

DATE: February 12, 2018

ARC REVIEW CODE: V1802122

TO: Chairman Mike Boyce, Cobb County
ATTN TO: David Breden, Cobb County Water System
FROM: Douglas R. Hooker, Executive Director, ARC



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Original on file

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: RC-18-02CC Lee Industrial Drive

Review Type: Metro River

MRPA Code: RC-18-02CC

Description: An application for a Metropolitan River Protection Act (MRPA) Certificate for a proposed project that will relocate and replace navigational and light structures on the approach path to Fulton County Airport on the Cobb side of the river, as required by the FAA. The existing approach and structures were in place before the Act took effect in 1998. To meet FAA requirements, three structures in the 500-year river floodplain will be more than 35 feet in height, which will exceed the Plan's height limit in that floodplain. Limitations on signal range between the navigational aids require that one tower be in the 150-foot river setback (it is being relocated from within the 50-foot buffer). While these issues prevent the proposal from being fully consistent with the Plan, it is staff opinion that the signal range limits and FAA requirements are physical and legal hardships that prevent the project from achieving full consistency, and that the proposed design will not increase development or activity intensity over existing levels. For these reasons, staff proposes a finding equivalent to a project that is fully consistent with the Plan.

ARC staff has begun the review of the application for a MRPA Certificate for this proposed project in the Chattahoochee River Corridor.

Preliminary Finding: ARC's preliminary finding is that the proposed development, while not consistent with the Chattahoochee Corridor Plan in all respects, will provide a level of land and water resource protection equivalent to an application consistent with the Plan.

Submitting Local Government: Cobb County

Land Lot: 503, 597 **District:** 18 **Section:**

Date Opened: February 12, 2018

Deadline for Comments: February 22, 2018

Earliest the Regional Review can be Completed: February 23, 2018

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC COMMUNITY DEVELOPMENT
CHATTAHOOCHEE RIVERKEEPER
FULTON COUNTY

ARC NATURAL RESOURCES
GEORGIA CONSERVANCY
CITY OF ATLANTA

GEORGIA DEPARTMENT OF NATURAL RESOURCES
NATIONAL PARK SERVICE/CRNRA

If you have any questions regarding this review, please contact Robert Herrig at Rherrig@atlantaregional.org or (470) 378-1636. If ARC staff does not receive comments from you on or before February 22, 2018, we will assume that your agency has no additional comments and will close the review. Comments by email are strongly encouraged. The ARC review website is located at: <http://www.atlantaregional.org/land-use/planreviews>.

Attached is information concerning this review.

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: February 12, 2018

ARC REVIEW CODE: V1802122

TO: ARC Community Development and Natural Resources Managers

FROM: Robert Herrig, 470-378-1636

Reviewing staff by Jurisdiction:

Community Development: Herrig, Robert

Natural Resources: Santo, Jim

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Submitting Local Government: Cobb County

Date Opened: February 12, 2018

Deadline for Comments: February 22, 2018

Earliest the Regional Review can be Completed: February 23, 2018

Response:

- 1) Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 4) The proposal does NOT relate to any development guide for which this division is responsible.
- 5) Staff wishes to confer with the applicant for the reasons listed in the comment section.

[illegible]

APPLICATION FOR METROPOLITAN RIVER PROTECTION ACT CERTIFICATE

1. Name of Local Government: COBB COUNTY
2. Owner(s) of Record of Property to be Reviewed:
Name(s): FULTON
Mailing Address: 141 PRYOR STREET SW SUITE 7000
City: ATLANTA State: GA Zip: 30303
Contact Phone Numbers (w/Area Code):
Daytime Phone: (404) 613-4203 Fax: (404) 893-6287
Other Numbers: _____
3. Applicant(s) or Applicant's Agent(s):
Name(s): BILL PRICE
Mailing Address: 1701 COLUMBIA AVE
City: COLLEGE PARK State: GA Zip: 30337
Contact Phone Numbers (w/Area Code):
Daytime Phone: (404) 305-7409 Fax: (404) 305-7497
Other Numbers: _____
4. Proposed Land or Water Use:
Name of Development: FULTON CO. AIRPORT - MALSR REPLACEMENT
Description of Proposed Use: MALSR (NAVIGATION EQUIPMENT)
FOR RUNWAY 08
5. Property Description (Attach Legal Description and Vicinity Map):
Land Lot(s), District, Section, County: Land Lots: 503, 597
DISTRICT: 18 COUNTY: COBB
Subdivision, Lot, Block, Street and Address, Distance to Nearest Intersection: _____
Size of Development (Use as Applicable):
Acres: Inside Corridor: 4.95 acres
Outside Corridor: Ø
Total: _____
Lots: Inside Corridor: _____
Outside Corridor: _____
Total: _____
Units: Inside Corridor: _____
Outside Corridor: _____
Total: _____
Other Size Descriptor (i.e., Length and Width of Easement):
Inside Corridor: _____
Outside Corridor: _____
Total: _____

6. Related Chattahoochee Corridor Development:

A. Does the total development include additional land in the Chattahoochee Corridor that is not part of this application? NO

If "yes", describe the additional land and any development plans: _____

B. Has any part of the property in this application, or any right-of-way or easement bordering this land, previously received a certificate or any other Chattahoochee Corridor review approval? NO

If "yes", please identify the use(s), the review identification number(s), and the date(s) of the review(s): _____

7. How Will Sewage from this Development be Treated?

A. Septic tank N/A

Note: For proposals with septic tanks, the application must include the appropriate local government health department approval for the selected site.

B. Public sewer system _____

8. Summary of Vulnerability Analysis of Proposed Land or Water Use:

Vulnerability Category	Total Acreage (or Sq. Footage)	Total Acreage (or Sq. Footage) Land Disturbance	Total Acreage (or Sq. Footage) Imperv. Surface	Percent Land Disturb. (Maximums Shown In Parentheses)	Percent Imperv. Surf.
A	_____	_____	_____	(90)_____	(75)_____
B	_____	_____	_____	(80)_____	(60)_____
C	<u>146,795 SF</u>	<u>18,680 SF</u>	<u>9,322 SF</u>	(70) <u>12.7</u>	(45) <u>6.4</u>
D	_____	_____	_____	(50)_____	(30)_____
E	<u>69,022 SF</u>	<u>8,772 SF</u>	<u>3,362 SF</u>	(30) <u>12.7</u>	(15) <u>4.9</u>
F	_____	_____	_____	(10)_____	(2)_____
Total:	<u>215,817 SF</u>	<u>27,452 SF</u>	<u>12,684 SF</u>	N/A	N/A

9. Is any of this Land within the 100-Year Floodplain of the Chattahoochee River? YES
If "yes", indicate the 100-year floodplain elevation: 763.5
NOTE: The 100-year river floodplain is defined as the natural land surface below the one hundred- (100) year flood elevations shown in the Flood Profiles of the most recent floodplain study for the Chattahoochee River approved by the United States Federal Emergency Management Agency for each Corridor jurisdiction.
NOTE: All river 100-year floodplain is assigned to the "E" Category; its allowable allocations can be combined with those of other "E" land in the review. Also, 100-year floodplain cannot be reanalyzed and cannot accept transfers.
10. Is any of this land within the 500-year floodplain of the Chattahoochee River? YES
If "yes", indicate the 500-year flood plain elevation: 766.0
NOTE: The 500-year floodplain is defined as the natural land surface below the five hundred- (500) year flood elevations shown in the Flood Profiles of the most recent floodplain study for the Chattahoochee River approved by the United States Federal Emergency Management Agency for each Corridor jurisdiction.
NOTE: Plan Standards include a 35-foot height limit above the pre-construction grade within the 500-year floodplain (includes the 100-year floodplain). Adherence to this standard must be noted on the submitted plans (see Part 2.B.(4) of the Chattahoochee Corridor Plan).
11. The following is a checklist of information required to be attached as part of the application. Individual items may be combined.

FOR ALL APPLICATIONS:

- ☒ Description of land in the application and any additional land in the project (attach legal description or surveyed boundaries).
- ☒ Name, address, and phone number(s) of owner(s) of record of the land in the application. (Space provided on this form)
- ☒ Written consent of all owners to this application. (Space provided on this form)
- ☒ Name, address, and phone number(s) of applicant or applicant's agent. (Space provided on this form)
- ☒ Description of proposed use(s). (Space provided on this form)
- ☐ Existing vegetation plan.
- ☒ Proposed grading plan.
- ☐ Certified as-builts of all existing land disturbance and impervious surfaces.
- ☒ Approved erosion control plan.
- ☒ Detailed table of land-disturbing activities. (Both on this form and on the plans)

____ Plat-level plan showing (as applicable): lot boundaries; any other sub-areas; all easements and rights-of-way; 100- and 500-year river floodplains; vulnerability category boundaries; topography; any other information that will clarify the review.

____ Documentation on adjustments, if any.

____ Cashier's check or money order (for application fee). *Exempt*

FOR SINGLE-STEP APPLICATIONS (NON-SUBDIVISION):

____ Site plan.

____ Land-disturbance plan.

FOR TWO-STEP SINGLE-FAMILY SUBDIVISION APPLICATIONS ONLY:

____ Concept plan.

____ Lot-by-lot and non-lot allocation tables.

12. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act: (use additional sheets as necessary)

Signature(s) of Owner(s) of Record *1/31/2018*
Date


13. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act:

Signature(s) of Applicant(s) or Agent(s) *1-28-2018*
Date

14. The governing authority of *COBB County* requests review by the Atlanta Regional Commission of the above-described use under the Provisions of the Metropolitan River Protection Act.

Signature of Chief Elected Official or Official's Designee *2-1-18*
Date

Memorandum

Date: February 9, 2018
To: File
From: Jim Santo 
Subject: Explanation of the Equivalent Consistency Finding for the Replacement of Navigation Equipment for Runway Approach to Fulton County Airport in Cobb County Metro River Review

The Metropolitan River Protection Act (in Georgia Code 12-5-445(b)(1)(B)) allows ARC the option to find that an application that is not fully consistent with the Chattahoochee Corridor Plan does provide a level of land and water protection equivalent to an application that is consistent with the Plan. This finding, which is also referred to informally as "equivalent consistency," has only been used in limited circumstances. Under Part 1. B. 9. of the Chattahoochee Corridor Plan, ARC must consider any legal, physical, biological or hydrologic conditions that prevent achievement of full consistency with the Plan, regardless of any other measures taken, which is considered a hardship.

In prior equivalent findings, the hardship was usually pre-existing land disturbance that was in place when the Act took effect and was, by definition, disturbed (such as a 100-foot wide utility easement crossing a property), creating a situation where the property exceeded the allowed land disturbance before any other development activity was started. In these cases, an average weighted runoff coefficient test has been used to compare the coefficients of the proposed project (with the existing disturbance against a hypothetical project built to the maximums allowed on the property without the existing disturbance. If the proposed weighted coefficient was the same or less than that of the maximum consistent project, it was considered to be equivalent to a consistent project.

This application is for the replacement of navigation equipment for the runway approach to Fulton County Airport (AKA Charley Brown Field). The approach path extends across the river into Cobb County. Because two jurisdictions are involved, the Cobb and Fulton portions of the project are being handled as separate reviews. The Cobb review has been submitted first. The amounts of land disturbance and impervious surface proposed are well below the maximums for the project properties. But, while excess land disturbance is not an issue in this proposal, there are other issues that prevent achievement of full consistency and that, in staff's opinion, are verifiable hardships that can be addressed by the equivalent finding.

In this situation, the approach light and navigation structures were in place before the Act took effect in this area in 1998. The existing structure closest to the river on the Cobb side is well within the 50-foot buffer. The proposed new location of the structure is outside the 50-foot buffer but is still within the 150-foot impervious surface setback. It is staff's understanding from the consultants that the navigation equipment used communicates with each other, and that the proposed location of this structure is near the maximum distance from the next structure across the river that will insure full functioning of the system.

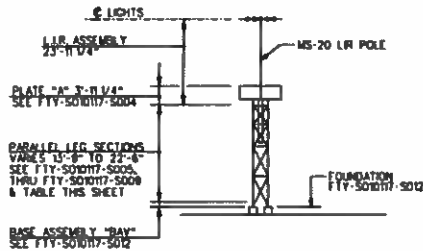
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This restriction on distance between structures, and the FAA requirements for upgrade, constitute physical and legal hardships in staff's opinion. The applicant is proposing to remove existing impervious in the setback to offset the new structures.

