

MEETING MINUTES

June 8, 2021

2:00 PM

Committee Members Present:

Randy Ognio, Committee Chair - Representative, Fayette County BOC
Kevin Madden, Vice Committee Chair - Council Member, Peachtree City
Takiyah Christian, Committee Secretary - Staff, Fayette County (non-voting)
Lee Hearn – Chairman, Fayette County BOC
Edward Johnson – Mayor, City of Fayetteville
Maurice Ungaro – Staff, Town of Brooks
Stanley Merantus – Staff, Fayette County
Martin Sas – Citizen Representative

Committee Members Absent:

Phil Mallon – Staff, Fayette County
Jaimi Tapp – Citizen Representative, Town of Tyrone
Gary Laggis – Mayor, Town of Woolsey
Sgt. Chris Robison – Sergeant, Fayette County Sheriff's Office

1. Call to Order

Committee Chair called the June 8, 2021 Transportation Committee meeting to order at 2:03 p.m.

2. Ascertainment of Quorum

A quorum of the Committee was present.

3. Acceptance of Agenda

Mr. Sas made a motion to accept the agenda as written. Vice Committee Chair Madden seconded the motion. The motion passed unanimously.

4. Review and Approval of the May 4, 2021 Transportation Committee Meeting Minutes

Vice Committee Chair Madden made a motion to accept the May 4, 2021 Transportation Committee meeting minutes. The motion was seconded by Chairman Hearn. The motion passed unanimously.

5. Report of Committee Members**a. Brooks**

Mr. Ungaro provided the report for the Town of Brooks:

- Things are going well in the Town
- Coordinating with the County to extend the micro paving on W. McIntosh Road into the town towards Highway 85 Connector; Mr. Ungaro appreciates the opportunity
- With the ARPA funds, they will proceed with some traffic safety measures that will hopefully take place in FY22

- Brooks has expanded the centerline road mileage due to GDOT finally agreeing that the roads are in Brooks; There is still a quarter mile in question; Mr. Ungaro thanked Stanley Merantus for all of his hard work.

b. Fayette County

i. County 5/10 meeting with D3 Engineer Tyler Peek (L. Hearn)

Chairman Hearn and Phil Mallon met with Tyler Peek to discuss a few County projects and concerns. Chairman Hearn shared the details of meeting:

- Mowing the state routes – better communication between the County and GDOT's contractor to prevent schedule overlap
- McDonough Road Bridge – addressed later on the agenda
- McDonough Road Widening – project to widen McDonough Road to 4-lanes from SR 54 to the county line fell off of GDOT's radar at no fault of the County and needs to be resurrected; McDonough Road had previously been designated as a state route but was later delegated back to the County
 - Chairman Hearn asked Mr. Peek what could be done to push the project forward – would it be a show of good faith to speak with the state planning office.
 - Chairman Hearn suggested that the County should spearhead the design. It would be costly but give us some say in the access points for the facilities located along the road.

ii. McDonough Road Bridge revised weight posting

Ms. Christian informed that Committee that GDOT has increased the weight limit from 6 tons to 12 tons after further review.

iii. Project Updates

Project Updates given by Bryan Keller:

- Brogdon and New Hope Roundabout – started construction; currently in the middle of utility relocation; once Atlanta Gas Light finishes their relocation, the project will really start kicking off
- FY19 Resurfacing – substantially complete; did one final pass on Sandy Creek Road to stabilize the shoulder; working on the final pay application
- FY20 Resurfacing – substantially complete; final inspection with GDOT scheduled for the week of 6/21 if weather permits
- Redwine, Bernhard, and Peachtree Pkwy – 100% design comments were submitted to the consultant and we are awaiting the revised plans (put in a retaining wall to help lessen the impacts to some of the ROW)
- Redwine Road Multi-Use Path – BOC approved the award of bid to the Helix Group at the May 27th meeting
- SR 92 @ Hampton Road – reviewed the recommended detention pond plans and the need for a detention pond, sent it back to the consultant, and awaiting the revised plans

c. Fayetteville

Cajen Rhodes provided the following report for the City of Fayetteville:

- Multi-use path on SR 54 at Piedmont Hospital, a project by the City and County, is scheduled for bid opening this Thursday (June 10th)
 - Their consultant will review the bids and make recommendations on the City's behalf

▪ If everything goes well, construction is expected to begin as early as September
Mayor Johnson stated that he would like to discuss the truck routes for the County but especially the route for the City of Fayetteville.

d. Peachtree City

Vice Committee Chair Madden gave the report for Peachtree City:

- Southside of Peachtree Parkway has been repaved
- Opened the bridge by Wynnemeade Parkway across Hwy 54, hoping that the residents in the area park their cars and use their golf carts instead

- e. Tyrone – no report
- f. Woolsey – no report
- g. Others

6. Public Comment – no public comments

7. Unfinished Business

- a. Committee Bylaws Draft Text (R. Ognio)

8. Adjournment

The meeting was adjourned at 2:27 p.m. because the Committee no longer had a quorum present.

Hereafter are notes of the discussion for the remaining agenda items.

County Truck Routes (R. Ognio)

Committee Chair Ognio present a rough draft of a “No Through Trucks” ordinance that he modeled from Spalding County. He stated that it is something for the Committee to review and make adjustments. He suggested that the cities make sure they are okay with it and come back to the next meeting with any changes or comments. There are areas in the document for a list of roads that trucks can and cannot travel on. There may be a need to add some language to address each city’s concerns. Committee Chair Ognio stated that it would be nice to have unanimous decision to make the proposed ordinance easy to enforce.

Several members asked if anyone knew about the process of adding the truck route to Google Maps and the other mapping systems. Mr. Keller stated the County is registered as a Google Community through the Environmental Management department and has the ability to submit roadway changes to Google and Waze. The only problem is that sometime the updates are not always immediate.

Hot Spot Intersections

Banks & Ellis – Safety audit findings (S. Merantus)

- There has been 22 accidents at this intersection in 4.3 years (Average of 5.1 crashes per year)
 - 8 Angle Collisions
 - 3 Head On Collisions
 - 2 Rear End Collisions
 - 9 Collisions that did not involve another vehicle
- Average Daily Traffic: Banks Rd = 12,000, Ellis Road = 4,000
- Suggestions for intersection improvement:
 - Clear vegetation
 - Restripe the intersection

- Install RPMs
- Install Rumble Strips
- Relocate STOP Ahead sign
- Relocate intersection warning signs
- Replace non-reflective signs
- Re-deploy radar signs
- Access for multi-way stop control

Chairman Hearn stated that for residential neighborhoods like Banks Road, rumble strips can be added in a way to prevent excessive noise. Five rumble strips can be just as effective as 12. The goal here is to add just enough to get drivers' attention.

Mr. Keller stated that Public Works would like to request funds to get a warrant analysis because they do not have the resources in house. The warrant analysis would provide information such as traffic counts, turn counts, and etc. They were seeking guidance from the Committee on their next steps but without a quorum, they are unable to seek a motion.

Morgan Mill & Hwy 85 Conn – Safety audit findings (S. Merantus)

- There has been 12 accidents at this intersection in 4.3 years (Average of 2.8 crashes per year)
 - 9 Angle Collisions
 - 1 Rear End Collision
 - 2 Collisions that did not involve another vehicle
- Average Daily Traffic: Highway 85 Connector = 4,000
- Suggestions for intersection improvement:
 - Clear vegetation
 - Resurface with HA5
 - Restripe the intersection
 - Install Rumble Strips
 - Install additional STOP sign on the left-hand of the road
 - Install LED flashing stop beacons
 - Relocate STOP Ahead signs
 - Relocate intersection warning signs
 - Relocate intersection warning sign for Brooks Woolsey Road
 - Install new speed limit signs
 - Install "Cross Traffic Does Not Stop" plaque underneath the STOP signs
 - Access for the Multi-way stop control

Chairman Hearn suggested having stop signs at both sides of the road and increasing their size to 36"x36".

