	Accelerated Innovation Deployment Demonstration (AID)	Automated Driving Systems Grant (ADS)	Competitive Highway Bridge Program (CHBP)	Access and Mobility Partnership Grants	Capital Investment Grants - 5309	Commuter Rail Positive Train Control Grants	Integrated Mobility Innovation (IMI)	Low or No Emission Vehicle Program - 5339(c)	Public Transportation Innovation - 5312	Safety Research and Demonstration Program (5312)	Transportation's Federal Lands Access Program - Safety & Mobility Section (High Priority Grants)	Choice Neighborhoods Implementation Grant Program	Energy Efficiency and Conservation Block Grant Program	Local Maintenance and Improvement Grant	Roadside Enhancement and Beautification Council (REBC) Grant	Safe Routes to School (SRTS)	Quick Response Funds (Projects < $200,000)	Georgia's Transportation Infrastructure Bank (GTIB) Grants & Loans	Livable Communities Initiative (LCI) Planning Grant)	Smart Communities Challenge	Community Development Assistance Program (CDAP)	TSPLOST
1052	North Commerce Drive Sidewalk: Install sidewalk along the east side of N Commerce Drive between Redwine Road and Shelby Lane.	East Point	N Commerce Dr	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1054	Sullivan Road Sidewalk: Install sidewalk along the north side of Sullivan Road between Old National Highway (SR 279) and Best Road.	College Park	Sullivan Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1055	Best Road Sidewalk: Install sidewalk along the east side of Best Road between W Point Avenue and Sullivan Road.	College Park	Best Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1057	Herschel Road Truck Prohibition Signage: Per Sec. 19-25.1 of the City of College Park Code of Ordinances, install truck prohibition signs on southbound Herschel Avenue at its intersection with Camp Creek Parkway (SR 6) and on northbound Herschel Avenue at its intersection with Old National Highway (SR 279).	College Park	Herschel Rd	Roadway Transportation System Management & Operation	✔	✔	✘	✔	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
1058	Riverdale Road (SR 139) Truck Prohibition Signage: Per Sec. 19-25.1 of the City of College Park Code of Ordinances, install truck prohibition signs on westbound Riverdale Road (SR 139) at its intersection with Global Gateway Connector and on eastbound Riverdale Road (SR 139) at its intersection with Herschel Road.	College Park	Riverdale Rd	Roadway Transportation System Management & Operation	✔	✔	✘	✔	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
1059	Roosevelt Highway (US 29/SR 14) Sidewalk: Fill gaps in sidewalk along Roosevelt Highway between Ben Hill Road and Lee Street Connector, with focus on the area near Old National Highway (SR 279). Coordinate with GDOT PI 0011845 US 29/SR 14 at Washington Road intersection improvement.	College Park, South Fulton	Roosevelt Highway/US 29	Bicycle and Pedestrian	✔	✘	✔	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1060	New ramp from I-85 SB to Myrtle St/Columbia Ave	College Park	New Ramp	Roadway Expansion	✔	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
1061	Chattahoochee RiverLands Greenway along Chattahoochee River, nearly 100 miles from Bufford Dam to Chattahoochee Bend State Park	Chattahoochee Hills, South Fulton, Unincorporated Fulton County		Trail	✔	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✔	✘	✘	✘	✘	✘	✔
1064	Install new frontage road parallel to US 29 from Tatum Rd to Gullatt Rd	Palmetto	Along US 29	Roadway Expansion	✔	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✔
1067	Pedestrian bridge over the railroad and frontage road across from Harbor Lakes for employees of the distribution centers on Bohannon Rd	Fairburn	US 29 / railroad / frontage road (McLarin Rd)	Bicycle and Pedestrian	✔	✘	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔
1068	Safe, mid-block crossing at Georgia Military College campus, near Barton St. MARTA re-routed the bus route to pick up on the back side of campus, temporarily, and a safe crossing is needed to access the existing bus stop.	Fairburn	US 29 / NW Broad St	Bicycle and Pedestrian	✔	✘	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1070	Traffic signal warrant study at US 29 @ Senoia Rd. This is on a bus route and near senior center and police station. Signalized crossing would help seniors cross US 29 to access the senior center and police station.	Fairburn	US 29 / NW Broad St	Other	✘	✘	✘	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✔	✔	✔