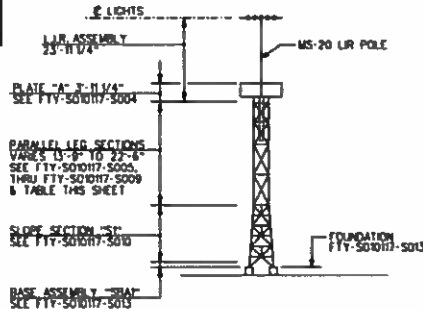
The second issue is the mandated height of the navigation structures. Three of the structures on the Cobb property are within the 500-year floodplain of the river. Under the Plan's Floodplain Standards, structures other than bridges are to be limited to no more than 35 feet above the existing grade (Part 2.B.4 of the Plan). While the existing structures in the 500-year floodplain exceed the 35-foot height limit and are grandfathered, the new structures will need to be taller to meet FAA regulations. There is no mitigation available to offset the increases, but because they will not increase density or activity in the project floodplain, and are required under Federal law, it is staff's opinion that this constitutes a legal hardship.

Because of these hardships, and because the project has minimal impact on the existing conditions on the property, staff is proposing a finding of equivalent to a consistent project. The finding is processed administratively and does not require Board action.

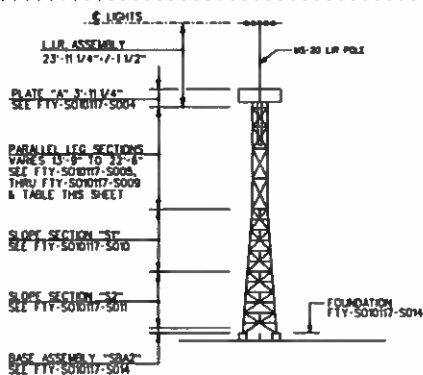
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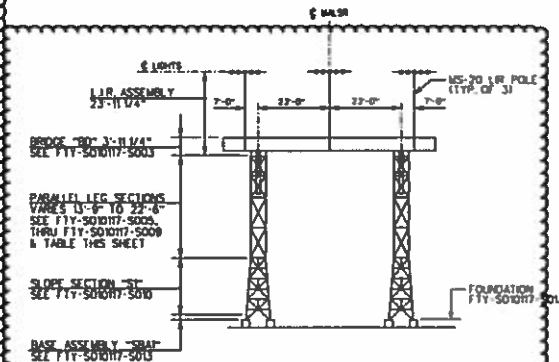
1 TOWERS 40'-0" TO 49'-3"
S002 NOT TO SCALE STATION 5+70 TO 24+00



2 TOWERS 49'-3" TO 69'-3"
S002 NOT TO SCALE STATIONS 3+00 TO 22+00



3 TOWERS 69'-3" TO 89'-3"
S002 NOT TO SCALE STATIONS 11+00 TO 14+50, 16+50 TO 18+50



4 TOWERS 49'-3" TO 69'-3"
S002 NOT TO SCALE STATIONS 10+00

STATION	LIGHT HEIGHT (ABOVE FOUNDATION)	LIR POLE	PLATFOR M	GP1 TOWER HEIGHT	GP1 TOWER SECTIONS										
					A (3.75 FT)	B (5 FT)	C (6.25 FT)	D (7.5 FT)	E (10 FT)	S1 (20 FT)	S2 (20 FT)	S3 (20 FT)	BAV (1.29 FT)	SBA1 (1.29 FT)	SBA2 (1.29 FT)
	(FT)	(20 FT)	(3.94 FT)	(FT)											
3+90	52.73	20	3.94	28.79				7.5		20				1.29	
5+70	45.73	20	3.94	21.79	3.75		6.25		10				1.29		
7+90	62.73	20	3.94	38.79				7.5	10	20				1.29	
10+00	65.23	20	3.94	41.29	3.75		6.25		10	20				1.29	
11+00	68.98	20	3.94	45.04	3.75					20	20				1.29
14+50	70.23	20	3.94	46.29		5				20	20				1.29
16+30	77.73	20	3.94	53.79		5		7.5		20	20				1.29
18+10	72.73	20	3.94	48.79				7.5		20	20				1.29
20+00	61.48	20	3.94	37.54			6.25		10	20				1.29	
22+00	51.48	20	3.94	27.54			6.25	7.5		20				1.29	
24+00	45.98	20	3.94	25.04			6.25	7.5	10				1.29		

MIN. HEIGHT	MAX. HEIGHT	PLAT. FORM FEA	BASE ASSY FEA	NUMBER & TYPE TOWER SECTIONS REQ'D										MIN. TO
				A	B	C	D	E	S1	S2	S3	BAV	SBA1	
40'-0"	40'-0"	A	BAV	1										40'-0"
40'-0"	41'-0"			1	1									41'-0"
41'-0"	42'-0"			1	1	1								42'-0"
42'-0"	43'-0"			1	1	1	1							43'-0"
43'-0"	44'-0"			1	1	1	1	1						44'-0"
44'-0"	45'-0"			1	1	1	1	1	1					45'-0"
45'-0"	46'-0"			1	1	1	1	1	1	1				46'-0"
46'-0"	47'-0"	BAV		1	1	1	1	1	1	1	1			47'-0"
47'-0"	48'-0"	SBA1		1	1	1	1	1	1	1	1	1		48'-0"
48'-0"	49'-0"			1	1	1	1	1	1	1	1	1	1	49'-0"
49'-0"	50'-0"			1	1	1	1	1	1	1	1	1	1	50'-0"
50'-0"	51'-0"			1	1	1	1	1	1	1	1	1	1	51'-0"
51'-0"	52'-0"			1	1	1	1	1	1	1	1	1	1	52'-0"
52'-0"	53'-0"			1	1	1	1	1	1	1	1	1	1	53'-0"
53'-0"	54'-0"			1	1	1	1	1	1	1	1	1	1	54'-0"
54'-0"	55'-0"			1	1	1	1	1	1	1	1	1	1	55'-0"
55'-0"	56'-0"			1	1	1	1	1	1	1	1	1	1	56'-0"
56'-0"	57'-0"			1	1	1	1	1	1	1	1	1	1	57'-0"
57'-0"	58'-0"			1	1	1	1	1	1	1	1	1	1	58'-0"
58'-0"	59'-0"			1	1	1	1	1	1	1	1	1	1	59'-0"
59'-0"	60'-0"			1	1	1	1	1	1	1	1	1	1	60'-0"
60'-0"	61'-0"			1	1	1	1	1	1	1	1	1	1	61'-0"
61'-0"	62'-0"			1	1	1	1	1	1	1	1	1	1	62'-0"
62'-0"	63'-0"			1	1	1	1	1	1	1	1	1	1	63'-0"
63'-0"	64'-0"			1	1	1	1	1	1	1	1	1	1	64'-0"
64'-0"	65'-0"			1	1	1	1	1	1	1	1	1	1	65'-0"
65'-0"	66'-0"			1	1	1	1	1	1	1	1	1	1	66'-0"
66'-0"	67'-0"			1	1	1	1	1	1	1	1	1	1	67'-0"
67'-0"	68'-0"			1	1	1	1	1	1	1	1	1	1	68'-0"
68'-0"	69'-0"			1	1	1	1	1	1	1	1	1	1	69'-0"
69'-0"	70'-0"			1	1	1	1	1	1	1	1	1	1	70'-0"
70'-0"	71'-0"			1	1	1	1	1	1	1	1	1	1	71'-0"
71'-0"	72'-0"			1	1	1	1	1	1	1	1	1	1	72'-0"
72'-0"	73'-0"			1	1	1	1	1	1	1	1	1	1	73'-0"
73'-0"	74'-0"			1	1	1	1	1	1	1	1	1	1	74'-0"
74'-0"	75'-0"			1	1	1	1	1	1	1	1	1	1	75'-0"
75'-0"	76'-0"			1	1	1	1	1	1	1	1	1	1	76'-0"
76'-0"	77'-0"			1	1	1	1	1	1	1	1	1	1	77'-0"
77'-0"	78'-0"			1	1	1	1	1	1	1	1	1	1	78'-0"
78'-0"	79'-0"			1	1	1	1	1	1	1	1	1	1	79'-0"
79'-0"	80'-0"			1	1	1	1	1	1	1	1	1	1	80'-0"
80'-0"	81'-0"			1	1	1	1	1	1	1	1	1	1	81'-0"
81'-0"	82'-0"	A	SBA2	1	1	1	1	1	1	1	1	1	1	82'-0"
82'-0"	83'-0"	A	SBA2	1	1	1	1	1	1	1	1	1	1	83'-0"
83'-0"	84'-0"			1	1	1	1	1	1	1	1	1	1	84'-0"
84'-0"	85'-0"			1	1	1	1	1	1	1	1	1	1	85'-0"
85'-0"	86'-0"			1	1	1	1	1	1	1	1	1	1	86'-0"
86'-0"	87'-0"			1	1	1	1	1	1	1	1	1	1	87'-0"
87'-0"	88'-0"			1	1	1	1	1	1	1	1	1	1	88'-0"
88'-0"	89'-0"			1	1	1	1	1	1	1	1	1	1	89'-0"
89'-0"	90'-0"			1	1	1	1	1	1	1	1	1	1	90'-0"

NOTES

- FOR TOWERS 40'-0" TO 49'-3" "E" SECTION TO BE BOTTOM SECTION.
- ABBREVIATIONS USED IN TABLE ARE:
BAV - BASE ASSEMBLY, VERTICAL
SBA - SLOPE BASE ASSEMBLY
- GP-1/MS-20 TOWER HEIGHTS ARE FROM FINISHED GRADE TO CENTER OF LIGHTS.
- TOWER SECTIONS "A", "C", AND "D" WHEN USED SHALL ALWAYS BE THE TOWER TOP SECTION.
- DESIGN DRAWINGS SHOWN HERE ARE FOR INFORMATION AND REFERENCE ONLY. SUBCONTRACTOR SHALL PROVIDE ENGINEERED TOWER DESIGN DRAWINGS TO FAA AND PARSONS FOR APPROVAL.

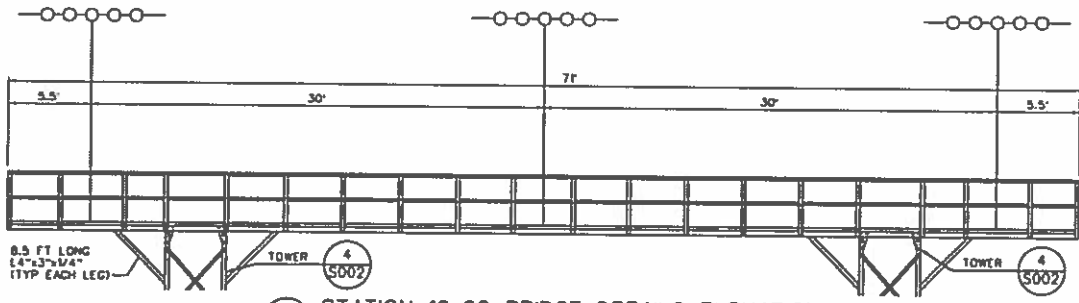
PARSONS

PTSI Managed Services Inc.
3800 Camp Creek Pkwy
Building #2400, Suite 108
Atlanta, GA 30331
404.786.1093
404.559.7715 (Fax)

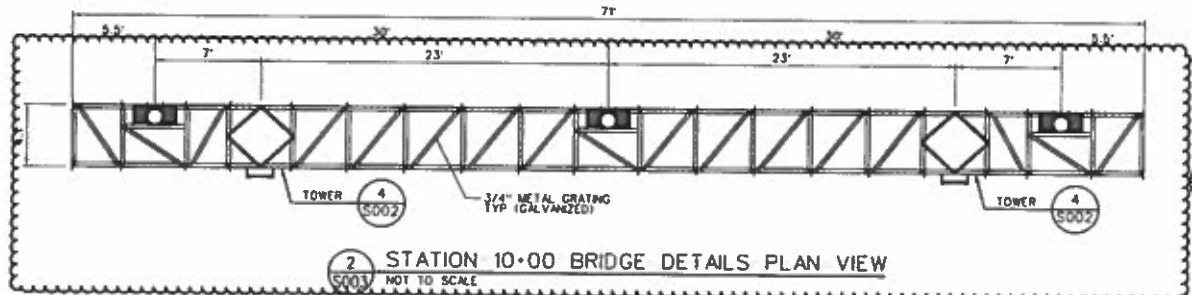
RELEASED FOR:
90X SUBMITTAL - 01/22/2018
FOR REVIEW PURPOSES ONLY
NOT TO BE USED FOR PERMITTED,
CONSTRUCTION OR RECORD.