Vice Committee Chair Madden suggested flashing beacon like the one Peachtree Parkway and McIntosh Trail. There were numerous accidents and rollovers at the four-way stop sign. So, Peachtree City installed solar powered beacon lights on top of the stop signs and they have seen a reduction in accidents at the intersection so far.

Mr. Ungaro mentioned that he previously suggested a radar system that will take the flashing lights on Morgan Mill Road and notify drivers on Hwy 85 Conn with an illuminated "Caution" sign that traffic on Morgan Mill is approaching.

Ebenezer Church Road Realignment – concept (B. Keller)

Mr. Keller presented the intersection improvements for Ebenezer Church, Ebenezer, and Spear Roads. After studies were conducted they learned that there were graves in conflict with the original schematic. The removal and reintering of the graves would be a costly and lengthy process. The next best solution in relocating the roundabout by shifting it north or south. The preference is to shift the proposed roundabout north towards an old road called Ebenezer Bypass. Recently, the County received a rezoning request for a residential development on Ebenezer Road, Ebenezer Church Road, and Ebenezer Bypass. As a result, Public Works recommended two conditions for the developer:

1. The conceptual realignment of Ebenezer Bypass shall be considered and shown in the development's preliminary plat and construction plans
2. No lot shall have direct driveway access onto Ebenezer Road, Ebenezer Church Road, or Ebenezer Bypass

The discussion ended at 3:28 p.m.

No Through Trucks

- **ARTICLE A. - GENERAL PROVISIONS**

- **Sec. XXXX1. - Title.**

This article shall be known and referred to as the "Fayette County Road System Regulation Ordinance."

- **Sec. XXXX2. - Purpose.**

This chapter is made, adopted and enacted for the physical, social and economic growth of the county as will best promote the public health, safety, morals, convenience, prosperity and general welfare of the citizens of the county, and for the purpose of protecting the public investment in rights-of-way, road beds, ditches, bridges and improvements of the county road system.

- **Sec. XXXX3. - Definitions.**

For the purposes of this article and the regulations herein set forth, certain terms and words are hereinafter defined and shall be construed and interpreted herein as follows:

(1)

County. The word "county" shall mean the County of Fayette, a political subdivision of the State of Georgia.

(2)

Commissioners. The word "commissioners" shall mean the Board of Commissioners of Fayette County.

(3)

Public works director. The term "public works director" shall mean the public works director of the county as named and employed by the commissioners, or such person as may be designated by the commissioners to enforce the provisions of this article.

(4)

County road system. The term "county road system" shall mean all roads, streets and roadways owned by the county and operated and maintained for the travel and convenience of the public. This definition shall include all bridges, culverts, ditches, drainage structures, rights-of-way, sidewalks, and appurtenances and improvements to the county roads.

(5)

Road. The word "road" means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel; includes the terms "street" and "highway."

(6)

Unimproved road system. The phrase "unimproved road system" means those roads in the county road system which are not paved.

(7)

Residence district. The term "residence district" means the territory contiguous to and including a road when the property on such road for a distance of three hundred (300) feet or more is in the main improved with residences or residences and buildings in use for business; includes "residential district."

(8)

Residential streets. The term "residential streets" means those streets in a residence district.

- **Sec. XXXX4. - Route of travel, through trucks.**

For the purpose of delivery or transport of goods, articles or wares, all heavily laden trucks or delivery vehicles shall proceed over state or federal routes or designated truck routes for delivery or transport of such goods, articles or wares, except as provided herein.

(a)

All truck or delivery vehicles having more than six (6) wheels, including the load thereon, or having an over-all length in excess of thirty (30) feet, except vehicles designated to carry passengers, are prohibited from using or parking on any street or road within the unincorporated county, which is so posted, or on any residential street in the county road system, except those authorized and designated as truck routes by ordinance, except when the terminal, parking lot, repair garage or headquarters, or place of pickup or delivery of the restricted motor vehicle is not on a designated truck route, ingress to and egress from such places shall be made by the most direct route available between the terminal, parking lot, repair garage, headquarters, or place of pickup or delivery and nearest designated truck route as determined by taking into account the ultimate destination of the truck. In traveling to and from the designated truck route, no truck shall use a road which has been designated and posted as "No Through Trucks" unless said truck has a pickup or a delivery on said road.

(b)

It shall be unlawful and a violation of this chapter for the operator of any vehicle which has more than six (6) wheels to operate such vehicle on any road or street in the county road system unless such vehicle is making a pickup or delivery on such road or street.

(c)

The restrictions provided for in subsections (a) and (b) above shall not apply to:

(1)

(5)

Any road or street in the county road system which is not a residential street and which is not posted.

(6)

Any road or street in the county road system which the board of commissioners may hereafter designate by resolution.

(7)

That portion of Highland Street being approximately five hundred (500) feet in length and adjacent to the Crompton-Highland mill. Said portion of Highland Street may be more particularly described as running from the intersection of the east right-of-way of Main Street and the south right-of-way of Highland Street in generally a westerly direction five hundred (500) feet.

(d)

The restrictions provided for in subsections (a) and (b) above shall not apply to:

(1)

Hauling forest products from the forest where cut to the owner's place of business, plant, plantation or residence within Fayette County or to an adjoining county.

(2)

Hauling farm animals, materials, equipment and machinery, supplies, or farm products from a farm to a processing plant, business or farm in Fayette County or an adjoining county.

(3)

Vehicles and equipment of Fayette County or the State of Georgia or under contract with either for the construction, repair and maintenance of roads and bridges in Fayette County.

(e)

The following roads shall be designated and posted for "No Through Trucks":

(f)

The following roads shall be designated and posted for "No Trucks or Delivery Vehicles" unless such truck or delivery vehicle is making a pickup or delivery on such road or street:

Editor's note— The editor has included a resolution adopted Dec. 15, 1987, and subsequent resolutions naming specific streets as "No Through Trucks" streets as subsection (e) of this section.

- **Sec. XXXX5. - Travel on unimproved roads prohibited under certain conditions.**

Delivery or transport vehicles shall not proceed over any part of the county's unimproved road system during periods of rain or inclement weather when clearly said travel causes excessive damage and maintenance to the road system such that road conditions for the passage of smaller and lighter passenger vehicles has been substantially hampered.

- **Sec. XXXX6. - Travel over bridges.**

Notwithstanding any provision of this chapter to the contrary, no vehicle or combination of vehicles shall be operated over any bridge with a posted limit which is less than the total gross weight of the vehicle and its load.

- **Sec. XXXX7. - Pulpwood and logging operations, permit required to cross county ditches.**

(a)

Pulpwood and logging operators or contractors who desire to cross county ditches to enter property for the purpose of cutting timber shall apply for and be granted a permit by the public works department to cross said ditch. No alteration of any kind to any ditch, drainage structure, roadway intersection, driveway or any other part of a county road shall be made except with express approval of the director of public works.

(b)

A separate permit shall be required for each proposed ditch crossing.

(c)

A ditch on a county road may be crossed for the purposes hereinabove set forth only after a permit is secured and an approved culvert pipe is installed. The culvert pipe shall be installed either (1) by county forces upon payment of required fee for such installation, or (2) by the operator or contractor, using his own culvert pipe upon approval by the public works director, to ensure that storm water flow is not restricted.