1073	Washington Rd at Ben Hill Intersection Improvement - (Intersection of Washington Rd at Ben Hill Rd / W Taylor Ave at Cloverhurst Dr / Larose St)	East Point	Washington Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔
1075	Traffic analysis study for Camp Creek Marketplace area with recommendations for improved traffic flow.	East Point	Camp Creek Marketplace	Other	✘	✘	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✔	✔
1076	Smart/freight corridor improvements, including signal upgrades and freight signal priority, along SR 70/FIB from SR 166/Campbellton Rd to SR 92	South Fulton	Cascade Palmetto Hwy	Roadway Transportation System Management & Operation	✔	✔	✘	✔	✘	✔	✔	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✔	✘	✔
1078	Ridge Road @ Butner Road at SR 92 intersection improvement	South Fulton	SR 92	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1081	Addition of a right turn lane to Bakers Ferry Road; turn radii and median modifications; left turn bulb out for SB u-turns	Fulton County	Fulton Industrial Boulevard	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1082	Addition of a right turn lane to Cascade Road; turn radii and median modifications; pedestrian crossings an signals	Fulton County	Fulton Industrial Boulevard	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1083	Traffic signal installation at intersection	Fulton County	Fulton Industrial Boulevard	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1085	Installation of pedestrian crossings	Fulton County	Fulton Industrial Boulevard	Bicycle and Pedestrian	✔	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1086	Installation of pedestrian crossings	Fulton County	Fulton Industrial Boulevard	Bicycle and Pedestrian	✔	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1090	Installation of sidewalks	Fulton County	Great Southwest Parkway	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1091	Installation of sidewalks	Fulton County	Villanova Drive	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1093	Installation of sidewalks	Fulton County	Philip Lee Drive	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1094	Installation of sidewalks.	Fulton County	Westlake Blvd.	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1095	Installation of sidewalks	Fulton County	Westpark Drive	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1096	Installation of sidewalks	Fulton County	Wharton Drive	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1097	Install crosswalk (in conjunction with planned/programmed new bus shelter)	Fairburn	Roosevelt Highway	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1098	Install crosswalk (in conjunction with planned/programmed new bus shelter)	East Point	Centre Pkwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1099	Install crosswalk (in conjunction with planned/programmed new bus shelter)	South Fulton	Fairburn Rd SW	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1102	Intersection improvements at SR 74 at Senoia Road	Fairburn	SR 74	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1110	Conduct transit feasibility study for potential new high-capacity transit (such as bus rapid transit, express bus, or rail)	Chattahoochee Hills; City of South Fulton		Other	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✔
1113	Cities should consider updating development regulations to require property owners to dedicate ROW for future transit in areas where transit is planned.	All jurisdictions		Other	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
1114	Open Redwine Rd from Desert Dr to Prince George St. This section was closed to traffic in the 1980s and re-opening has been considered previously. Evaluate re-opening to improve traffic operations in the area.	East Point	Redwine Rd	Roadway Expansion	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✔
1115	Sidewalk on WB Camp Creek from Washington Rd to N Desert Dr	East Point	SR 6/Camp Creek Pkwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1116	Sidewalks on EB Camp Creek Pkwy from Desert Dr to existing sidewalk in College Park	East Point	SR 6/Camp Creek Pkwy	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1118	Sidewalks on Welcome All Rd from US 29/ Roosevelt Hwy to Scarboro/Jaillette Rd	South Fulton	Welcome All Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1137	Study for new roadway facility parallel to the north of Camp Creek Pkwy from approximately SR 70/Fulton Industrial Blvd. to Butner Rd.	South Fulton	Parallel roadway facility	Other	✘	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✘	✔