REV	APPROVED	DATE	DESCRIPTION	APP	DATE	APP
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION ATO - TECHNICAL OPERATIONS EASTERN SERVICE AREA MALSR RUNWAY 08 40'-0" TO 128'-0" MOUNTING HEIGHT SYSTEMS HEIGHT CONFIGURATION GP-1 TOWER						
ATLANTA RELEASED BY: [Signature] PROJECT ENGINEER: [Signature] CHECKED BY: [Signature] DRAWN BY: [Signature] DATE: 01/22/2018 SCALE: 1/8" = 1'-0" DRAWING SERVICES: [Signature] FILE NO: FTY-S01017-S002						

8 7 6 5 4 3 2 1



1 STATION 10+00 BRIDGE DETAILS ELEVATION
S003 NOT TO SCALE



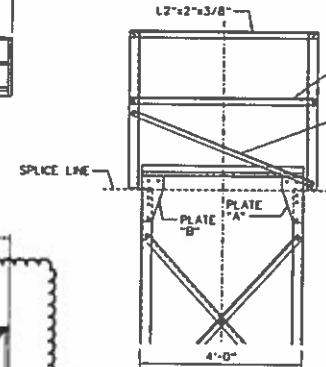
2 STATION 10+00 BRIDGE DETAILS PLAN VIEW
S003 NOT TO SCALE

DRAFT

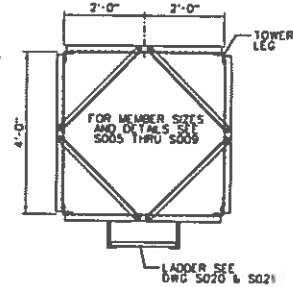
RWY 8 MALSR STATIONS DATA TABLE											
STA.	COORDINATES		GROUND ELEV.	EXIST. LIGHT ELEV.	EXIST. HEIGHT	NEW LIGHT ELEV.	TOTAL HEIGHT	POLE (UR) HEIGHT	PLATFORM HEIGHT	TOWER HEIGHT	TOP OF FOUNDATION N ELEV.
	LATITUDE N	LONGITUDE W									FOUNDATION FOOTPRINT
	DEG-MIN-SEC	DEG-MIN-SEC	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)
0+10	33° 46' 43.27"	84° 31' 48.45"	799.62	N/A	N/A	799.62	0	0	0	0	799.62
2+00	33° 46' 42.94"	84° 31' 50.66"	796.26	801.10	4.84	801.10	4.84	0.00	0.00	0.00	796.26
3+90	33° 46' 42.60"	84° 31' 52.88"	750.50	797.60	47.10	804.90	54.40	20.00	3.94	28.79	751.17
5+70	33° 46' 42.28"	84° 31' 54.97"	762.30	795.50	33.20	808.50	46.20	20.00	3.94	21.29	763.27
7+90	33° 46' 41.89"	84° 31' 57.54"	748.54	793.60	45.06	812.90	64.36	20.00	3.94	38.79	750.17
10+00	33° 46' 41.52"	84° 31' 59.98"	751.02	791.50	40.48	817.10	66.08	20.00	3.94	41.29	751.87
11+00	33° 46' 41.34"	84° 32' 01.15"	748.50	790.10	41.60	819.10	70.60	20.00	3.94	45.04	750.12
14+50	33° 46' 40.72"	84° 32' 05.23"	755.00	787.50	32.50	826.10	71.10	20.00	3.94	46.29	755.87
16+30	33° 46' 40.40"	84° 32' 07.33"	751.50	758.30	6.80	829.70	78.20	20.00	3.94	53.79	751.97
18+10	33° 46' 40.08"	84° 32' 09.43"	759.57	764.60	5.03	833.30	73.73	20.00	3.94	48.79	760.57
20+00	33° 46' 39.75"	84° 32' 11.64"	775.00	780.00	5.00	837.10	62.10	20.00	3.94	37.54	775.62
22+00	33° 46' 39.39"	84° 32' 13.97"	789.36	794.40	5.04	841.10	51.74	20.00	3.94	27.54	789.62
24+00	33° 46' 39.04"	84° 32' 16.30"	795.47	800.50	5.03	845.10	49.63	20.00	3.94	25.04	796.12

NOTES

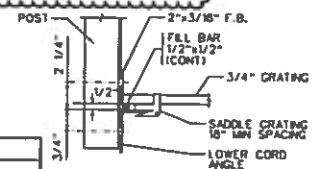
1. INSTALL AT STATION 10+00 TWO TOWERS AND A BRIDGE BETWEEN THEM.
2. DIMENSIONS ARE SYMMETRICAL.
3. STRUCTURAL ELEMENTS ARE SHOWN AS A GUIDE ONLY. FINAL DIMENSIONS TO BE DETERMINED BY SUBCONTRACTOR'S STRUCTURAL DESIGN.



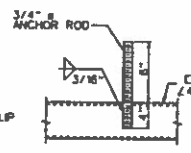
3 PLATFORM SIDE ELEVATION
S003 SCALE: 1\"/>



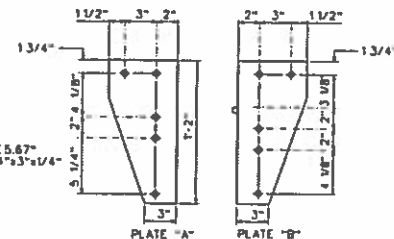
4 TOWER SECTION BELOW PLATFORM
S003 SCALE: 1\"/>



5 SECTION
S003 NOT TO SCALE



6 ANCHOR ROD DETAILS
S003 NOT TO SCALE



7 PLATE DETAILS
S003 NOT TO SCALE

PARSONS

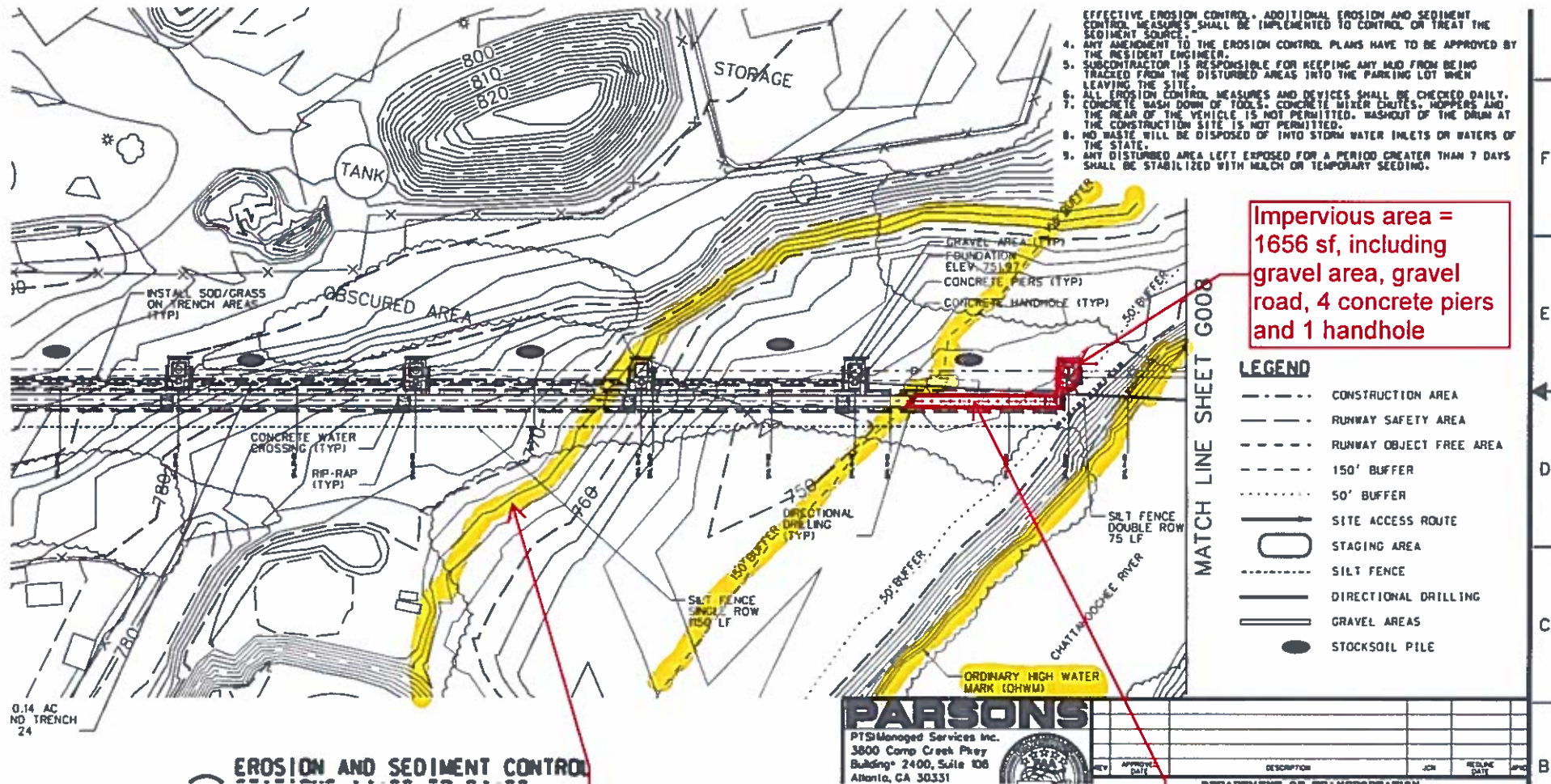
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3800 Camp Creek Pkwy
Building #2400, Suite 106
Atlanta, GA 30331
404.766.1693
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MALSR RUNWAY 08 STATION 10+00 BRIDGE DETAILS AND MALSR DATA TABLE			
ATLANTA	FULTON COUNTY AIRPORT-BROWN FIELD AIRPORT	GA	
DESIGNED BY	ENGINEERED BY	CHECKED BY	APPROVED BY
PROJECT ENGINEER	PROJECT ENGINEER	PROJECT ENGINEER	PROJECT ENGINEER
DATE	DATE	DATE	DATE
01/22/2018	01/22/2018	01/22/2018	01/22/2018
FTY-SO1017-S003			

8 7 6 5 4 3 2 1

---DRAFT---
IMPERVIOUS AREA INSIDE 150' BUFFER,
COBB COUNTY SIDE



Impervious area =
1656 sf, including
gravel area, gravel
road, 4 concrete piers
and 1 handhole