- **Sec. XXXX8. - Contractor responsibilities.**

(a)

Upon completion of operations, the contractors or operator shall restore ditchline, back slopes, road shoulders and roadway to original condition or better.

(b)

The contractor or operator shall be liable for payment for any repairs of damage to any part of the county road caused by his operation.

(c)

Paved road surfaces are to be kept free at all times of mud or clay, and all roadways, whether paved or unpaved, are to be kept free of debris, such as trees or tree limbs, bushes or sawdust, resulting from operations of the contractor or operator.

- **Sec. XXXX9. - Enforcement.**

(a)

Any person who shall do anything prohibited by this article as it exists or as it may hereafter be amended, or who shall fail to do anything required by this article as it now exists or as it may hereafter be amended, is hereby declared to be in violation of this article and the regulations or county ordinances herein set forth.

(b)

Each and every day that any such violation exists shall be deemed a separate offense.

(c)

Any such violation of this article, upon conviction thereof, as prescribed by the laws of Georgia, shall be punishable by a fine or imprisonment, or both, not to exceed the maximum fine or the

maximum imprisonment, or both, as prescribed by the pertinent laws of Georgia and as more particularly set out in XXXXXXXX of this Code, which such section is incorporated herein and made a part hereof by reference.

(d)

The imposition of any such fine or imprisonment, or both, for any violation shall not excuse the violation or permit it to continue; and all such violators shall be required to correct or remedy such violations or defects within the time as prescribed by the court having jurisdiction of such matter, and, in the absence of any such completion time being fixed by the court, within a reasonable time after such violations occur.

(e)

The application of any fine imprisonment or other penalty shall not be construed to prevent the enforced removal of prohibited conditions or to postpone any action required.

(f)

The remedies herein set out for the purpose of enforcing the provisions of this article shall not be deemed to be exclusive, but shall be cumulative of all other remedies, civil or criminal, provided by the laws of Georgia, or by the ordinances of Fayette County.

(g)

The Fayette County sheriff is authorized to enforce the provisions of this article.

- **Sec. XXX10. - Inspection authorized.**

Any person driving or in charge or control of any **truck** or delivery vehicle that is being operated on any street or road within the unincorporated county where the operation of any **trucks** or delivery vehicles have been restricted under any provisions of this article shall be prepared to present for the inspection of the sheriff or any sheriff deputy the **truck** or delivery vehicle log book, weight slips, delivery slips or other written evidence of the destination and point of origin of the **truck** or delivery vehicle to justify the presence of the restricted **truck** or delivery vehicle on a street other than a designated **truck** route.

Intersection Safety Audits



Stanley W. Merantus, Transportation Engineer

June 8, 2021

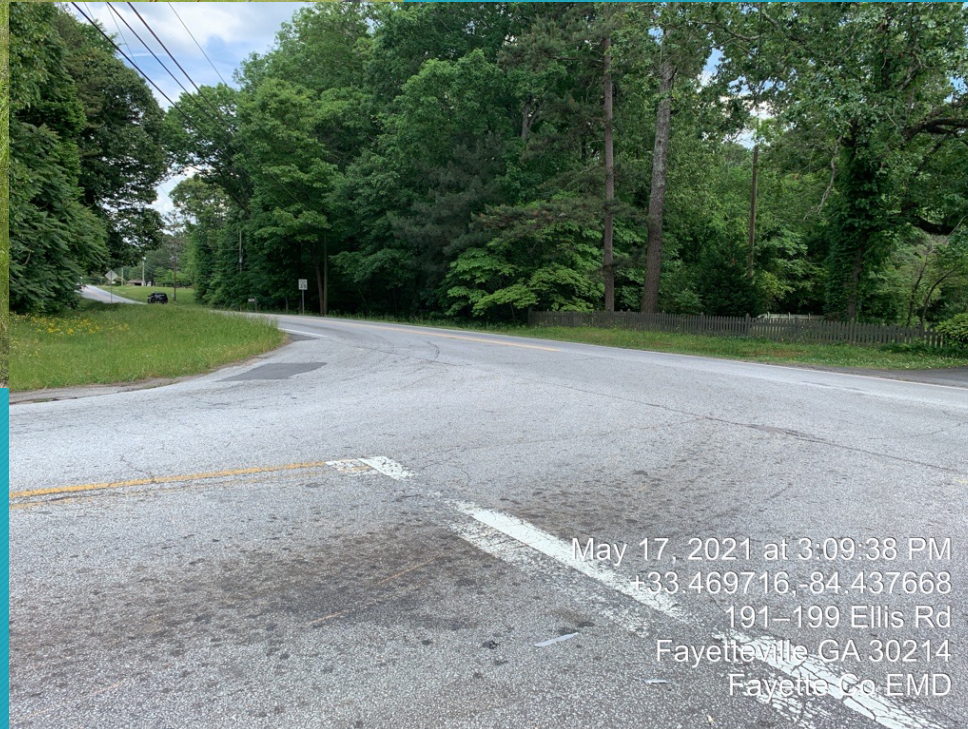
Banks Road and Ellis Road



Site Conditions



North leg of intersection facing west



North leg of intersection facing east

North leg of intersection facing south



Banks Road Corridor Study

Graphic 4.9 - Concept : Traffic Signal at Ellis Road



Graphic 4.10 - Concept : Roundabout at Ellis Road



Banks Road Transportation Corridor Study

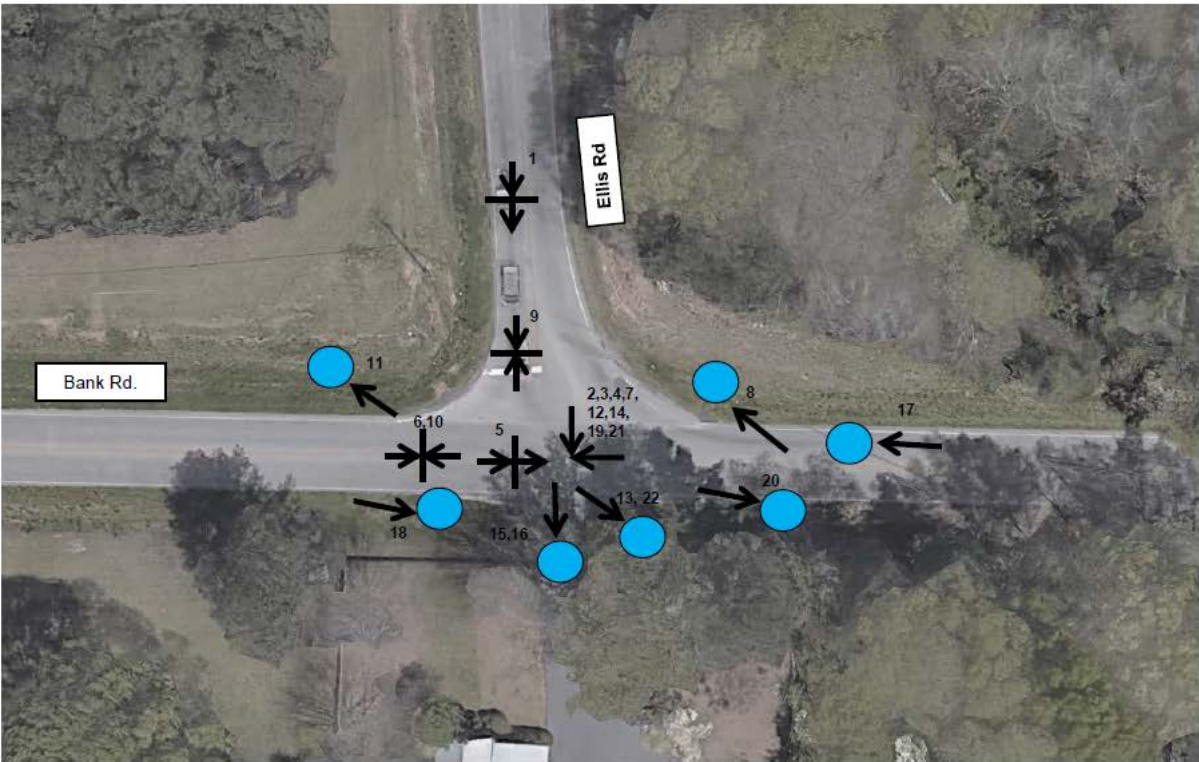
Fayette County Public Works
2017 SPLOST No. 17 TAP
December 2019