1138	Sidewalks along Merk Rd	South Fulton	Merk Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1139	Potential for Automated Parking System (APS) or other parking solution near Merk Rd and Wolf Creek Amphitheater	South Fulton	Merk Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1143	Install a raised median along corridor for safety	Fulton County	SR 70/Fulton Industrial Boulevard	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1145	Implement traffic calming and streetscaping including wider sidewalks and bicycle lanes; remove median.	College Park, East Point, Hapeville	Virginia Avenue	Bicycle and Pedestrian	✔	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✔	✘	✔
1147	Remove raised median along corridor in conjunction with streetscape project	College Park, East Point, Hapeville	Virginia Avenue	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1148	Intersection operation improvements, focusing on safety	East Point, Hapeville	Sylvan Road	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1149	Provide pedestrian improvements to connect to transit stops	East Point, Hapeville	Sylvan Road	Bicycle and Pedestrian	✔	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1150	Enhance transit stops with amenities (shelter, bench, trash receptacle, signage) and safety improvements around stop (e.g., crosswalks)	East Point, Hapeville	Sylvan Road	Transit Asset Management and System Upgrades	✔	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✘	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔
1151	Install a raised median along corridor for safety	Fairburn	SR 74/Senoia Rd/Fairburn Industrial Boulevard	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✘	✘	✘	✔
1152	Install sidewalks to connect to transit stops	Fairburn	SR 74/Senoia Rd/Fairburn Industrial Boulevard	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1154	Install railroad event broadcasting to notify drivers of trains	Fairburn	SR 74/Senoia Rd/Fairburn Industrial Boulevard	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✔	✔	✔	✘	✘	✘	✘	✘	✘	✔	✔	✔	✔	✔	✘	✔	✘	✔	✘	✘	✔	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✔	✘	✔
1156	Install a median along corridor for safety; assess driveway access and modify or eliminate access points for safety	South Fulton, Union City	SR 138/Jonesboro Rd	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1157	Upgrade signal cabinet for Dogwood Dr at North Ave intersection	Hapeville	Dogwood Dr	Roadway Transportation System Management & Operation	✔	✔	✘	✔	✘	✔	✘	✘	✘	✘	✘	✘	✔	✔	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✔	✘	✘	✔	✔	✔	✘	✔	✘	✔
1158	Thaxton Rd between Butner and Old Fairburn Rd	South Fulton	Thaxton Rd	Bicycle and Pedestrian	✔	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✔	✘	✘	✔	✔	✔	✔	✘	✘	✘	✔
1159	Pedestrian and Bicycle Masterplan for the City of South Fulton	South Fulton		Other	✘	✘	✔	✔	✘	✘	✘	✔	✘	✘	✘	✔	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✘	✔	✘	✔	✔	✔

Southern Fulton Comprehensive Transportation Plan: Project Funding Matrix

					Private	Federal																														State				Local			
					Public-Private Partnership	FHWA Formula Programs									Federal Transit Administration: Formula Funds						Federal Highway Administration Competitive Grants							Federal Transit Administration: Competitive Grants								Other Federal Programs				GDOT				SRTA	Atlanta Regional Commission				Fulton County
Project ID	Description	Jurisdiction	Road Name	Project Type	Public-Private Partnerships	National Highway Performance Program (NHPP) - 23 USC 119	Surface Transportation Block Grant Program (STBG) - 23 USC 133	Highway Safety Improvement Program (HSIP)	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program (CMAQ) - 23 USC 149	National Highway Freight Program (NHFP)	Metropolitan Planning Program	Highway Bridge Program & Rehabilitation (HBRRP)	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Grants for Buses and Bus Facilities Formula Program - 5339(a)	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	Public Transportation Emergency Relief Program - 5324	Urbanized Area Formula Grants - 5307	Better Utilizing Investments to Leverage Development (BUILD Grants)	Infrastructure and Rebuilding America (INFRA Grant)	Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)	Accelerated Innovation Deployment Demonstration (AID)	Automated Driving Systems Grant (ADS)	Competitive Highway Bridge Program (CHBP)	Access and Mobility Partnership Grants	Capital Investment Grants - 5309	Commuter Rail Positive Train Control Grants	Integrated Mobility Innovation (IMI)	Low or No Emission Vehicle Program - 5339(c)	Public Transportation Innovation - 5312	Safety Research and Demonstration Program (5312)	Transportation's Equity Action Center for Safety Administration High Priority Grants	Choice Neighborhoods Implementation Grant Program	Energy Efficiency and Conservation Block Grant Program	Local Maintenance and Improvement Grant	Roadside Enhancement and Beautification Council (REBAC) Grant	Safe Routes to School (SRTS)	Quick Response Funds (Projects < $200,000)	Georgia's Transportation Infrastructure Bank (GTIB) Grants & Loans	Livable Communities Initiative (LCI) Planning Grant	Smart Communities Challenge	Community Development Assistance Program (CDAP)	TSPLOST
1160	Cities should have uniform traffic impact analysis requirements. Developments with negative traffic impacts should make the same infrastructure improvements in all the municipalities in the study area. Also needed is a review of the criteria to require a traffic study, which may include a multimodal approach.	All jurisdictions		Other	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
1452	Install sidewalks on Line Creek Rd from Colonist Drive to SR 92	South Fulton	Line Creek Rd	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓
1453	Install sidewalks on Colonist Drive from Line Creek Rd to McClure Lake Road	South Fulton	Colonist Drive	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✓	✗	✗	✓	✗	✗	✗	✓
1454	Install sidewalks on McClure Lake Rd from Colonist drive to SR 92	South Fulton	McClure Lake Rd	Bicycle and Pedestrian	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✓	✗	✗	✓	✗	✗	✗	✓
1501	Microtransit Pilot within AACIDs. 24-passenger van to operate within Aerotropolis CID boundaries, focused on transportation for employees traveling outside of MARTA service hours.	All jurisdictions		Other	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
1502	Employer Networking: Networking meetings for area employers to identify employee transportation issues and develop area-wide solutions	All jurisdictions		Other	✗	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
1504	AERO TMA Boundary Expansion: Expand the AERO TMA to allow more tailored and in-depth TDM programming in South Fulton, including discounted transit passes. Would require going through ARC TMA feasibility process.	College Park, East Point, Hapeville		Other	✗	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
1505	New bus shelter at all MARTA bus stops meeting ridership criteria that do not currently have a shelter (see stops identified). Include smart trash receptacle. 22 bus stop locations.	All jurisdictions		Transit Asset Management and System Upgrades	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
1506	Benches at all MARTA bus stops meeting ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 44 bus stop locations.	All jurisdictions		Transit Asset Management and System Upgrades	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓
1507	Benches at all MARTA bus stops approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. 84 bus stop locations.	All jurisdictions		Transit Asset Management and System Upgrades	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓
1508	Resurface roadways based on GDOT's Pavement Management System prioritization system	Chattahoochee Hills		Roadway Asset Management and Resiliency	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✓
1509	Resurface roadways based on GDOT's Pavement Management System prioritization system	College Park		Roadway Asset Management and Resiliency	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✓
1510	Resurface roadways based on GDOT's Pavement Management System prioritization system	East Point		Roadway Asset Management and Resiliency	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✓
1511	Resurface roadways based on GDOT's Pavement Management System prioritization system	Fairburn		Roadway Asset Management and Resiliency	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✓
1512	Resurface roadways based on GDOT's Pavement Management System prioritization system	Hapeville		Roadway Asset Management and Resiliency	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✓