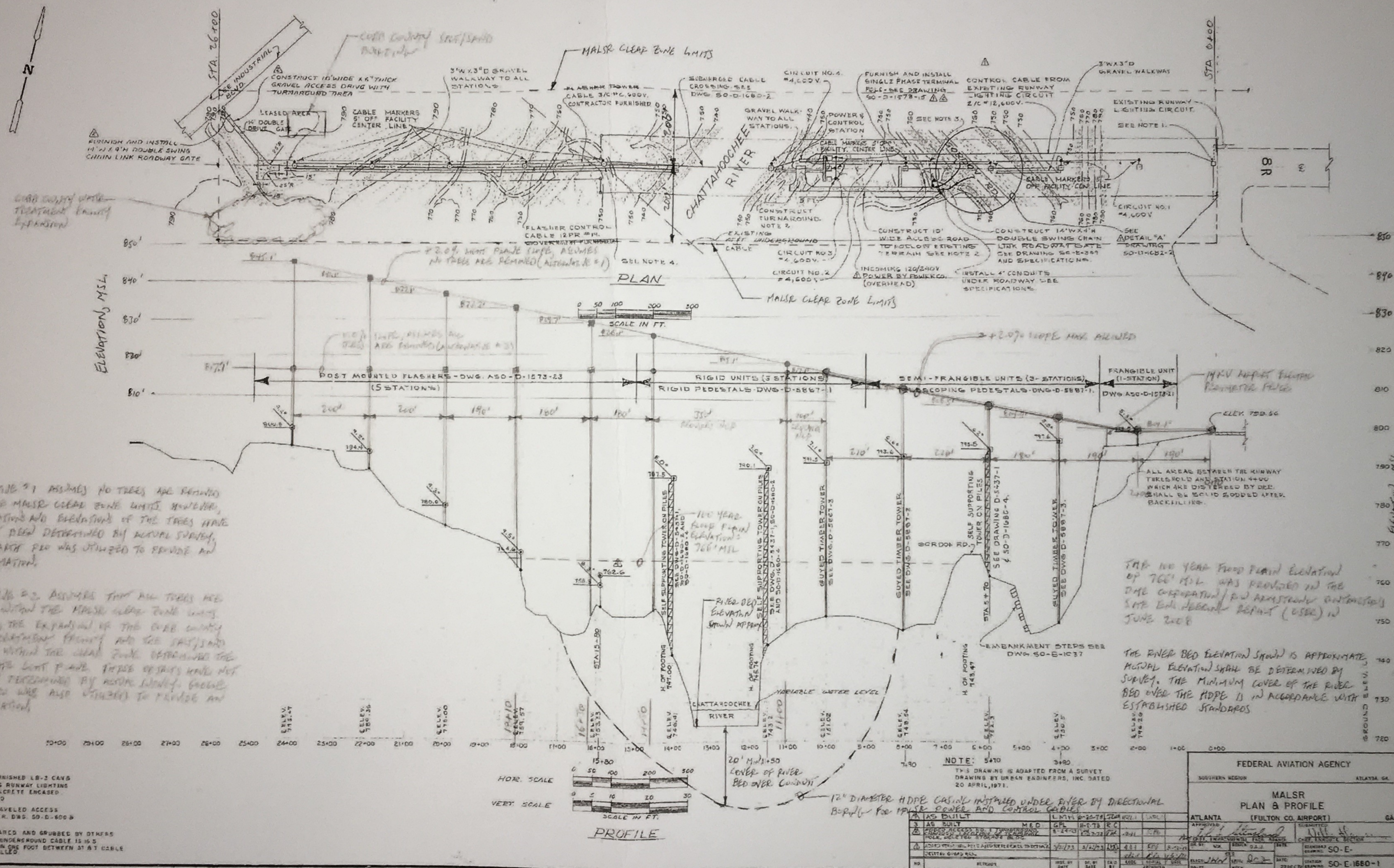
100yr flood elevation
~763.5 ft

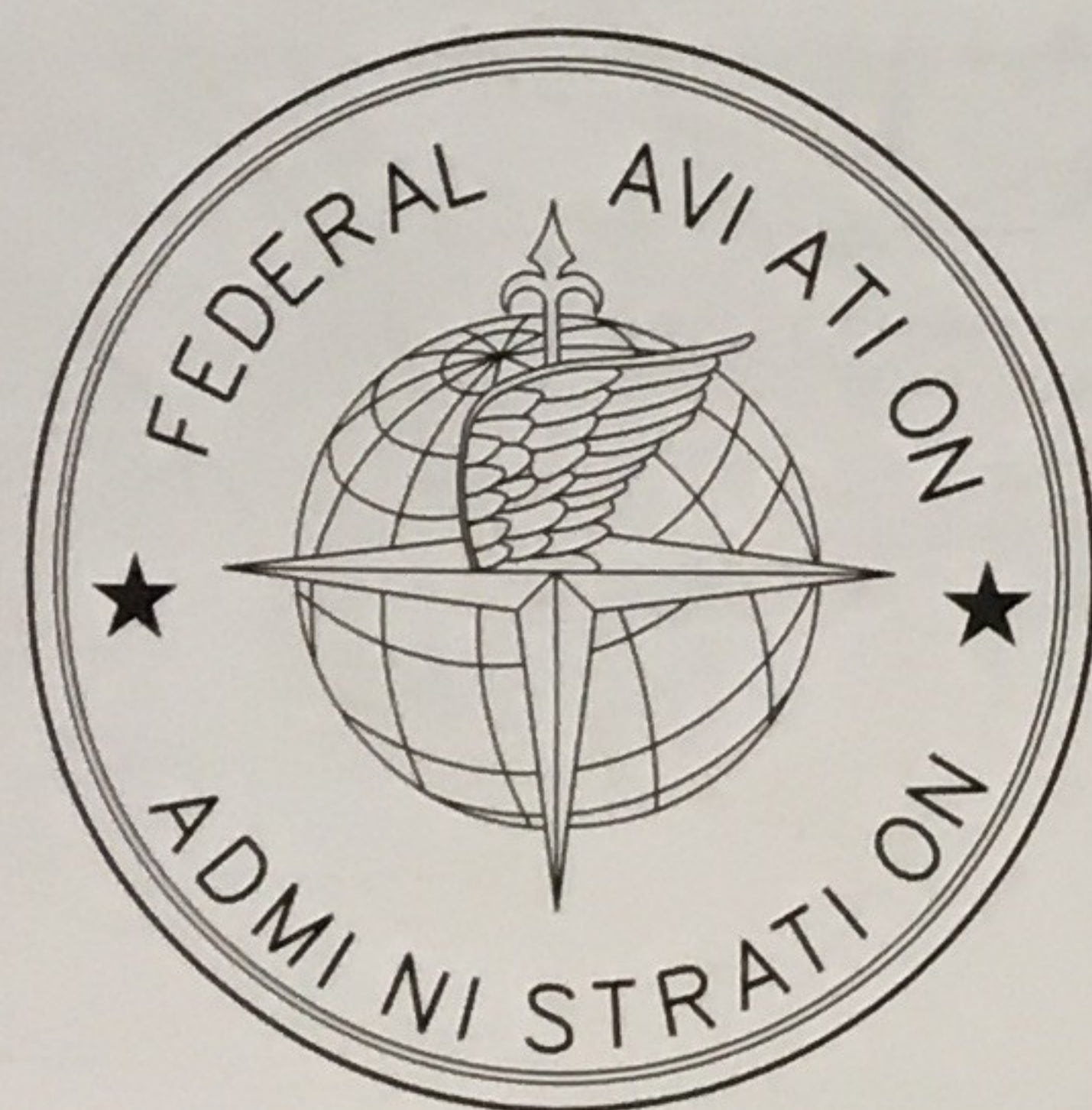
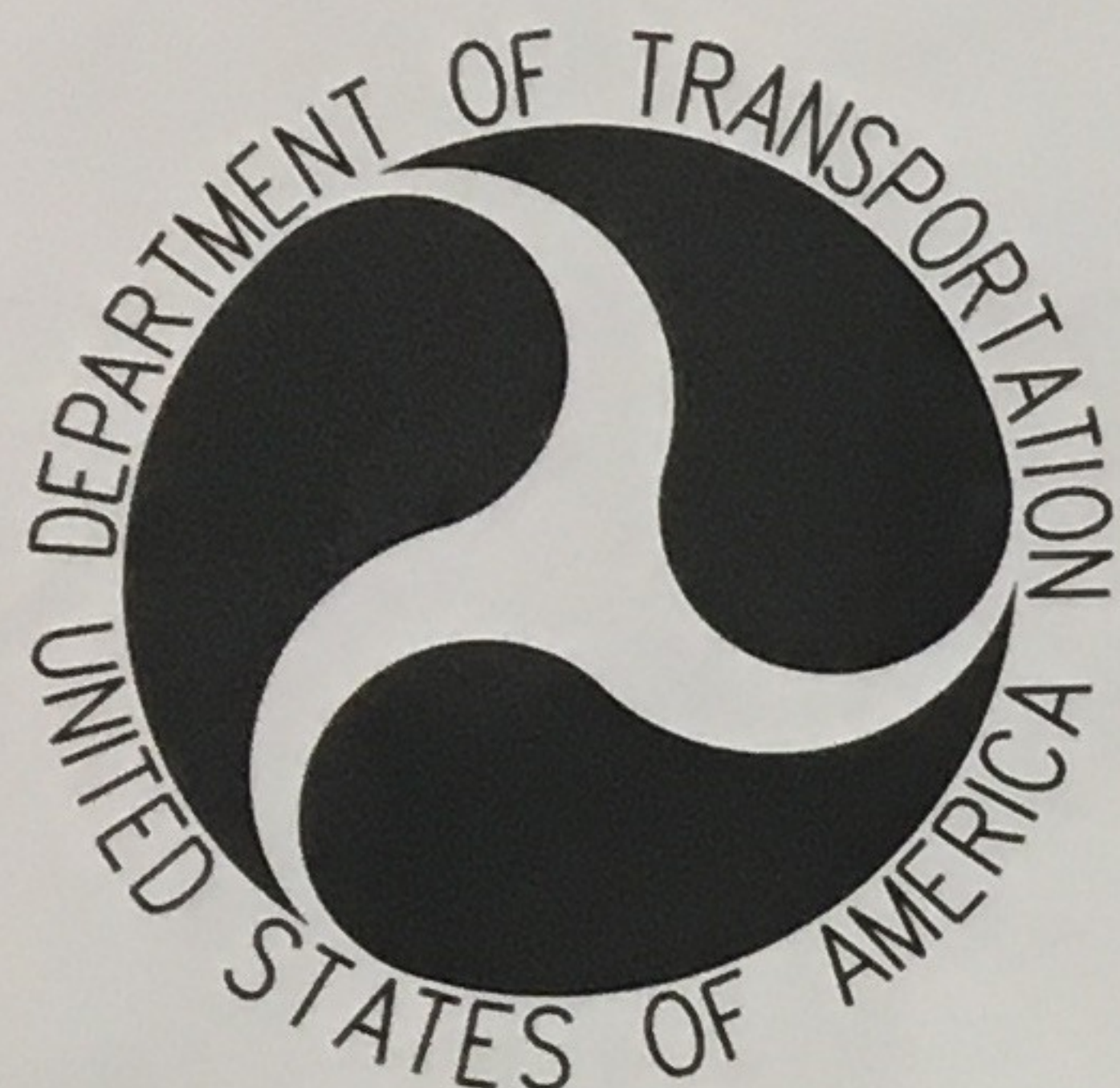
if we remove the gravel road inside the buffer and gravel area around
foundation we will have only the four 1.5'x1.5' concrete piers and a
4'x4' concrete handhole, then new impervious area = 25sf



Fulton County Airport MALSR Site

0 100 200 400 Fe





MALSR - ATLANTA, GA FULTON COUNTY AIRPORT AT BROWN FIELD GRADING, EROSION & SEDIMENT CONTROL RUNWAY 8 MALSR REPLACEMENT



VICINITY MAP
NOT TO SCALE

INDEX

FTY-COBB-G001 COVER SHEET AND VICINITY MAP
FTY-COBB-G002 MALSR REPLACEMENT FOR ARC REVIEW
FTY-COBB-G003 EROSION CONTROL DETAILS

TOTAL SITE AREA: 4.95 AC
TOTAL DISTURBED AREA: 0.63 AC
IMPERVIOUS AREA EXISTING: 0.25 AC
IMPERVIOUS AREA PROPOSED: 0.29 AC

PROPERTY INFO

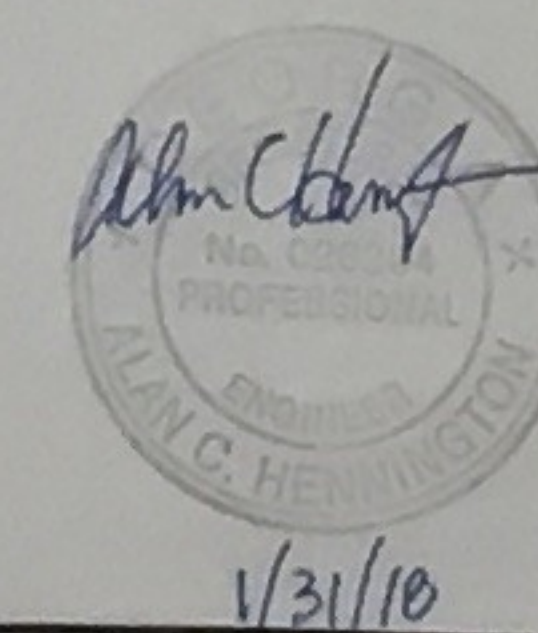
- PART OF THIS PROPERTY IS IN A FLOOD HAZARD AREA ACCORDING TO F.I.R.M. PANEL 218 OF 252, MAP 13067C0218H LAST REVISED ON MARCH 4, 2013. 100YR ELEVATION 763.5 FT.
- PARCEL 18050300140, OWNER: FULTON COUNTY, ADDRESS: LEE INDUSTRIAL BLVD, ATLANTA, GA 30303. DISTRICT NO. 18, LAND LOT 503, TAX DISTRICT: 9.
- PARCEL 18059700070, OWNER: FULTON COUNTY, ADDRESS: LEE INDUSTRIAL BLVD, ATLANTA, GA 30303. DISTRICT NO. 18, LAND LOT 597, TAX DISTRICT: 9.
- PARCEL 18059700010, OWNER: FULTON COUNTY, ADDRESS: LEE INDUSTRIAL BLVD, ATLANTA, GA 30303. DISTRICT NO. 18, LAND LOT 597, TAX DISTRICT: 9.