 **CROY**

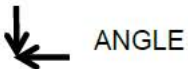
Collision Data

Location: Banks Rd and
Ellis Rd

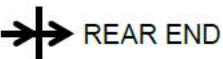
1. 2-05-17 7:07 PM
2. 3-31-17 7:26 PM
3. 4-30-17 4:45 PM
4. 5-07-17 2:12 PM
5. 6-08-17 7:39 PM
6. 12-06-17 5:22 PM
7. 12-23-17 4:26 PM
8. 1-17-18 11:56 AM
9. 5-30-18 2:10 PM
10. 6-26-18 6:54 PM
11. 3-13-19 5:10 PM
12. 4-12-19 8:02 PM
13. 6-30-19 11:46 PM
14. 7-16-19 7:23 PM
15. 8-08-19 11:00 PM
16. 8-18-19 4:45 PM
17. 11-06-19 6:35 PM
18. 7-04-20 1:00 PM
19. 7-25-20 4:35 PM
20. 8-20-20 4:34 PM
21. 9-16-20 3:04 PM
22. 2-11-21 4:15 PM



LEGEND



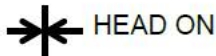
ANGLE



REAR END



SIDESWIPE –
OPPOSITE DIRECTION



HEAD ON



SIDESWIPE –
SAME DIRECTION



NOT A COLLISION
WITH A MOTOR
VEHICLE

Period: 4.3 years

From: January 1, 2017

Thru: April 12, 2021

Date: April 12, 2021

Prepared By: Stanley W.
Merantus

Banks Rd and Ellis Rd	
Total # of Collision in 4.3 Years	22
Total # of Angle Collision	8
Total # of Head On Collision	3
Total # of Rear End Collision	2
Total # of Sideswipe-Same Direction Collision	0
Total # of Sideswipe-Opposite Direction Collision	0
Total # of Not a Collision with a Motor Vehicle	9
Average # Crashes Per Year	5.1
Total # Crashes Involving injuries	8
Average Daily Traffic On Road Per Day	Banks Rd: 12,000 Ellis Rd: 4,000

Safety Audit



Options:

- Clear vegetation
- Restripe intersection
- Install RPMs
- Install Rumble Strips
- Relocate STOP Ahead sign
- Relocate intersection warning signs
- Replace non-reflective signs
- Re-deploy radar signs
- Access for Multi-Way Stop control

Hwy 85 Conn and Morgan Mill Rd



- Safety audit of this intersection per Citizen request.

Site Conditions



May 24, 2021 at 2:40:50 PM
+33.305432,-84.467153
100-116 Morgan Mill Rd
Brooks GA 30205
Fayette Co EMD

West leg of intersection facing north



May 24, 2021 at 2:24:00 PM
+33.305454,-84.467153
113-119 Morgan Mill Rd
Brooks GA 30205
Fayette Co EMD

East leg of intersection facing south

East leg of intersection facing west

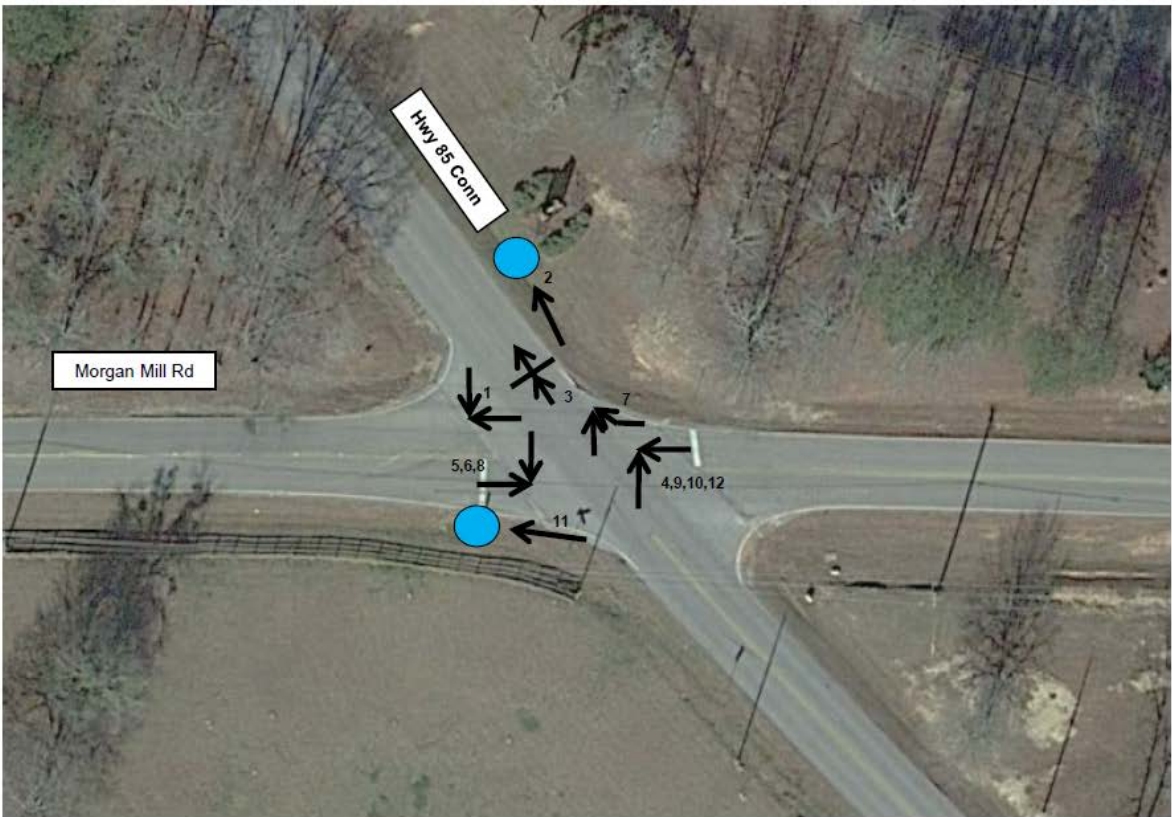


May 24, 2021 at 2:26:00 PM
+33.305484,-84.466851
113-119 Morgan Mill Rd
Brooks GA 30205
Fayette Co EMD

Collision Data

Location: Morgan Mill Rd and Hwy 85 Conn

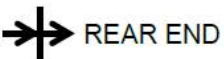
1. 2-06-17 5:05 PM
2. 10-18-17 5:58 PM
3. 11-27-17 5:03 PM
4. 10-18-18 9:15 PM
5. 1-31-19 10:22 PM
6. 6-24-19 2:43 PM
7. 7-12-19 2:57 PM
8. 8-24-19 10:04 PM
9. 10-10-20 3:36 PM
10. 12-16-20 11:42 AM
11. 3-04-21 3:15 AM
12. 3-12-21 4:34 PM