1513	Resurface roadways based on GDOT's Pavement Management System prioritization system	Palmetto		Roadway Asset Management and Resiliency	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✓
1514	Resurface roadways based on GDOT's Pavement Management System prioritization system	South Fulton		Roadway Asset Management and Resiliency	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✓
1515	Resurface roadways based on GDOT's Pavement Management System prioritization system	Union City		Roadway Asset Management and Resiliency	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✓
1516	Resurface roadways based on GDOT's Pavement Management System prioritization system	Fulton County, Fulton Industrial Blvd.		Roadway Asset Management and Resiliency	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✓
1517	Benches at all MARTA bus stops not approaching ridership criteria that do not currently have a bench (see stops identified). Include smart trash receptacle. Funded by cities. 637 bus stop locations.	All jurisdictions		Transit Asset Management and System Upgrades	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
1525	Extend the eastbound left-turn lane along Camp Creek Parkway to provide more storage. Coordinate with City of East Point (Fulton County T-SPLOST) project EP-181, Ale Circle realignment.	East Point	Camp Creek Parkway/SR 6	Roadway Transportation System Management & Operation	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓
1533	Install RRFB across Desert Drive to facilitate pedestrian crossing between bus stop on north side of the road and existing sidewalk along the south side of Desert Drive; consolidate existing bus stops and align with RRFB.	Eat Point	Desert Dr	Transit Asset Management and System Upgrades	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✓
1548	Partner with the Fulton Industrial Boulevard CID and local jurisdictions to conduct a scoping study along Camp Creek Parkway (SR 6) from the Chattahoochee River to I-85, with a focus on operations, capacity, and safety.	College Park	Camp Creek Parkway/SR 6	Other	✗	✗	✗	✓	✓	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	✓
1553	Partnerships to Provide Truck Parking Data to Existing Parking Availability Notification Apps: As more truck parking is developed within the Aerotropolis, work with companies to develop a real-time data feed on parking availability that can be pulled into existing parking notification apps to facilitate truck drivers more easily finding available parking within the area.	TBD - Private Companies		Other	✗	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
1554	Directional and Wayfinding Signage to Key Destinations: Install advance pavement marking and overhead directional and wayfinding signage along key freight routes that direct drivers to interstate highways and key destinations like Hartsfield-Jackson Atlanta International Airport and the Truckpass lot. Suggested locations include: Old Dixie Road north of Southpoint Drive; Old Dixie Road south of Conley Road; Forest Parkway (SR 331) east of Riverdale Road (SR 139); I-85 approaching Riverdale Road (SR 139); Riverdale Road (SR 139) approaching Sullivan Road (to the north and south); South Fulton Parkway (SR 14) west of the I-85/I-285 interchange; and Roosevelt Highway (US 29/SR 14) approaching South Fulton Parkway (to the north and south).	Districtwide		Roadway Transportation System Management & Operation	✓	✗	✓	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✓
1555	Study to Support Implementation of I-285 NB Directional Signage	East Point, South Fulton	I-285 NB	Other	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓
1556	Work with local jurisdictions to encourage them to adopt and implement policies that require new freight-generating warehouse and distribution facilities to allow and provide short-term/temporary on-site parking.	All jurisdictions		Other	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
1557	Sidewalk and First/Last Mile Upgrades: Collaborate with local and regional agencies to advance sidewalk projects along critical routes: North Loop Road, Riverdale Road, Camp Creek Parkway.	All jurisdictions		Other	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