APPLICANT: BILL PRICE
OWNER: FULTON COUNTY
ENGINEER: PARSONS, ALAN HENNINGTON, PE 404-209-5581
CONTRACTOR: PARSONS
24 HR CONTACT: STEVE STOKER 770-772-1151

PARSONS

PTSI Managed Services Inc.
3800 Camp Creek Pkwy
Building* 2400, Suite 106
Atlanta, GA 30331
404.766.1693
404.559.1715 (Fax)

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MALSR RUNWAY 08 COVERSHEET AND VICINITY MAP					
ATLANTA FULTON COUNTY AIRPORT-BROWN FIELD AIRPORT GA					
REVIEWED BY	SUBMITTED SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN
ED CARNEY					
PROJECT ENGINEER					
DESIGNED	FJC	ISSUED BY	MGR: ENGINEERING - CENTER A	DATE	01/22/2018
DRAWN	HLG	ENGINEERING SERVICES	NAVAIDS	DRAWING NO	S01017
CHECKED					
FTY-COBB-G001					

DATA TABLE

AREA	Cobb side	Proposed Disturbed Area	Percent Land Disturbance	Existing Impervious Area Being Removed	Proposed Impervious Area	Percent Impervious Surface	Balance Existing vs Proposed Impervious Areas	Vulnerability Category	Percent Maximum Land Disturbance	Percent Maximum Impervious Surface
	sf	sf	%	sf	sf	%	sf			
Land A								A	90	75
Land B								B	80	60
Land C	146,795	18,680	12.73%	7,492	9,322	6.35%	1,830	C	70	45
Land D								D	50	30
Land E	69,022	8,772	12.71%	3,323	3,362	4.87%	39	E	30	15
Land F								F	10	2
Airport Property	215,817									
TOTAL		27,452		10,815	12,684		1,869			

NOTES

1. INSTALL SILT FENCE ALONG CONSTRUCTION SITES, RE-ALIGN ACCORDINGLY TO FIT EACH SITE.
2. REMOVE AND STORE TOPSOIL ON HIGHER GROUND TO AVOID WASHOUTS WHEN RAINING.
3. INSTALL TOPSOIL AND SOD/GRASS ON ALL NON-GRAVELLED DISTURBED AREAS.
4. THE EXISTING GRAVEL ACCESS ROAD TO BE ABANDONED IN PLACE FOR ENTRANCE GATE TO STA. 24+00 (2,375 SF). THE REMAINDER OF THE GRAVEL ROAD (10,815 SF) IS TO BE REMOVED AND RESTABLISHED WITH SOD PER SPECIFICATIONS.

GENERAL NOTES

1. PART OF THIS PROPERTY IS IN A FLOOD HAZARD AREA ACCORDING TO F.I.R.M. PANEL 218 OF 252, MAP 13067C0218H LAST REVISED ON MARCH 4, 2013. 100YR ELEVATION 763.5 FT.
2. PARCEL 18050300140, OWNER: FULTON COUNTY, ADDRESS: LEE INDUSTRIAL BLVD, ATLANTA, GA 30303, DISTRICT NO. 18, LAND LOT 503, TAX DISTRICT: 9.
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4. PARCEL 18059700010, OWNER: FULTON COUNTY, ADDRESS: LEE INDUSTRIAL BLVD, ATLANTA, GA 30303, DISTRICT NO. 18, LAND LOT 597, TAX DISTRICT: 9.

LEGEND

- CONSTRUCTION AREA
- EXISTING 10' CONTOURS
- EXISTING 2' CONTOURS
- 150' BUFFER
- 50' BUFFER
- SITE ACCESS ROUTE
- STAGING AREA
- SILT FENCE
- DIRECTIONAL DRILLING
- GRAVEL AREAS
- STOCKSOIL PILE
- ROAD RIGHT OF WAY (ROW)
- TREE LINE
- Sd1-C SILT FENCE
- AIRPORT PROPERTY LINE
- x-x- TREE PROTECTION FENCE

MALSR REPLACEMENT
FOR ARC REVIEW

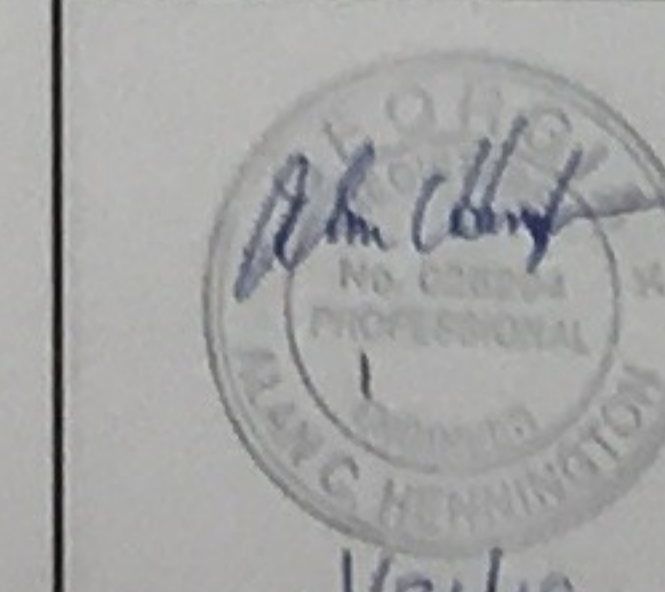
50' 0 50' 100'
SCALE: 1" = 50'

- A. THIS PROPERTY IS COMPLETELY OR PARTIALLY WITHIN THE CHATTAHOOCHEE RIVER CORRIDOR. NO LAND DISTURBANCE SHALL OCCUR OUTSIDE THE APPROVED LIMITS.
- B. ALL CONSTRUCTION MUST CONFORM TO FULTON COUNTY STANDARDS.
- C. PRIOR TO COMMENCING LAND DISTURBING ACTIVITY, THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED WITH TREE SAVE FENCE, AND SHALL REMAIN MARKED THROUGHOUT CONSTRUCTION, UNTIL FINAL STABILIZATION.
- D. ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO COMMENCING CONSTRUCTION AND SHALL BE MAINTAINED IN PROPER WORKING ORDER UNTIL ALL DISTURBED AREAS ARE STABILIZED.
- E. A COPY OF THE APPROVED LAND DISTURBANCE PLAN AND RIVER CORRIDOR CERTIFICATE/PERMIT SHALL BE PRESENT ON-SITE WHENEVER LAND DISTURBING ACTIVITY IS IN PROGRESS.
- F. A FINAL ON-SITE INSPECTION BY THE ENVIRONMENTAL PLANNER OR COUNTY ARBORIST IS REQUIRED PRIOR TO THE RELEASE OF THE CERTIFICATE OF OCCUPANCY. A CERTIFIED AS-BUILT SURVEY MAY BE REQUIRED.
- G. THIS PLAN IS APPROVED FOR RIVER CORRIDOR ONLY. IT DOES NOT ENTITLE LAND DISTURBING ACTIVITY OR CONSTRUCTION OF STRUCTURE WITHOUT FIRST OBTAINING THE PROPER PERMITS.

PARSONS

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MALSR RUNWAY 08 MALSR REPLACEMENT FOR ARC REVIEW					
ATLANTA	FULTON COUNTY AIRPORT-BROWN FIELD AIRPORT				GA
REVIEWED BY	SUBMITTED	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN
ED CARNEY	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN
PROJECT ENGINEER	ISSUED BY	DATE	01/18/2018	NOV	SO10117
DESIGNED	ENGINEERING SERVICES	NAVAIDS	FTY-COBB-G002	REV	
DRAWN	HLG				
CHECKED					

DISTURBED AREA 0.46 AC
GRAVEL ROAD

DISTURBED AREA 0.14 AC
STA. 14 TO 24 AND TRENCH
FROM STA. 16 TO 24

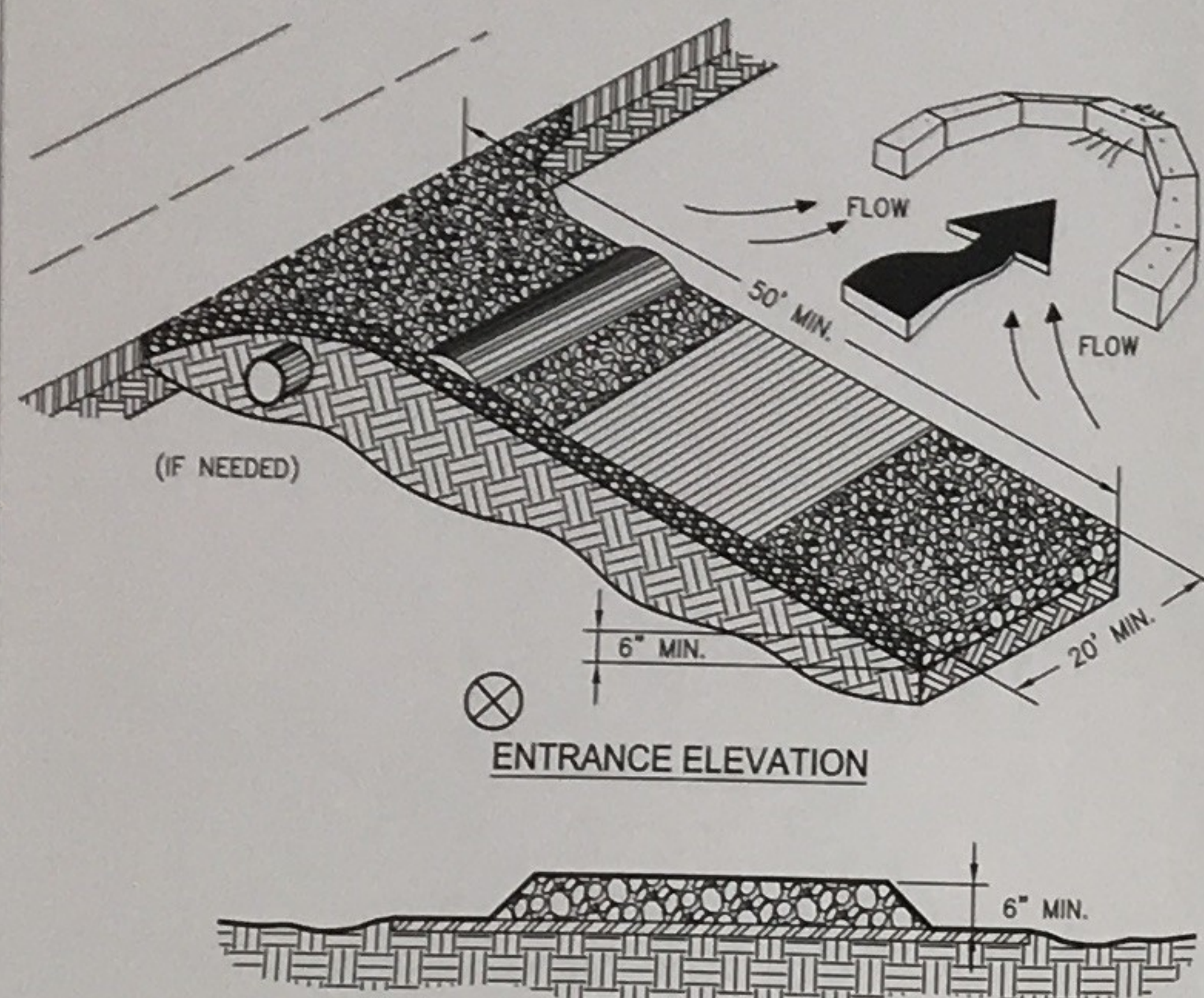
Stormwater Management Division
Cobb County Water System

Approval signifies general plan conformance to the
Cobb County Code. Design Professional and Developer
remain solely responsible for design and for correcting
any and all errors, problems and code violations (if any)
expressed during construction AFTER authorization by
Cobb County.