LEGEND



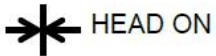
ANGLE



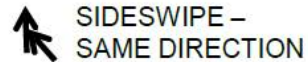
REAR END



SIDESWIPE –
OPPOSITE DIRECTION



HEAD ON



SIDESWIPE –
SAME DIRECTION



NOT A COLLISON
WITH A MOTOR
VEHICLE

Period: 4.3 years

From: January 1, 2017

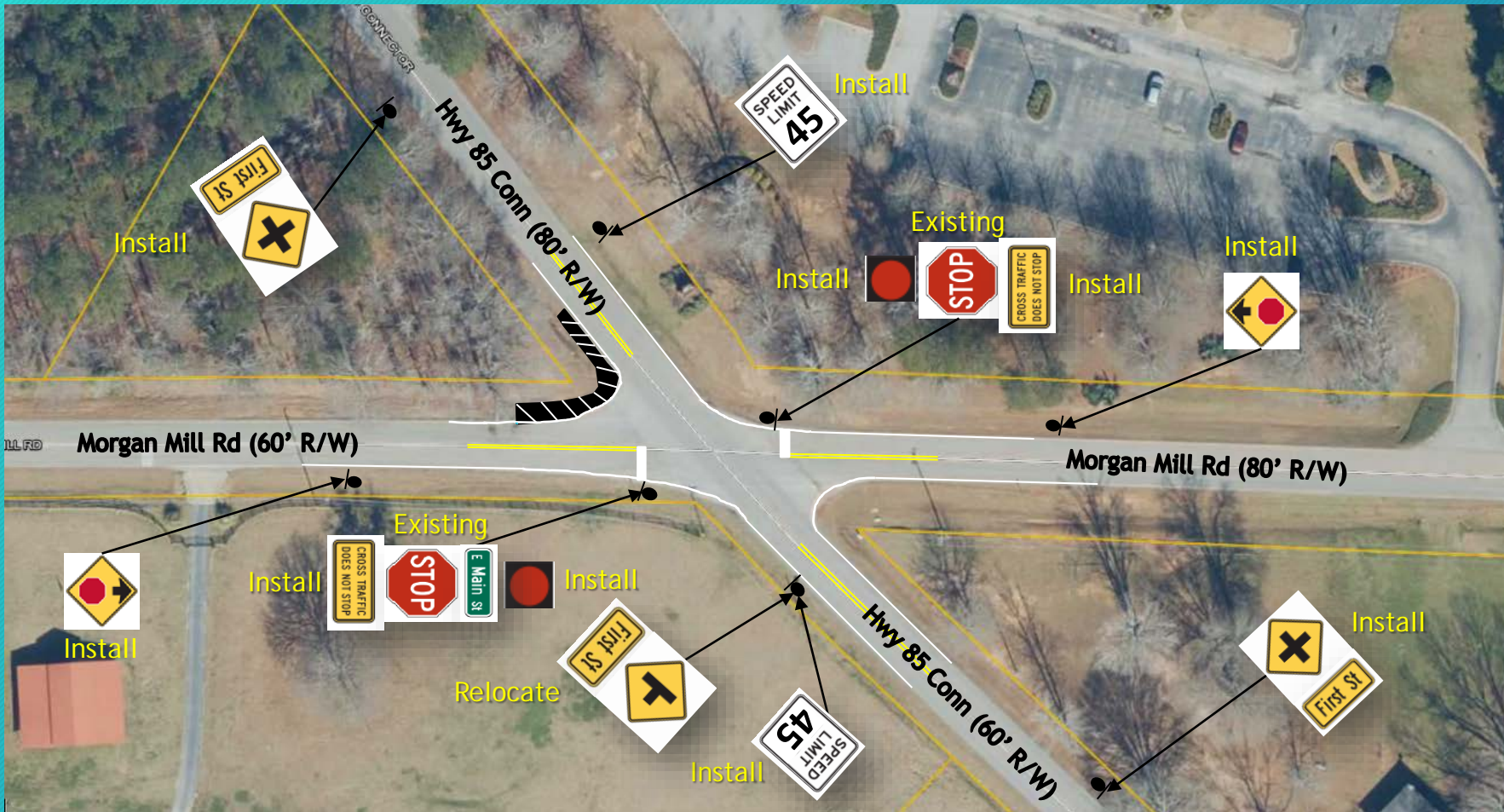
Thru: April 12, 2021

Date: April 12, 2021

Prepared By: Stanley W.
Merantus

Hwy 85 Conn and Morgan Mill Rd	
Total # of Collision in 4.3 Years	12
Total # of Angle Collision	9
Total # of Head On Collision	0
Total # of Rear End Collision	1
Total # of Sideswipe-Same Direction Collision	0
Total # of Sideswipe-Opposite Direction Collision	0
Total # of Not a Collision with a Motor Vehicle	2
Average # Crashes Per Year	2.8
Total # Crashes Involving injuries	3
Average Daily Traffic On Road Per Day	Hwy 85 Conn: 4,000

Safety Audit



Options:

- Clear vegetation
- Resurface with HA5
- Restripe intersection
- Install Rumble Strips
- Install additional STOP sign on left-hand side of the road
- Install LED Flashing Stop Beacons
- Relocate STOP Ahead signs
- Relocate intersection warning signs
- Relocate intersection warning sign for Brook Woosley Rd
- Install new speed limit signs
- Install Cross Traffic Does Not Stop plaque underneath STOP signs
- Access for Multi-Way Stop control

Conclusion

	Banks Rd and Ellis Rd	Hwy 85 Conn and Morgan Mill Rd	SR 85 and Hwy 85 Conn
Total # of Collision in 4.3 Years	22	12	31
Total # of Angle Collision	8	9	8
Total # of Head On Collision	3	0	0
Total # of Rear End Collision	2	1	22
Total # of Sideswipe-Same Direction Collision	0	0	0
Total # of Sideswipe-Opposite Direction Collision	0	0	0
Total # of Not a Collision with a Motor Vehicle	9	2	1
Average # Crashes Per Year	5.1	2.8	7.2
Total # Crashes Involving injuries	8	3	12
Average Daily Traffic On Road Per Day	Banks Rd: 12,000 Ellis Rd: 4,000	Hwy 85 Conn: 4,000	SR 85: 12,000 Hwy 85 Conn: 3,500

2017 SPLOST

Ebenezer Church, Ebenezer, and Spear Roads Intersection Improvements



County Transportation List for SPLOST 2017 Referendum

Infrastructure Preservation and Improvements		Federal/State	SPLOST	Total
A.1	Ebenezer Church Road Bridge Replacement	\$3,062,983	\$659,500	\$3,722,483
A.2	Kenwood Road School Zone	\$0	\$600,000	\$600,000
A.3	Paved Roads, Gravel Roads & Bridges	\$0	\$2,209,273	\$2,209,273
Subtotal A		\$3,062,983	\$3,468,773	\$6,531,756

Possible Federal Aid Corridor Improvements		Federal/State	SPLOST	Total
B.1	Realignment of SR 279 and Corinth Road*			
	◦ Detailed Planning Study	\$0	\$64,500	\$64,500
	◦ Design & Construction	\$18,000,000	\$4,500,000	\$22,500,000
B.2	Sandy Creek Road Operational Improvements*			
	◦ Detailed Planning Study	\$0	\$71,800	\$71,800
	◦ Design & Construction	\$12,144,000	\$3,036,000	\$15,180,000
B.3	SR 74 Corridor Study Recommendations*	\$2,880,000	\$720,000	\$3,600,000
Subtotal B		\$33,024,000	\$8,392,300	\$41,416,300