1558	Zoning and Land Use Coordination: Provide information to Aerotropolis Alliance to facilitate collaboration with local agencies and partner jurisdictions and encourage them to review their respective zoning and development regulations to determine ways to better coordinate and accommodate truck traffic, as well as to avoid future conflicts between residential and industrial land uses. Strategies may include more clustering of manufacturing, warehousing and distribution centers; mandating or encouraging siting of such facilities on regional truck routes; or incentivizing redevelopment of underutilized properties in lieu of developing greenfields.	All jurisdictions		Other	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
1559	Systematic Intersection Upgrades along Key Truck Routes: Work with GDOT to prioritize standard intersection upgrades on key freight corridors where they have not already been installed. Standard upgrades should include installing PYAs for protected-permissive left turn phases; raised pavement markers; retroreflective signal panels; and median nose delineators. Suggested routes include: Camp Creek Parkway (SR 6); Old Dixie Road (US 19/US 41/SR 3); Roosevelt Highway (US 29/SR 14); Forest Parkway (SR 331).	All jurisdictions		Other	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
1560	Camp Creek Pkwy. at Enon Rd. intersection improvement and road alignment		Camp Creek Parkway/SR 6	Roadway Transportation System Management & Operation	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓
1561	SR 138/Jonesboro Rd. at Shannon Pkwy. intersection improvement		SR 138/Jonesboro Rd.	Roadway Transportation System Management & Operation	✓	✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓
1562	Intersection improvement at Flat Shoals Rd. at Oakley Rd. to improve left turn from WB Flat Shoals Rd. onto Oakley Rd.		Flat Shoals Rd.	Roadway Transportation System Management & Operation	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓
1563	Traffic calming measures on Pleasant Hill Rd. from Old National Hwy. to Castlegate Rd.	South Fulton	Pleasant Hill Rd. SW	Roadway Transportation System Management & Operation	✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✓	✗	✗	✗	✓
1564	South Fulton TrailNet: Cascade Trail	South Fulton		Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓
1565	South Fulton TrailNet: Cedar Grove Trail	South Fulton		Trail	✓	✗	✓	✓	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓

Southern Fulton Comprehensive Transportation Plan: Project Funding Matrix

					Private	Federal																												State				Local			
					Public-Private Partnership	FHWA Formula Programs									Federal Transit Administration: Formula Funds						Federal Highway Administration Competitive Grants							Federal Transit Administration: Competitive Grants								Other Federal Programs				GDOT				SRTA	Atlanta Regional Commission				Fulton County
Project ID	Description	Jurisdiction	Road Name	Project Type	Public-Private Partnerships	National Highway Performance Program (NHPP) - 23 USC 119	Surface Transportation Block Grant Program (STBG) - 23 USC 133	Highway Safety Improvement Program (HSIP)	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program (CMAQ) - 23 USC 149	National Highway Freight Program (NHFP)	Metropolitan Planning Program	Highway Bridge Program - Bridge Rehabilitation (HBRBP)	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Grants for Buses and Bus Facilities Formula Program - 5339(a)	Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	Public Transportation Emergency Relief Program - 5324	Urbanized Area Formula Grants - 5307	Better Utilizing Investments to Leverage Development (BUILD Grants)	Infrastructure and Rebuilding America (INFRA Grant)	Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)	Accelerated Innovation Deployment Demonstration (AID)	Automated Driving Systems Grant (ADS)	Competitive Highway Bridge Program (CHBP)	Access and Mobility Partnership Grants	Capital Investment Grants - 5309	Commuter Rail Positive Train Control Grants	Integrated Mobility Innovation (IMI)	Low or No Emission Vehicle Program - 5339(c)	Public Transportation Innovation - 5312	Safety Research and Demonstration Program (5312)	Transportation + Federal Aviation Administration Safety Collaboration High Priority Grants)	Choice Neighborhoods Implementation Grant Program	Energy Efficiency and Conservation Block Grant Program	Local Maintenance and Improvement Grant	Roadside Enhancement and Beautification Council (REBC) Grant	Safe Routes to School (SRTS)	Quick Response Funds (Projects < $200,000)	Georgia's Transportation Infrastructure Bank (GTIB) Grants & Loans	Livable Communities Initiative (LCI) Planning Grant)	Smart Communities Challenge	Community Development Assistance Program (CDAP)	TSPLOST