2-1-18
EIS C approved for ARC
MEPA review

CRUSHED STONE CONSTRUCTION EXIT

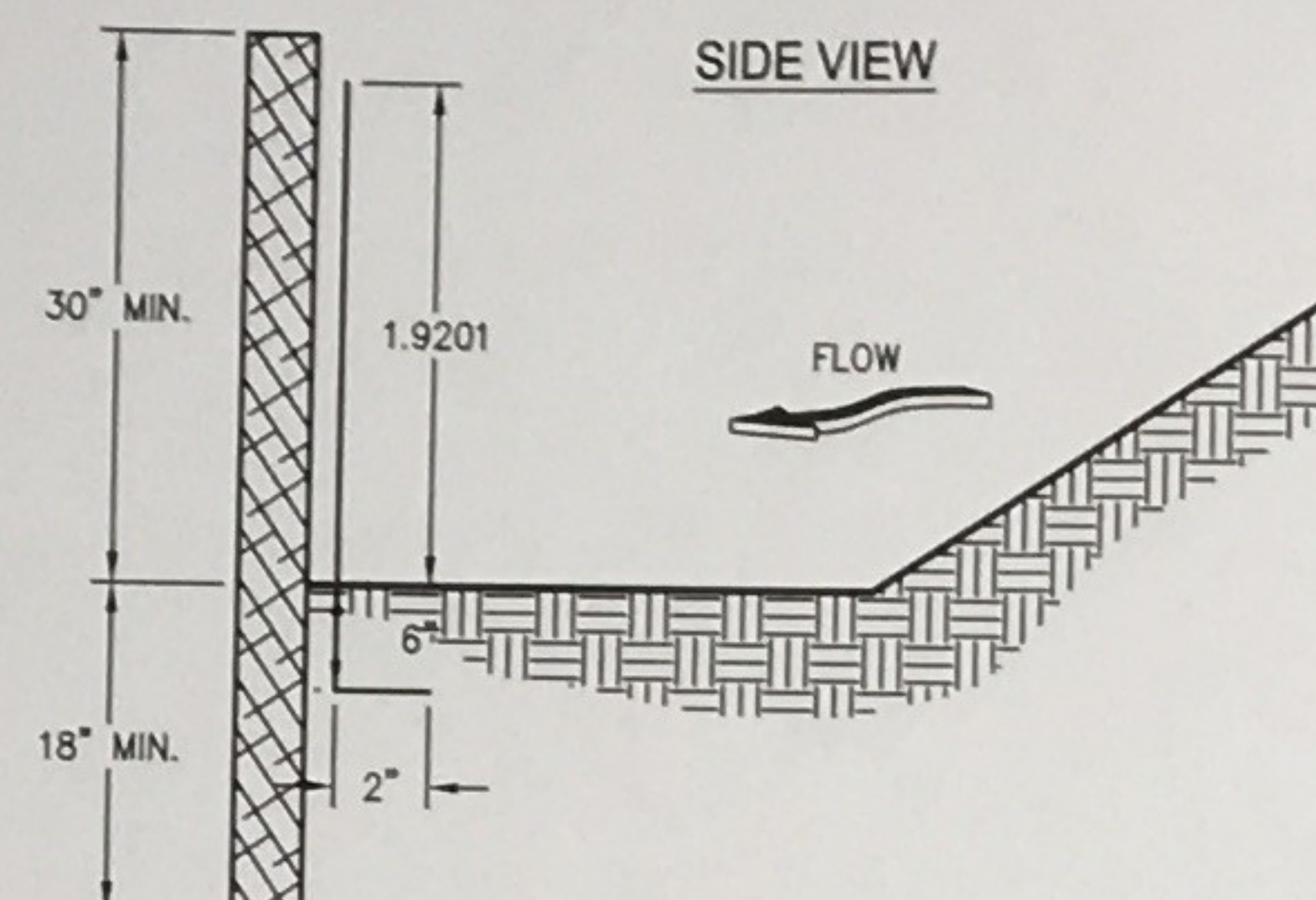
EXIT DIAGRAM



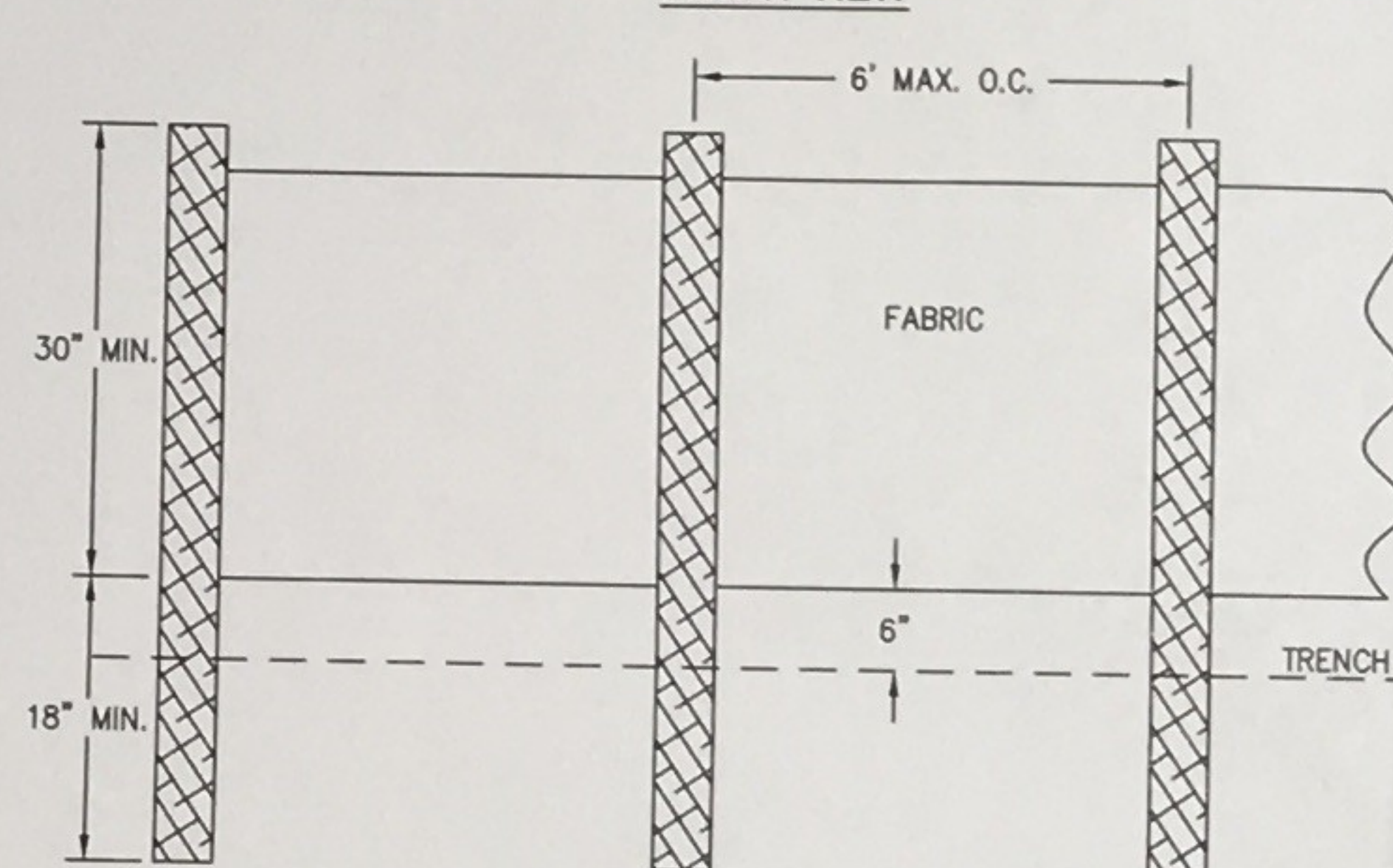
- NOTES:**
1. AVOID LOCATING ON STEEP SLOPES OR AT CURVES ON PUBLIC ROADS.
 2. REMOVE ALL VEGETATION AND OTHER UNSUITABLE MATERIAL FROM THE FOUNDATION AREA, GRADE, AND CROWN FOR POSITIVE DRAINAGE.
 3. AGGREGATE SIZE SHALL BE IN ACCORDANCE WITH NATIONAL STONE ASSOCIATION R-2 (1.5"-3.5" STONE).
 4. GRAVEL PAD SHALL HAVE A MINIMUM THICKNESS OF 6".
 5. PAD WIDTH SHALL BE EQUAL FULL WIDTH AT ALL POINTS OF VEHICULAR EGRESS, BUT NO LESS THAN 20'.
 6. A DIVERSION RIDGE SHOULD BE CONSTRUCTED WHEN GRADE TOWARD PAVED AREA IS GREATER THAN 2%.
 7. INSTALL PIPE UNDER THE ENTRANCE IF NEEDED TO MAINTAIN DRAINAGE DITCHES.
 8. WHEN WASHING IS REQUIRED, IT SHOULD BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN (DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE ENTRANCE TO A SEDIMENT CONTROL DEVICE).
 9. WASHRACKS AND/OR TIRE WASHERS MAY BE REQUIRED DEPENDING ON SCALE AND CIRCUMSTANCE. IF NECESSARY, WASHRACK DESIGN MAY CONSIST OF ANY MATERIAL SUITABLE FOR TRUCK TRAFFIC THAT REMOVE MUD AND DIRT.
 10. MAINTAIN AREA IN A WAY THAT PREVENTS TRACKING AND/OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

SILT FENCE - TYPE NON-SENSITIVE

SIDE VIEW



FRONT VIEW



- NOTES:**
1. USE STEEL OR WOOD POSTS OR AS SPECIFIED BY THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.
 2. HEIGHT (4) IS TO BE SHOWN ON THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN.

SOD MAINTENANCE AND INSTALLATION

SOD LAYOUT AND PREPARATION

LAY SOD IN A STAGGERED PATTERN. BUTT THE STRIPS TIGHTLY AGAINST EACH OTHER. DO NOT LEAVE SPACES AND DO NOT OVERLAP. A SHARPENED MASON'S TROWEL IS A HANDY TOOL FOR TUCKING DOWN THE ENDS AND TRIMMING PIECES.

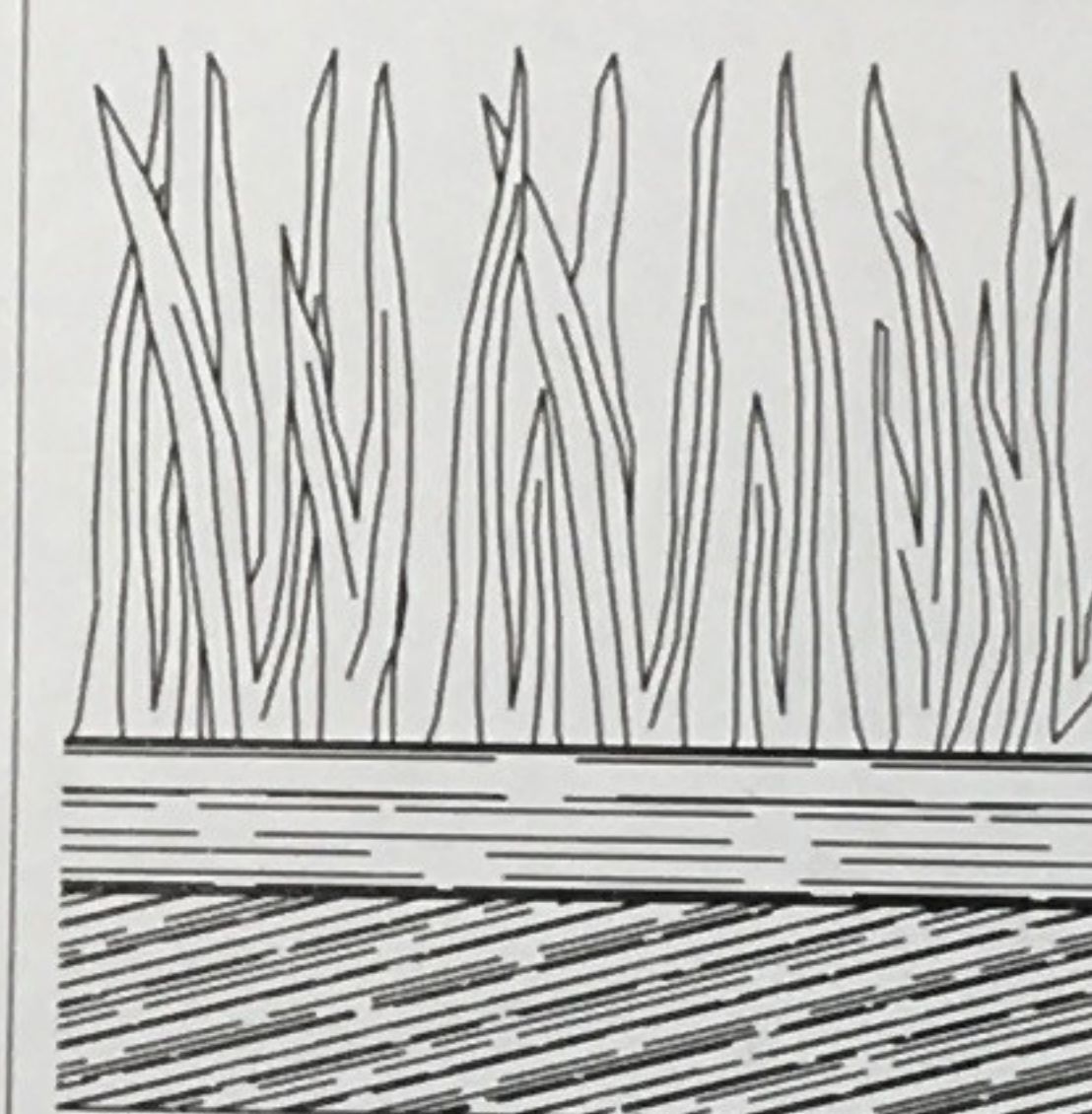


BUTTING: ANGLED ENDS CAUSED BY THE AUTOMATIC SOD CUTTER MUST BE MATCHED CORRECTLY.

DIRECTIONS FOR INITIAL MAINTENANCE

- Step 1. ROLL SOD IMMEDIATELY TO ACHIEVE FIRM CONTACT WITH THE SOIL.
- Step 2. WATER TO A DEPTH OF 4" AS NEEDED. WATER WELL AS SOON AS THE SOD IS LAID.
- Step 3. MOW WHEN THE SOD IS ESTABLISHED -- IN 2-3 WEEKS. SET THE MOWER HIGH (2"-3").