Intersection Improvements		Federal/State	SPLOST	Total
C.1	Redwine, Bernhard & Peachtree Parkway	\$0	\$1,200,000	\$1,200,000
C.2	Brogdon & New Hope Roads	\$0	\$1,200,000	\$1,200,000
C.3	Ebenezer Church, Ebenezer & Spear Roads	\$0	\$1,500,000	\$1,500,000
C.4	Antioch & Goza Roads	\$0	\$1,070,000	\$1,070,000
C.5	Intersection Safety Improvements	\$0	\$500,000	\$500,000
Subtotal C		\$0	\$5,470,000	\$5,470,000

Pedestrian, Bicycle and Multi-Use Path Projects		Federal/State	SPLOST	Total
D.1	Redwine Road Multi-Use Path	\$1,073,000	\$556,680	\$1,629,680
D.2	Starr's Mill School Tunnel	\$0	\$900,000	\$900,000
D.3	Bike Lanes and Multi-Use Paths	\$0	\$250,000	\$250,000
Subtotal D		\$1,073,000	\$1,706,680	\$2,779,680

Detailed Planning Studies		Federal/State	SPLOST	Total
E.1	Banks Road Detailed Planning Study	\$0	\$47,000	\$47,000
E.2	Tyrone & Palmetto Roads Detailed Planning Study	\$0	\$84,600	\$84,600
E.3	Lees Mill, New Hope & Kenwood Detailed Planning Study	\$0	\$76,600	\$76,600
E.4	Inman Road Detailed Planning Study	\$0	\$59,000	\$59,000
E.5	SR 279 Detailed Planning Study	\$0	\$65,400	\$65,400
E.6	Transportation Studies	\$0	\$150,000	\$150,000
Subtotal E		\$0	\$482,600	\$482,600

Proposed SPLOST Total of Categories A, B, C, D & E		\$37,159,983	\$19,520,353	\$56,680,336
--	--	--------------	--------------	--------------

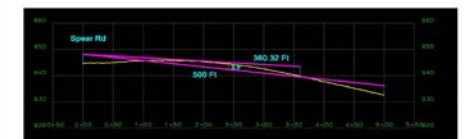
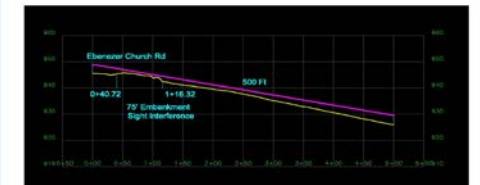
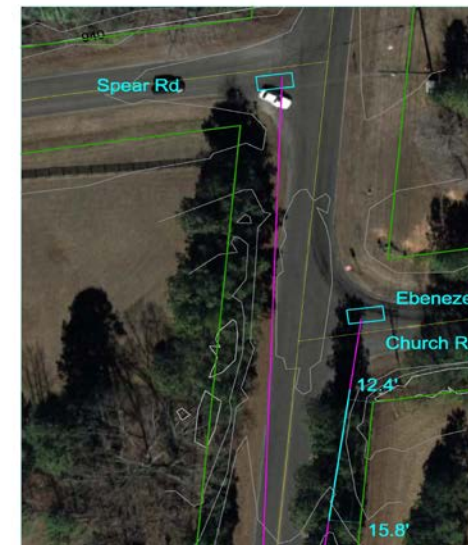
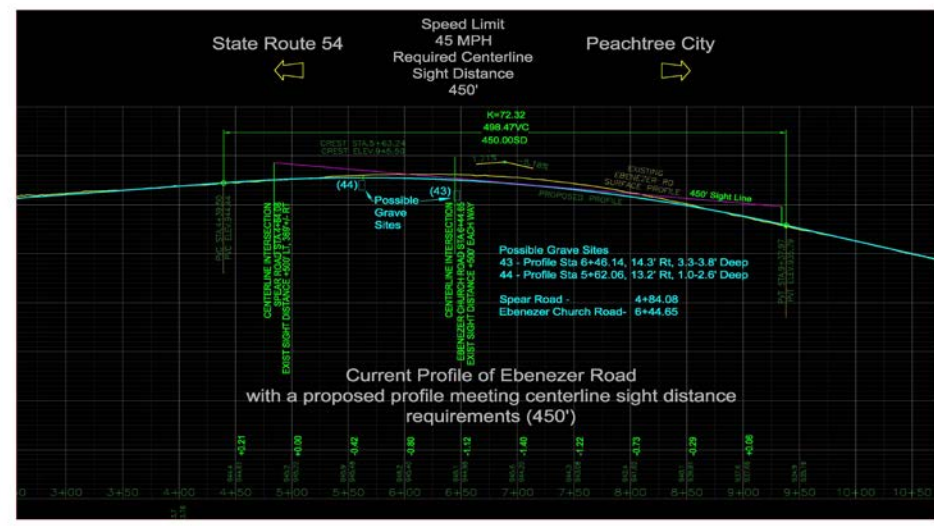
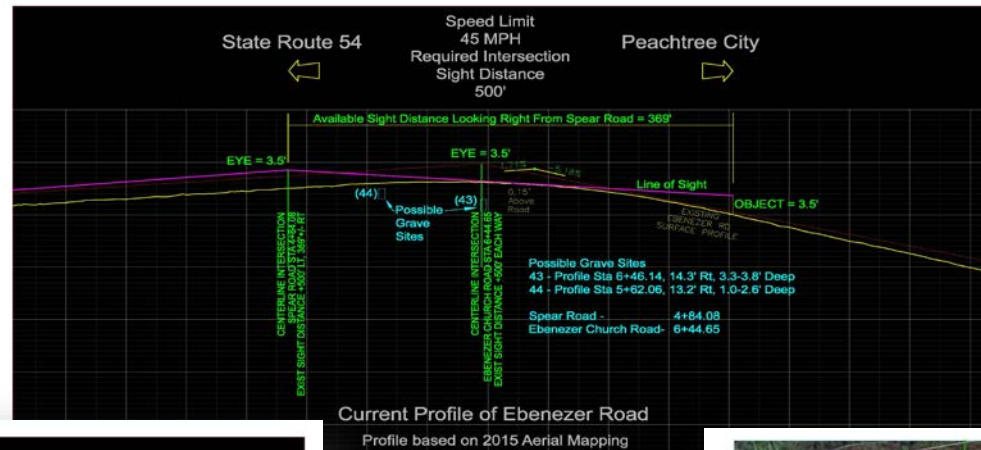
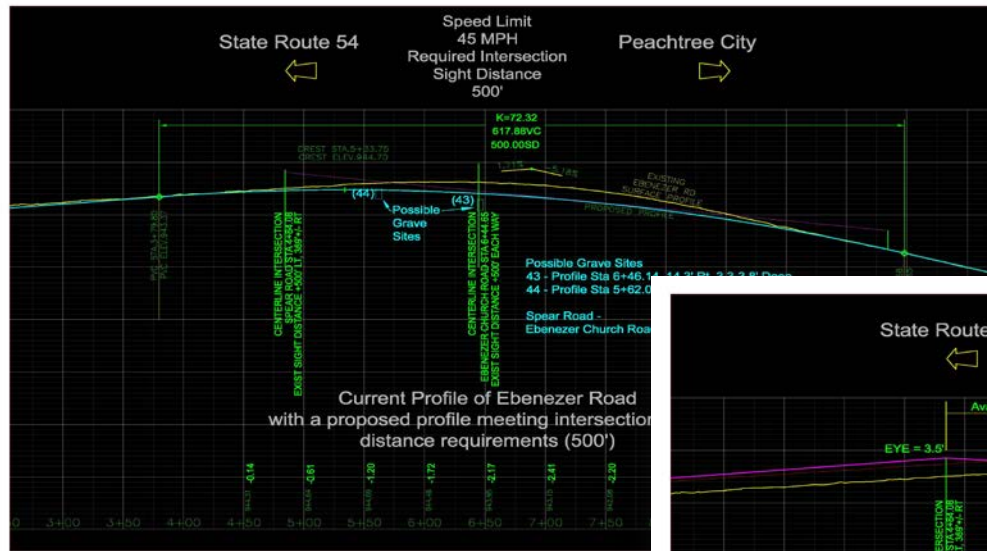
Eligible but unfunded Federal-Aid Corridor Improvement Projects		Federal/State	SPLOST	Total
F.1	Banks Road Operational Improvements*	\$12,000,000	\$3,000,000	\$15,000,000
F.2	Tyrone & Palmetto Roads Operational Improvements*	\$24,800,000	\$6,200,000	\$31,000,000
F.3	Lees Mill, New Hope & Kenwood Operational Improvements*	\$25,600,000	\$6,400,000	\$32,000,000
F.4	Inman Road Operational Improvements*	\$14,400,000	\$3,600,000	\$18,000,000
Subtotal F (Unfunded)		\$76,800,000	\$19,200,000	\$96,000,000