1566	South Fulton TrailNet: Cliftondale Trail	South Fulton		Trail	✔	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✔
1567	South Fulton TrailNet: Old National Trail	South Fulton		Trail	✔	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✔
1568	South Fulton TrailNet: Sandtown Trail	South Fulton		Trail	✔	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✔
1569	South Fulton TrailNet: Welcome All Trail	South Fulton		Trail	✔	✖	✔	✔	✔	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✔
1570	South Fulton TrailNet: Wolf Creek Trail	South Fulton		Trail	✔	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✔
1571	Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton, Palmetto	SR 154/Cascade Palmetto Hwy	Roadway Expansion	✔	✔	✔	✖	✖	✖	✔	✖	✖	✖	✖		✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1572	All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	All jurisdictions		Other	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖		✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔
1573	Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.	South Fulton	Butner Rd.	Roadway Expansion	✔	✔	✔	✖	✖	✖	✖	✖	✖	✖	✖		✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1574	Sidewalks on Enon Rd from Sanford J. Jones Blvd. to SR 6/Camp Creek Pkwy.	South Fulton	Enon Rd.	Bicycle and Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1575	Sidewalks on Enon Rd. from Camp Creek Pkwy. to SR 154/Campbellton Rd.	South Fulton	Enon Rd.	Bicycle and Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1576	Sidewalks on Wallace Rd. from SR 154/Campbellton Rd. to Enon Rd.	South Fulton	Wallace Rd.	Bicycle and Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1577	Intersection improvements at Stonewall Tell Rd. at US 29/Roosevelt Hwy.	South Fulton	US 29/Roosevelt Hwy.	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✔	✖	✔	✖	✖	✖	✖		✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1578	Install traffic signal at intersection of SR 70/Fulton Industrial Blvd. and Westgate Pkwy.	Fulton County	SR 70/Fulton Industrial Blvd.	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✔	✔	✖	✖	✖	✖		✖	✔	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✔	✖	✖	✖	✔	✔	✖	✔	✖	✔
1579	Sidewalk installation on both sides of SR 92/Campbellton Fairburn Rd	Chattahoochee Hills, South Fulton	SR 92/Campbellton Fairburn Rd	Bicycle and Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1580	Sidewalk on Bakers Ferry Road from Fulton Industrial Blvd to Mendel Dr/Boulder Park Dr	Fulton County	Bakers Ferry Road	Bicycle and Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1581	Sidewalk on Boat Rock Road from Fulton Industrial Blvd to SR 166	South Fulton	Boat Rock Road	Bicycle and Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1582	Install traffic signal at intersection of SR 70/Fulton Industrial Blvd. and Tradewater Pkwy./Riverside Dr.	Fulton County	SR 70/Fulton Industrial Blvd.	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✔	✔	✖	✖	✖	✖		✖	✔	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✔	✖	✖	✖	✔	✔	✖	✔	✖	✔
1583	Bike signal detection near East Point MARTA station	East Point	US 29/Main St	Bicycle and Pedestrian	✔	✔	✔	✔	✔	✔	✖	✖	✖	✖	✖		✖	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	✔	✔	✖	✔	✖	✔
1584	Electric vehicle charging/smart streetlights for on-street parking in downtown East Point. Three charging spots.	East Point	N/A	Roadway Transportation System Management & Operation	✔	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✖	✔	✖	✔
1585	Electric vehicle charging/smart streetlights for on-street parking in downtown Hapeville. Three charging spots.	Hapeville	N/A	Roadway Transportation System Management & Operation	✔	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✖	✔	✖	✔
1586	Electric vehicle charging/smart streetlights for on-street parking in downtown Fairburn. Three charging spots.	Fairburn	N/A	Roadway Transportation System Management & Operation	✔	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✖	✔	✖	✔
1587	Electric vehicle charging/smart streetlights for on-street parking in downtown Union City. Three charging spots.	Union City	N/A	Roadway Transportation System Management & Operation	✔	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✖	✔	✖	✔