APPEARANCE OF GOOD SOD



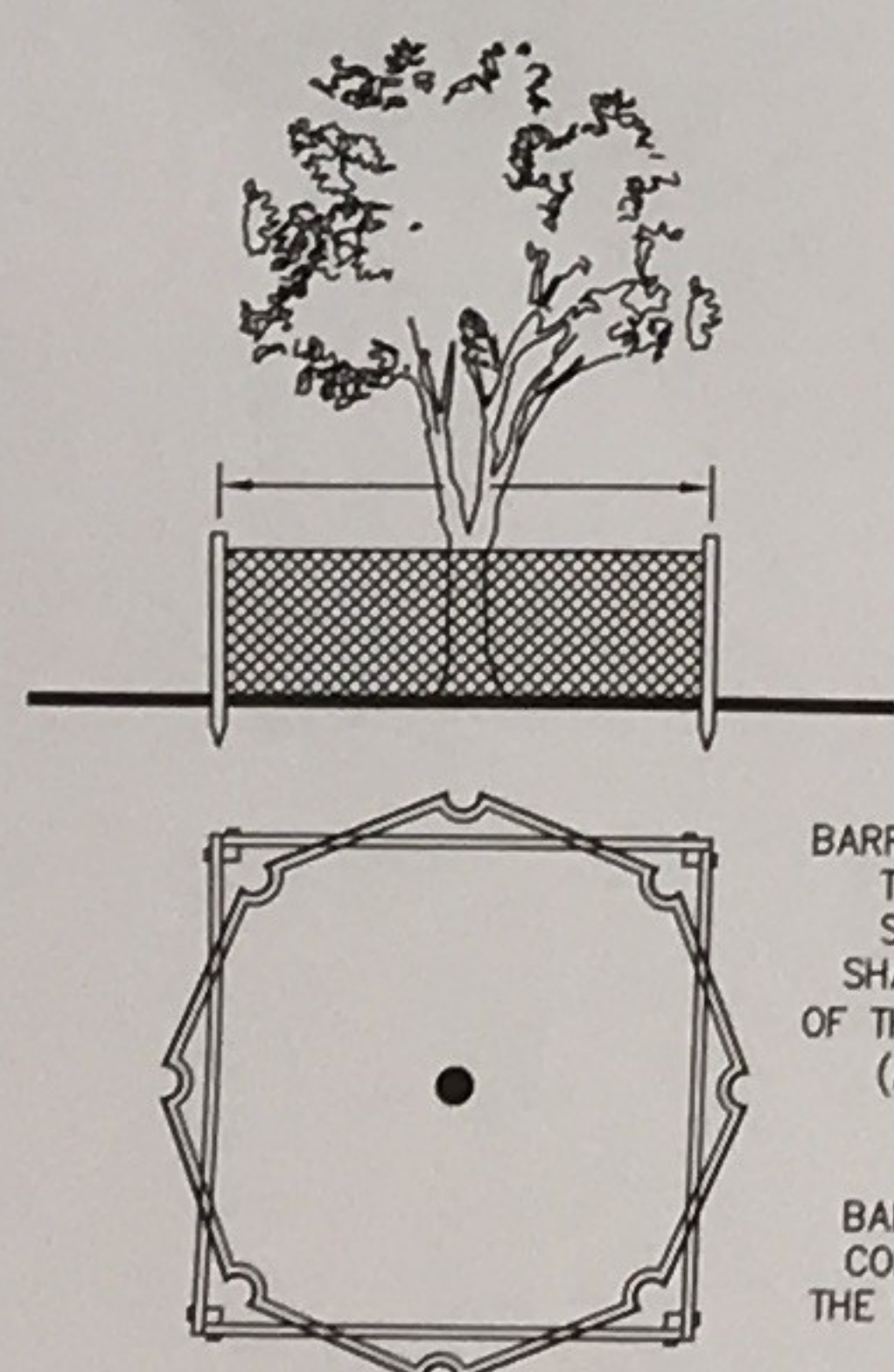
SHOOTS OR GRASS BLADES: GRASS SHOULD BE GREEN AND HEALTHY, MOWED AT A 2"-3" CUTTING HEIGHT.

THATCH: GRASS CLIPPINGS AND DEAD LEAVES (UP TO 1/2" THICK).

ROOT ZONE: SOIL AND ROOTS. SHOULD BE 1/2"-3/4" THICK WITH DENSE ROOT MAT FOR STRENGTH.

TREE PROTECTION

CHAIN LINK FENCE DETAIL



BARRIER CONSTRUCTED TO PROTECT TREE TRUNK, CROWN, AND ROOT SYSTEM FROM INJURY. BARRIERS SHALL BE LOCATED AT THE LIMITS OF THE TREE'S CRITICAL ROOT ZONE (A RADIUS OF ONE AND A HALF FEET PER INCH OF THE TREE'S DIAMETER AT BREAST HEIGHT). BARRIER SHALL BE KEPT IN GOOD CONDITION FOR THE DURATION OF THE PROJECT AND IS TO REMAIN IN PLACE UNTIL THE NOTICE OF TERMINATION.

FOR ADDED PROTECTION

- PROVIDE 4" DEEP ORGANIC MULCH OVER ANY UNPROTECTED ROOT ZONE.
- PROVIDE TEMPORARY IRRIGATION WHERE PRACTICAL AND FEASIBLE.

EROSION CONTROL NOTES

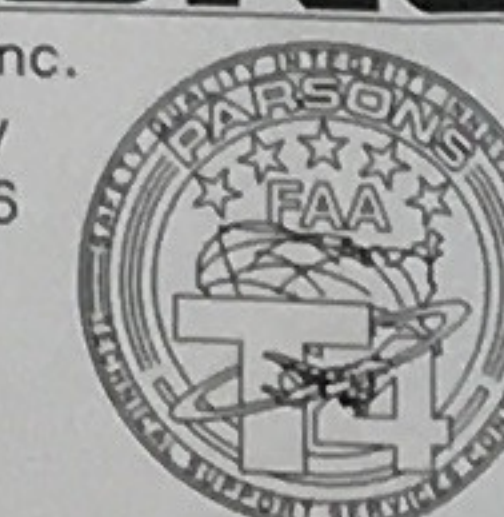
1. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENTATION CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND-DISTURBING ACTIVITIES.
2. EROSION, SEDIMENT, AND POLLUTION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY OTHER CONSTRUCTION ACTIVITY AND SHALL BE MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED.
3. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
4. ANY AMENDMENT TO THE EROSION CONTROL PLANS HAVE TO BE APPROVED BY THE RESIDENT ENGINEER.
5. SUBCONTRACTOR IS RESPONSIBLE FOR KEEPING ANY MUD FROM BEING TRACKED FROM THE DISTURBED AREAS INTO THE PARKING LOT WHEN LEAVING THE SITE.
6. ALL EROSION CONTROL MEASURES AND DEVICES SHALL BE CHECKED DAILY.
7. CONCRETE WASH DOWN OF TOOLS, CONCRETE MIXER CHUTES, HOPPERS AND THE REAR OF THE VEHICLE IS NOT PERMITTED. WASHOUT OF THE DRUM AT THE CONSTRUCTION SITE IS NOT PERMITTED.
8. NO WASTE WILL BE DISPOSED OF INTO STORM WATER INLETS OR WATERS OF THE STATE.
9. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 7 DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.

SCHEDULE OF ACTIVITIES

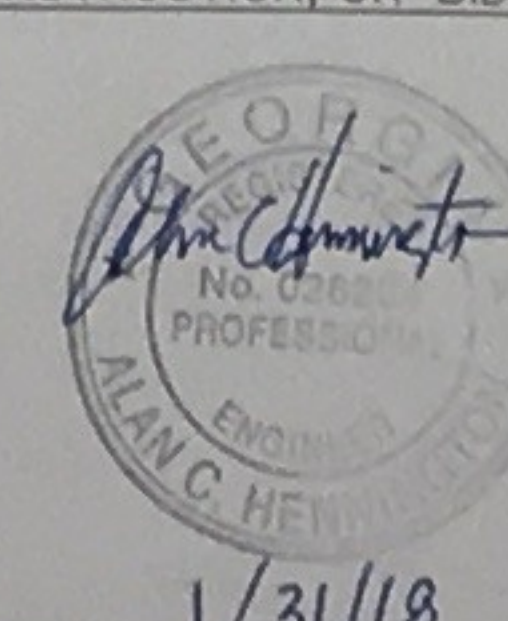
ACTIVITY	WEEKS				
	1	2	3	4	5
INSTALL SILT FENCE, TREE PROTECTION FENCE, AND CONSTRUCTION EXIT					
REMOVE EXISTING MALSR LIGHT POLES AND TOWERS					
INSTALL FOUNDATIONS FOR TOWERS AND INSTALL TOWERS					
TRENCH AND BORE FOR ALL CONDUITS					
PERMANENT STABILIZATION WITH SOD					
REMOVE EROSION CONTROL MEASURES AND AND STABILIZE					

PARSONS

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<p>ATLANTA FULTON COUNTY AIRPORT-BROWN FIELD AIRPORT</p>					
REVIEWED BY	SUBMITTED BY	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN	DO NOT SIGN
ED CARNEY	BILL PRICE				
PROJECT ENGINEER	MGR: ENGINEERING - CENTER A				
DESIGNED	DATE	ISSUED BY	DATE	JCN	SO10117
FJC	01/22/2018	ENGINEERING SERVICES			
DRAWN	HLG	NAVAIDS			
CHECKED					
					FTY-COBB-G003

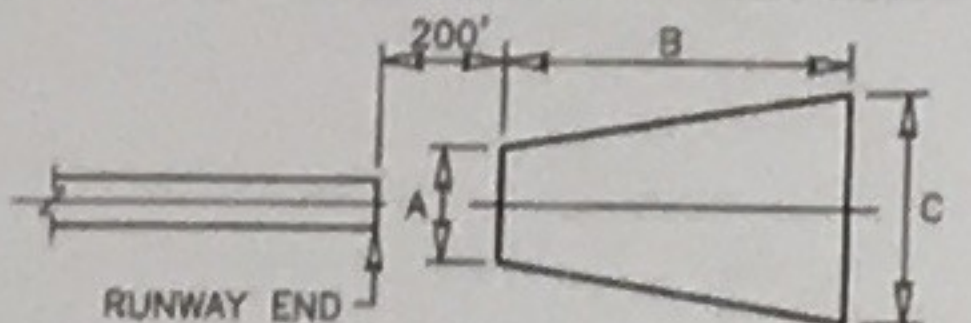
RUNWAY 8/26 + 9/27 WIND COVERAGE			
CALMS- 0-5 kt	10.5 kt/15 mph	13 kt/15 mph	
ALL WEATHER	50.1%	92.14%	93.25%

RUNWAY 14 - 32 WIND COVERAGE			
CALMS- 0-5 kt	10.5 kt/15 mph	13 kt/15 mph	
ALL WEATHER	50.1%	92.03%	93.73%

COMBINED WIND COVERAGE			
CALMS- 0-5 kt	10.5 kt/15 mph	13 kt/15 mph	
ALL WEATHER	50.1%	99.9%	100%

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION AMSL (NAVD 88)	841.1'	SAME
AIRPORT REFERENCE POINT (ARP)		
LATITUDE (NAD 83)	33° 46' 44.88" N	33° 46' 34.00" N
LONGITUDE (NAD 83)	84° 31' 16.92" W	84° 31' 17.01" W
MEAN MAX. TEMP. (HOTTEST MO.)	69° F	SAME
AIRPORT CLASSIFICATION	RELIEVER	SAME
AIRCRAFT DESIGN GROUP	D-II	SAME
AIRPORT NAV AIDS	U.S. GPS, NDB, BEACON	SAME

RUNWAY PROTECTION ZONE DIMENSIONS



RUNWAY	DIMENSION					
	EXIST	FUTURE	EXIST	FUTURE	EXIST	FUTURE
8	1,000'	1,000'	1,700'	2,500'	1,510'	1,750'
26	500'	1,000'	1,700'	2,500'	1,010'	1,750'
14	250'	SAME	1,000'	SAME	450'	SAME
32	250'	SAME	1,000'	SAME	450'	SAME
9	250'	SAME	1,000'	SAME	450'	SAME
27	250'	SAME	1,000'	SAME	450'	SAME

RUNWAY END COORDINATES (NAD 88)