Funding

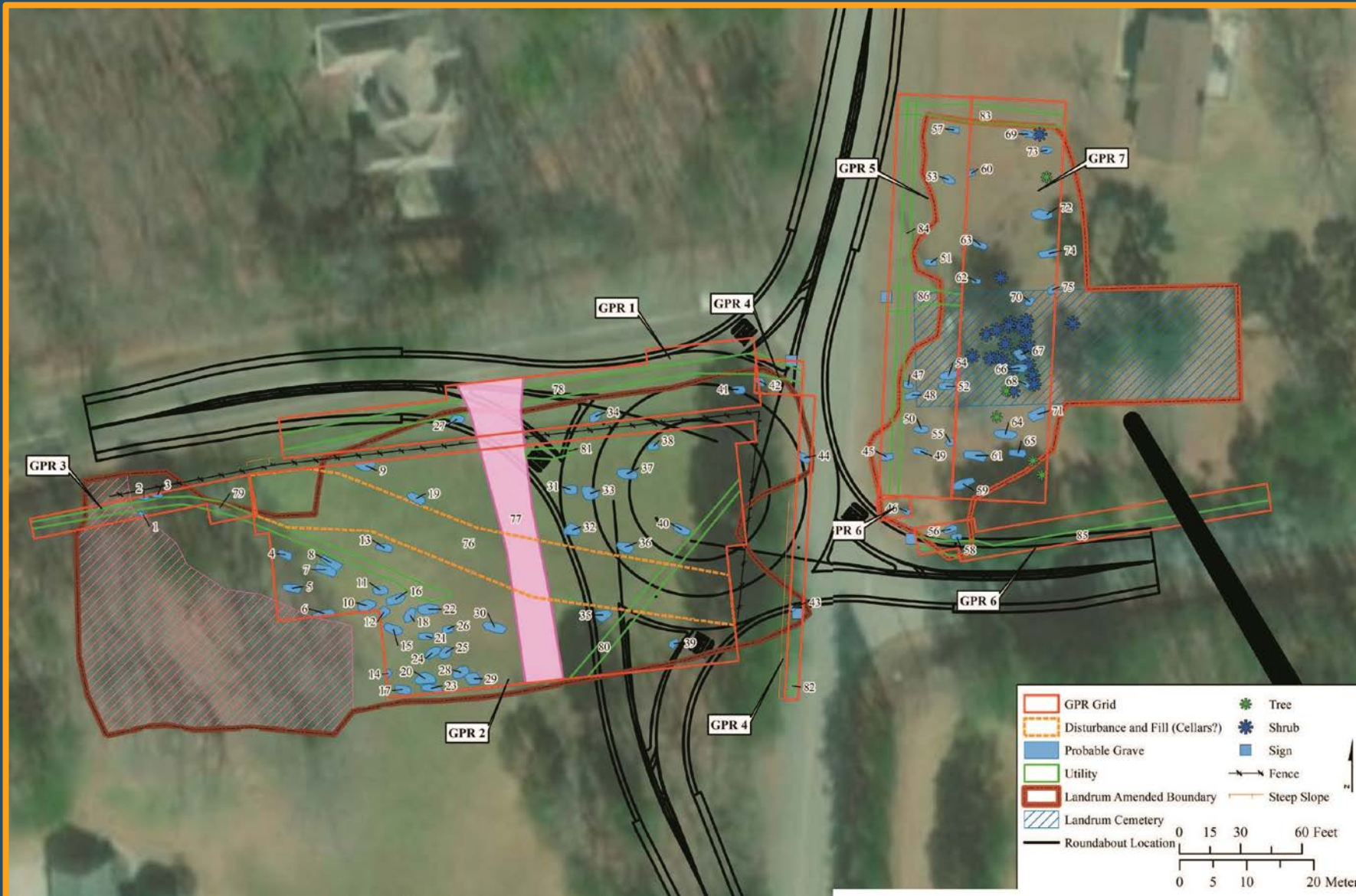
Intersection Improvements		Federal/State	SPLOST	Total
C.1	Redwine, Bernhard & Peachtree Parkway	\$0	\$1,200,000	\$1,200,000
C.2	Brogdon & New Hope Roads	\$0	\$1,200,000	\$1,200,000
C.3	Ebenezer Church, Ebenezer & Spear Roads	\$0	\$1,500,000	\$1,500,000
C.4	Antioch & Goza Roads	\$0	\$1,070,000	\$1,070,000
C.5	Intersection Safety Improvements	\$0	\$500,000	\$500,000
Subtotal C		\$0	\$5,470,000	\$5,470,000

Total Budgeted: \$1,500,000
 Expended: \$39,645.96
 Encumbered: \$2,712.58
 Available Budget: \$1,418,891.47

Site Distance Evaluation - 2019



Cemetery Delineation & Traffic Data (May 2, 2018)