1588	Electric vehicle charging/smart streetlights for on-street parking in downtown Palmetto. Three charging spots.	Palmetto	N/A	Roadway Transportation System Management & Operation	✔	✖	✖	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✖	✔	✖	✔
1589	Designate loading zones for trucks and TNCs in downtown East Point	East Point	N/A	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖		✖	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✖	✔	✖	✔
1590	Designate loading zones for trucks and TNCs in downtown Hapeville	Hapeville	N/A	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖		✖	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✖	✔	✖	✔
1591	Designate loading zones for trucks and TNCs in downtown Fairburn	Fairburn	N/A	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖		✖	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✖	✔	✖	✔
1592	Designate loading zones for trucks and TNCs in downtown Union City	Union City	N/A	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖		✖	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✖	✔	✖	✔
1593	Designate loading zones for trucks and TNCs in downtown Palmetto	Palmetto	N/A	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖		✖	✔	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✖	✔	✖	✔
1594	Sidewalk installation on both sides of SR 70/Cascade Palmetto Hwy	Chattahoochee Hills, South Fulton	SR 154/Cascade Palmetto Hwy	Bicycle and Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1595	Sidewalk installation on both sides of Church Street	Chattahoochee Hills, South Fulton	Church Street	Bicycle and Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
1596	Sidewalk installation on both sides of Fairburn Campbellton Rd	Chattahoochee Hills, South Fulton	Fairburn Campbellton Rd	Bicycle and Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✖	✖	✖	✔	✔	✖	✖	✖	✔
2000	In conjunction with Connected Vehicles Deployment Phase 1 (project #151), install vehicle transponders on fire vehicles			Roadway Transportation System Management & Operation	✔	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✔	✔	✖	✖	✔	✔	✖	✔	✖	✔
2001	Connected Vehicles Deployment Phase 2: Connected vehicle signal communication upgrades, including all signals on all roads, excluding those already upgraded or programmed for upgrade through CV1K initiative or through Connected Vehicles Deployment Phase 1. 95 signalized intersections in total.		95 intersections	Roadway Transportation System Management & Operation	✔	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✔	✔	✔	✔	✖	✖	✖	✖	✖	✖	✔	✖	✖	✖	✖	✔	✔	✖	✖	✔	✔	✖	✔	✖	✔
2002	Consider design elements such as wider sidewalks, when possible, to allow for physical distancing related to pandemics, such as COIVD-19.	All jurisdictions		Other	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖		✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔
2003	Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	Riverside Dr	Bicycle & Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✔	✖	✖	✔	✔	✔	✖	✖	✔
2004	Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	Union Rd	Bicycle & Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✔	✖	✖	✔	✔	✔	✖	✖	✔
2005	Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	Vandiver Rd	Bicycle & Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✔	✖	✖	✔	✔	✔	✖	✖	✔
2006	Install sidewalks on both sides of the road providing pedestrian access to Westlake High School	South Fulton	SR 154/Campbellton Rd	Bicycle & Pedestrian	✔	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖		✖	✖	✔	✖	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✔	✖	✖	✔	✔	✔	✖	✖	✔
2007	South Fulton CID Multimodal Study projects CID-12A & CID-12B. CID-12A: Intersection improvements at the ramp connecting SR 74 and McLarin Road (0.1 mile), including repaving and restriping the ramp as well as adding a channelized island. CID-12B: Intersection improvements at the ramp connecting SR 74 and U.S. 29 (0.2 miles)., creating an acceleration lane for vehicles turning southbound onto US 29.	Fairburn	US 29/Roosevelt Hwy	Roadway Transportation System Management & Operation	✔	✔	✔	✔	✖	✖	✔	✖	✖	✖	✖		✖	✖	✔	✔	✖	✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✖	✖	✔	✔	✖	✖	✖	✔	✔
2008	Intersection Justification Report (IJR) for new interchange at I-85 near Johnson Rd and Gullatt Rd	Fairburn, Palmetto	I-85	Other	✖	✖	✔	✔	✖	✖	✔	✔	✖	✖	✖		✔	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✖	✔	✔	✔