RUNWAY END	EXISTING			ULTIMATE		
	DEG.	MIN.	SEC.	DEG.	MIN.	SEC.
8						
	LATITUDE	33	46	43.29	SAME	
	LONGITUDE	84	31	48.33	SAME	
26						
	LATITUDE	33	46	53.57	SAME	
	LONGITUDE	84	30	40.76	SAME	
14						
	LATITUDE	33	46	49.32	SAME	
	LONGITUDE	84	31	44.12	SAME	
32						
	LATITUDE	33	46	18.35	SAME	
	LONGITUDE	84	31	11.72	SAME	
9						
	LATITUDE	33	46	51.32	CLOSED	
	LONGITUDE	84	31	21.82	CLOSED	
27						
	LATITUDE	33	46	56.31	CLOSED	
	LONGITUDE	84	30	49.17	CLOSED	

RUNWAY DATA

ITEM	RUNWAY 8-26			RUNWAY 14-32			RUNWAY 9-27		
	EXISTING	ULTIMATE		EXISTING	ULTIMATE		EXISTING	ULTIMATE	
AIRPORT REFERENCE CODE	D-II	SAME		A-I SMALL AIRCRAFT EXCLUSIVELY	SAME		A-I SMALL (CLOSED) TW "W"		
RUNWAY DIMENSIONS	5,797' x 100'	SAME		4,158' x 100'	SAME		2,801' x 80'	SAME	
TRUE BEARING	N 79°52'27.82" E	SAME		S 40°56'55.67" W	SAME		N 79°50'18.426" E	SAME	
EFFECTIVE GRADIENT (%)	0.25%	SAME		1.02%	SAME		1.3%	SAME	
% WIND COVERAGE (10 KNOTS)	92.14	SAME		92.03	SAME		92.14	SAME	
% WIND COVERAGE (15 KNOTS)	93.25	SAME		93.73	SAME		93.25	SAME	
PAYMENT TYPE	ASPHALT	SAME		ASPHALT	SAME		ASPHALT	SAME	
MAX. ELEVATION (NAVD 88)	815.04'	SAME		841.70'	SAME		810.59'	SAME	
RUNWAY LIGHTING	HRL	SAME		MRL	SAME		NONE	SAME	
RUNWAY MARKING	PRECISION	SAME		VISUAL	SAME		VISUAL	SAME	
CRITICAL AIRCRAFT	GV	SAME		GV, GE	SAME		C-172	SAME	
LOAD BEARING CAPACITY BY GEAR TYPE									
SWL (lbs.)	105,000	SAME		30,000	SAME		35,000	SAME	
DWL (lbs.)	121,000	170,000		N/A	N/A		N/A	N/A	
OTW (lbs.)	198,000	SAME		N/A	N/A		N/A	N/A	
NAVIGATIONAL AIDS	RW 8: VOR, GPS, MALSR, VASI/REIL	SAME		RW 14: GPS, REL/PAPI	SAME		RW 9: GPS, REL/PAPI	SAME	
APPROACH SLOPE	50:1	34:1		20:1	20:1		20:1	20:1	
APPROACH TYPE	ILS	RNAV/GPS		ILS/GPS	VISUAL		VISUAL	VISUAL	
APPROACH CATEGORY	PRECISION	NPA		GPS, APV	SAME		SAME	SAME	
REQUIRED RFA	500' x 1,000'	500' x 1,000'		120' x 240'	120' x 240'		120' x 240'	120' x 240'	
AVAILABLE RFA	500' x 300'	500' x 400'		120' x 240'	120' x 240'		120' x 240'	120' x 240'	
REQUIRED OFA	800' x 1,000'	800' x 1,000'		250' x 240'	250' x 240'		250' x 240'	250' x 240'	
AVAILABLE OFA	800' x 211'	800' x 378'		250' x 240'	250' x 240'		250' x 240'	250' x 240'	
DISPLACED THRESHOLD	N/A	N/A		N/A	199'		N/A	200'	

1	4/15	KJM	JCD	REMOVED PROPOSED NTA, ADDED PROPOSED NORTH CENTRAL TERMINAL AREA (M. BAKER)
2	4/16	KJM	SK	REVISED COORDINATES AND ELEVATIONS, REVISED TERMINAL AREA LAYOUT (M. BAKER)

DESIGNED BY: G. JACKSON
DRAWN BY: J. JORDAN
SHEET CHECKED BY: J. JACKSON
CROSS CHECKED BY: G. JACKSON
APPROVED BY: X
DATE: DECEMBER 2011

CDM
Camp Dresser & McKee
3715 Northside Parkway, Building 300, Suite 400
Atlanta, GA 30307
Tel: (404) 726-4400

consulting • engineering • construction • operations

FULTON COUNTY AIRPORT - BROWN FIELD
ATLANTA, GEORGIA

AIRPORT LAYOUT PLAN

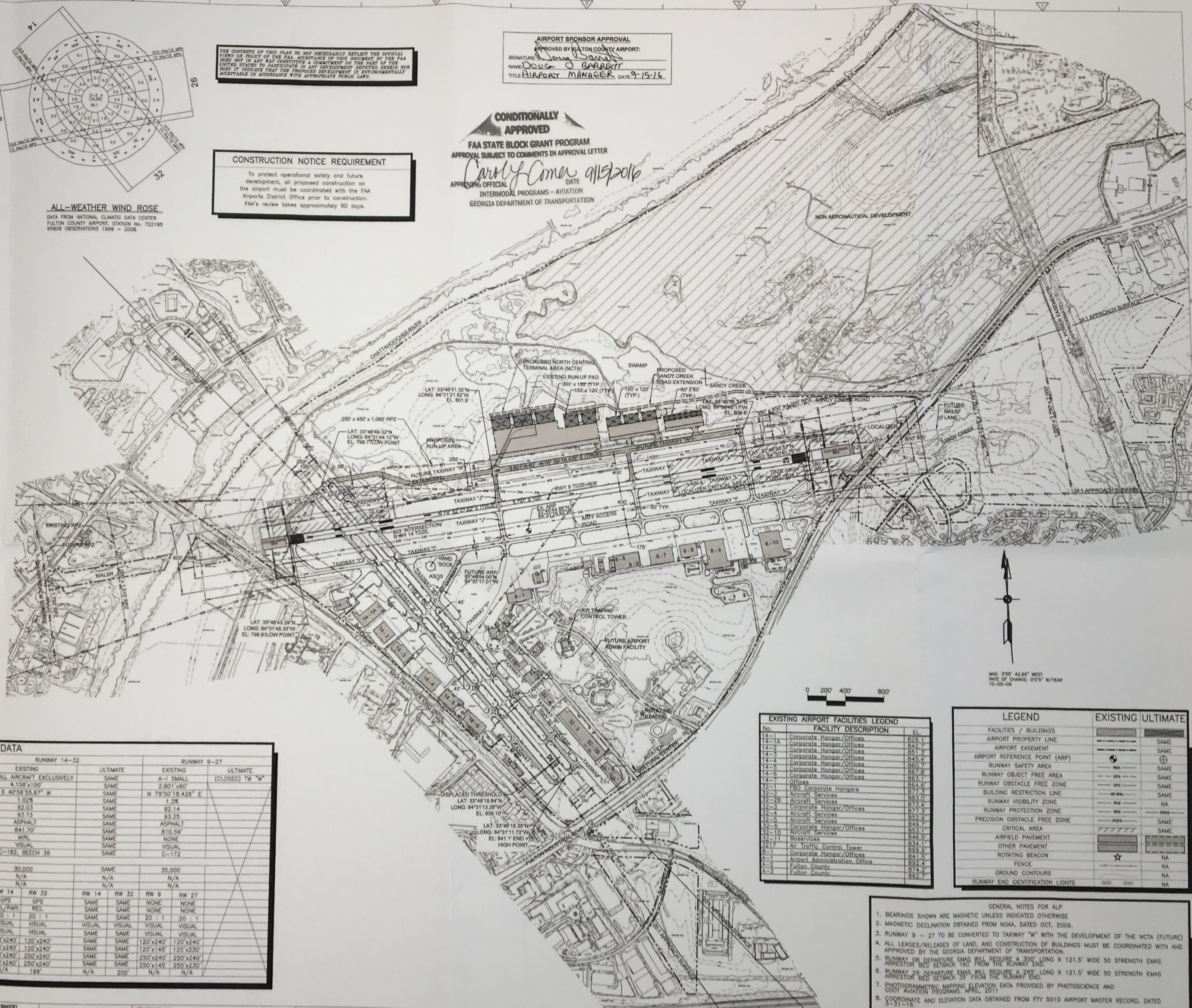
AIRPORT SPONSOR APPROVAL
APPROVED BY FULTON COUNTY AIRPORT:
SIGNATURE: *[Signature]*
NAME: DOUG O. BARRETT
TITLE: AIRPORT MANAGER DATE: 9-15-16

CONDITIONALLY APPROVED
FAA STATE BLOCK GRANT PROGRAM
APPROVAL SUBJECT TO COMMENTS IN APPROVAL LETTER
Carly Comer DATE: 9/15/2016
APPROVING OFFICIAL
INTERMODAL PROGRAMS - AVIATION
GEORGIA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

ALL-WEATHER WIND ROSE
DATA FROM NATIONAL CLIMATIC DATA CENTER
FULTON COUNTY AIRPORT, STATION NO. 722195
95606 OBSERVATIONS 1999 - 2008



EXISTING AIRPORT FACILITIES LEGEND		
No.	FACILITY DESCRIPTION	EL.
14-1	Corporate Hangar/Offices	829.1
14-1A	Corporate Hangar/Offices	842.7
14-2	Corporate Hangar/Offices	842.7
14-3	Corporate Hangar/Offices	851.3
14-4	Corporate Hangar/Offices	845.2
14-5	Corporate Hangar/Offices	860.7
14-6	Corporate Hangar/Offices	867.8
14-7	Corporate Hangar/Offices	863.1
32-1	FBO Corporate Hangars	864.0
32-2	Aircraft Services	877.3
32-3	Corporate Hangar/Offices	883.0
32-4	Aircraft Services	873.2
32-5	Corporate Hangar/Offices	877.3
32-6	Corporate Hangar/Offices	852.9
32-7	Aircraft Services	849.7
32-8	Corporate Hangar/Offices	853.1
32-9	Corporate Hangar/Offices	848.5
32-10	Aircraft Services	848.5
32-11	Boat Services	834.1
32-12	Air Traffic Control Tower	869.9
8-1	Corporate Hangar/Offices	869.9
A-1	Airport Administration Office	862.4
A-2	Fulton County	874.8
A-3	Fulton County	862.7

LEGEND		EXISTING ULTIMATE	
FACILITIES / BUILDINGS			SAME
AIRPORT PROPERTY LINE			SAME
AIRPORT EASEMENT			SAME
AIRPORT REFERENCE POINT (ARP)			SAME
RUNWAY SAFETY AREA			SAME
RUNWAY OBJECT FREE AREA			SAME
RUNWAY OBSTACLE FREE ZONE			SAME
BUILDING RESTRICTION LINE			SAME
RUNWAY VISIBILITY ZONE			NA
RUNWAY PROTECTION ZONE			NA
PRECISION OBSTACLE FREE ZONE			NA
CRITICAL AREA			SAME
AIRFIELD PAVEMENT			SAME
OTHER PAVEMENT			NA
ROTATING BEACON			NA
FENCE			NA
GROUND CONTOURS			NA
RUNWAY END IDENTIFICATION LIGHTS			NA

- GENERAL NOTES FOR ALP
1. BEARINGS SHOWN ARE MAGNETIC UNLESS INDICATED OTHERWISE.
 2. MAGNETIC DECLINATION OBTAINED FROM NOAA, DATED OCT. 2009.
 3. RUNWAY 9 - 27 TO BE CONVERTED TO TAXIWAY "W" WITH THE DEVELOPMENT OF THE NCTA (FUTURE).
 4. ALL LEASES/RELEASES OF LAND, AND CONSTRUCTION OF BUILDINGS MUST BE COORDINATED WITH AND APPROVED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION.
 5. RUNWAY OR DEPARTURE EMAS WILL REQUIRE A 300' LONG X 121.5' WIDE 50 STRENGTH EMAS ARRESTOR BED SETBACK 160' FROM THE RUNWAY END.
 6. RUNWAY OR DEPARTURE EMAS WILL REQUIRE A 265' LONG X 121.5' WIDE 50 STRENGTH EMAS ARRESTOR BED SETBACK 35' FROM THE RUNWAY END.
 7. PHOTOGRAMMETRIC MAPPING ELEVATION DATA PROVIDED BY PHOTOSCIENCE AND GDOT AVIATION PROGRAMS, APRIL, 2011.
 8. COORDINATE AND ELEVATION DATA OBTAINED FROM FTY 5010 AIRPORT MASTER RECORD, DATED 3-31-16.

AIRPORT LAYOUT DRAWING

PROJECT NO. 45646-B4348
FILE NAME: 02FTY-ALP

SHEET NO.

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