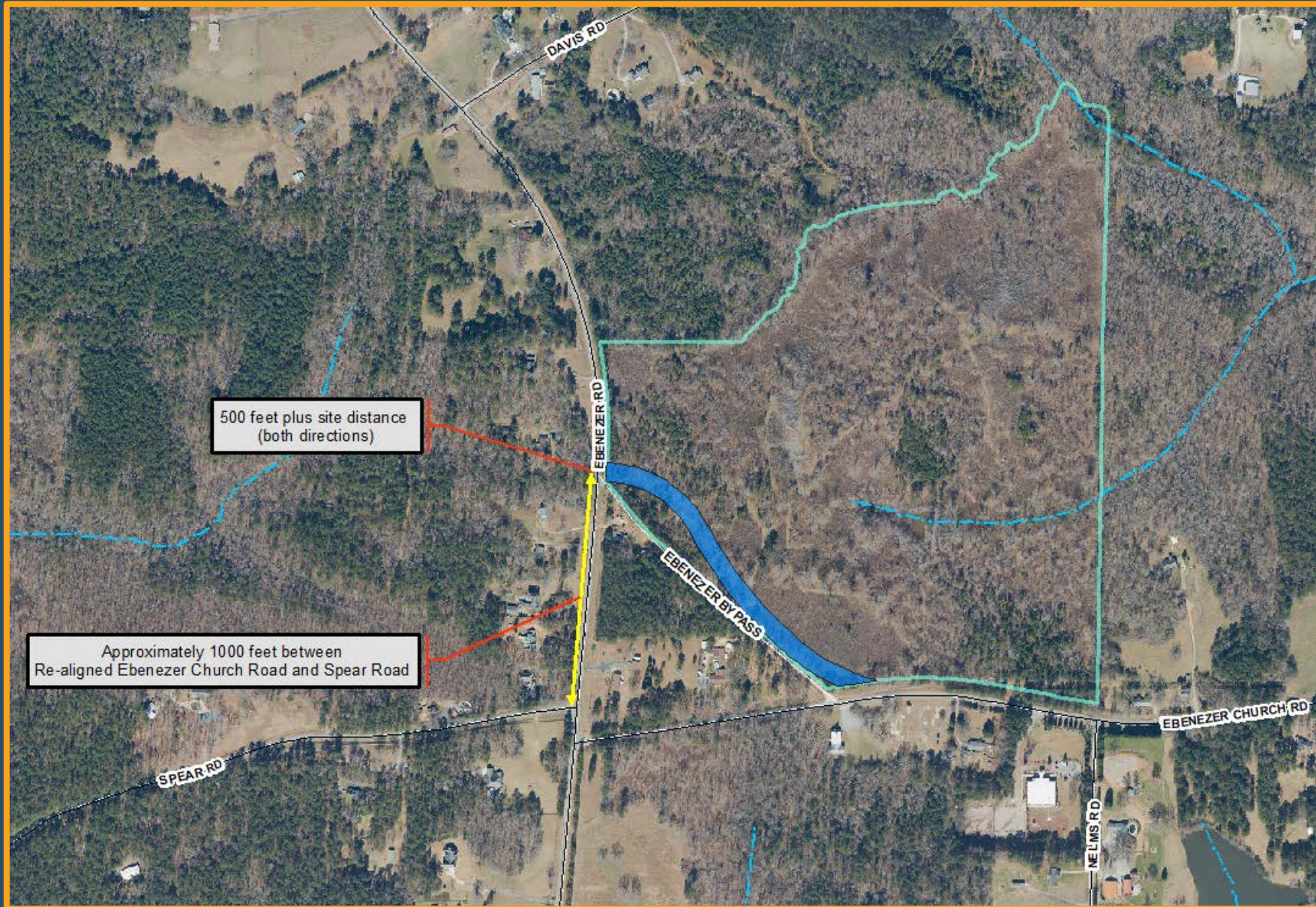
The 2019 average annual daily traffic on:

- Ebenezer Road
 - 4,450 (2019)
- Ebenezer Church Road
 - 2,210 (2019)
- Spear Road
 - 1,770 (2019)
- 16 recorded accidents May 2015 thru May 2, 2018
 - Zero (0) fatalities
- Based on accidents since 2015-2019, this intersection ranks 5th behind:
 - Antioch Rd and Goza Rd (34)
 - Hwy 92 and Westbridge Rd (33)
 - Veterans Pkwy and Eastin Rd (32)
 - Brogdon and New Hope Rds (29)

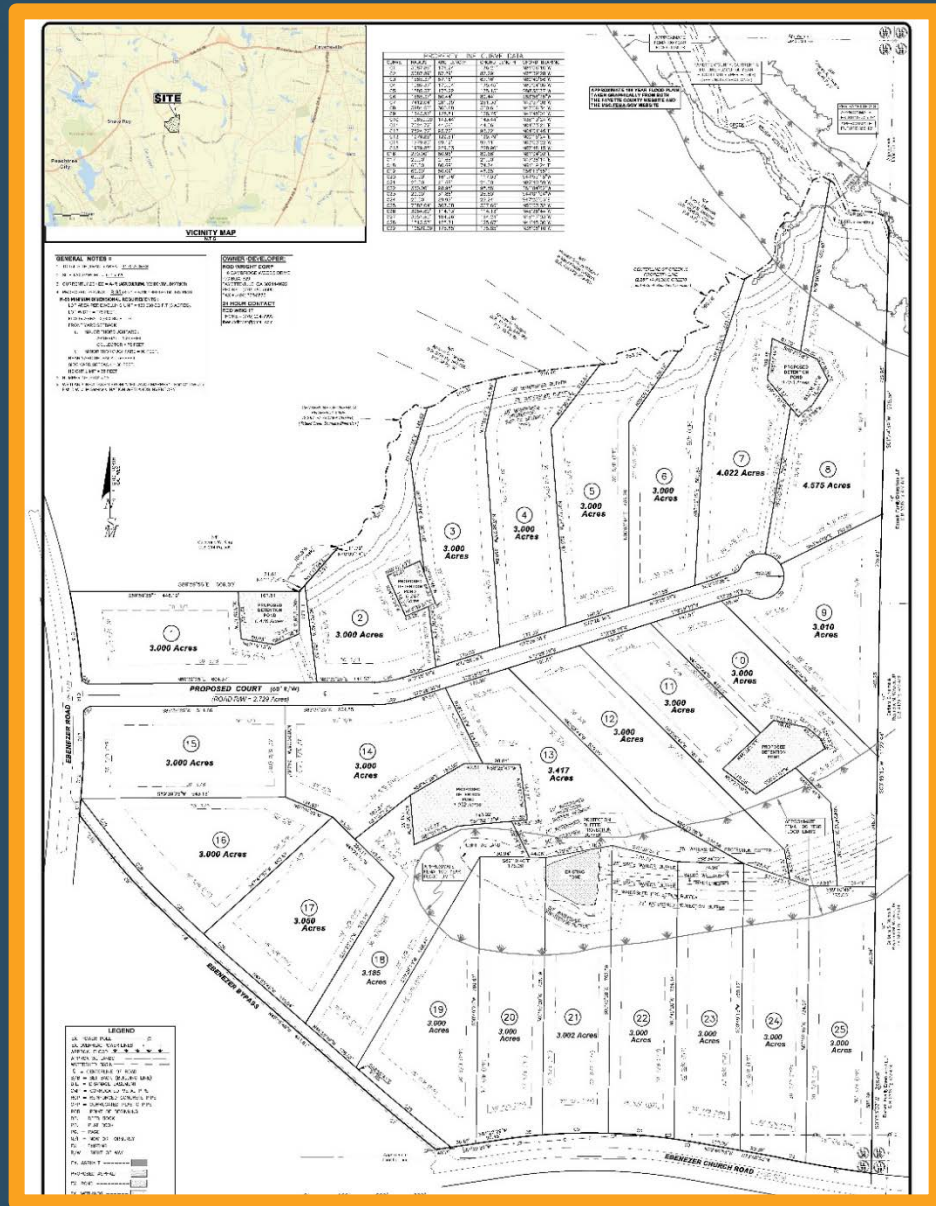
Possible Relocation of Ebenezer Church Road

Intersection
control evaluation
to be conducted

- 1-way stop
- 3-way stop
- Roundabout
- Signal



Rezoning Request (May 2021)



- From A-R (5 acre minimum to R-80 (3 acre minimum)
- Possible 25 lots
- Public Works Recommended Conditions of Rezoning:
 1. That the conceptual realignment of Ebenezer Bypass shall be considered and shown in the development's preliminary plat and construction plans.
 2. That no lot shall have direct driveway access onto Ebenezer Road, Ebenezer Church Road, or Ebenezer Bypass.

Questions / Comments