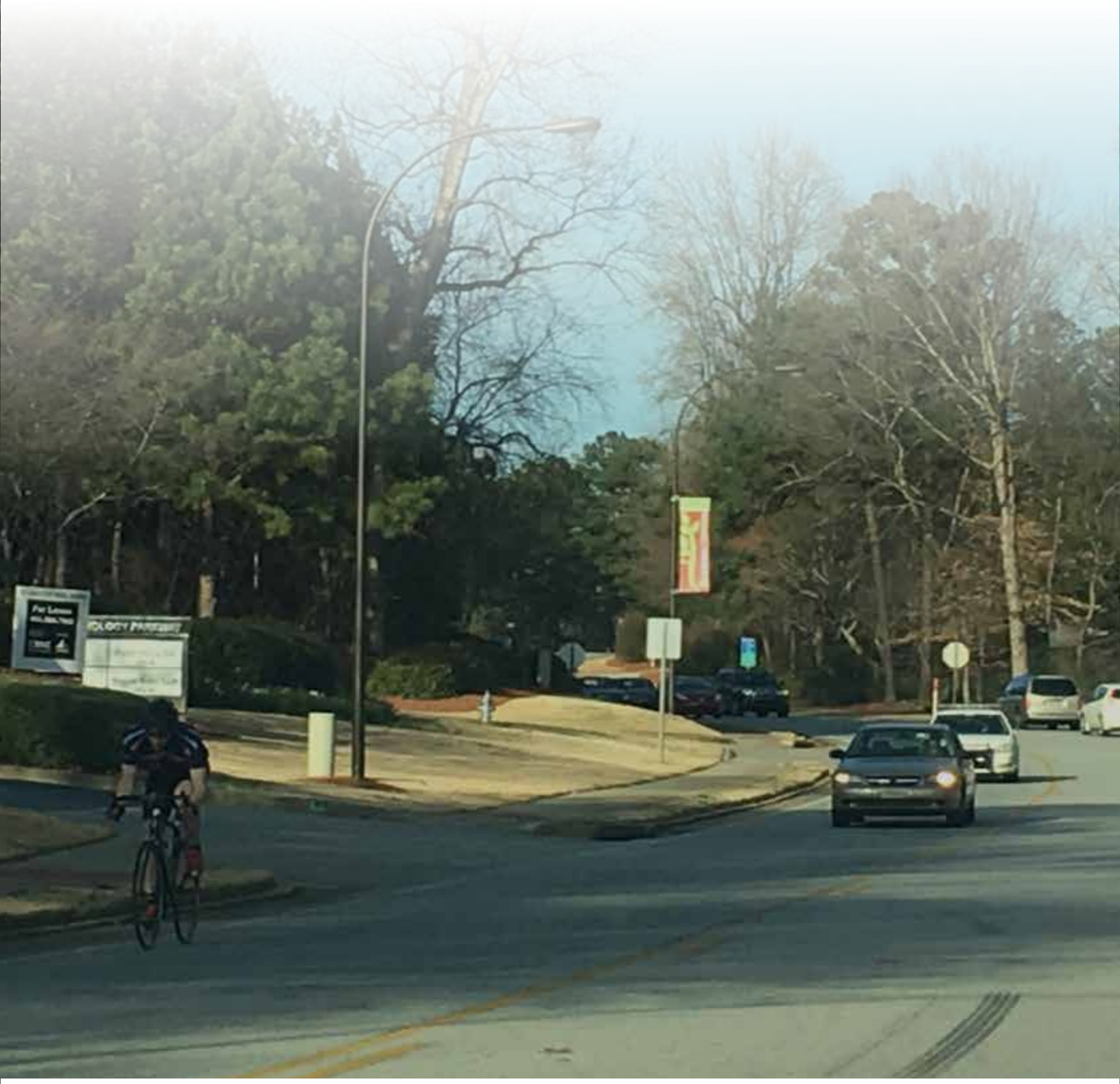
PEACHTREE CORNERS
Comprehensive Transportation Plan



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DRAFT - MARCH 2017

City of Peachtree CORNERS

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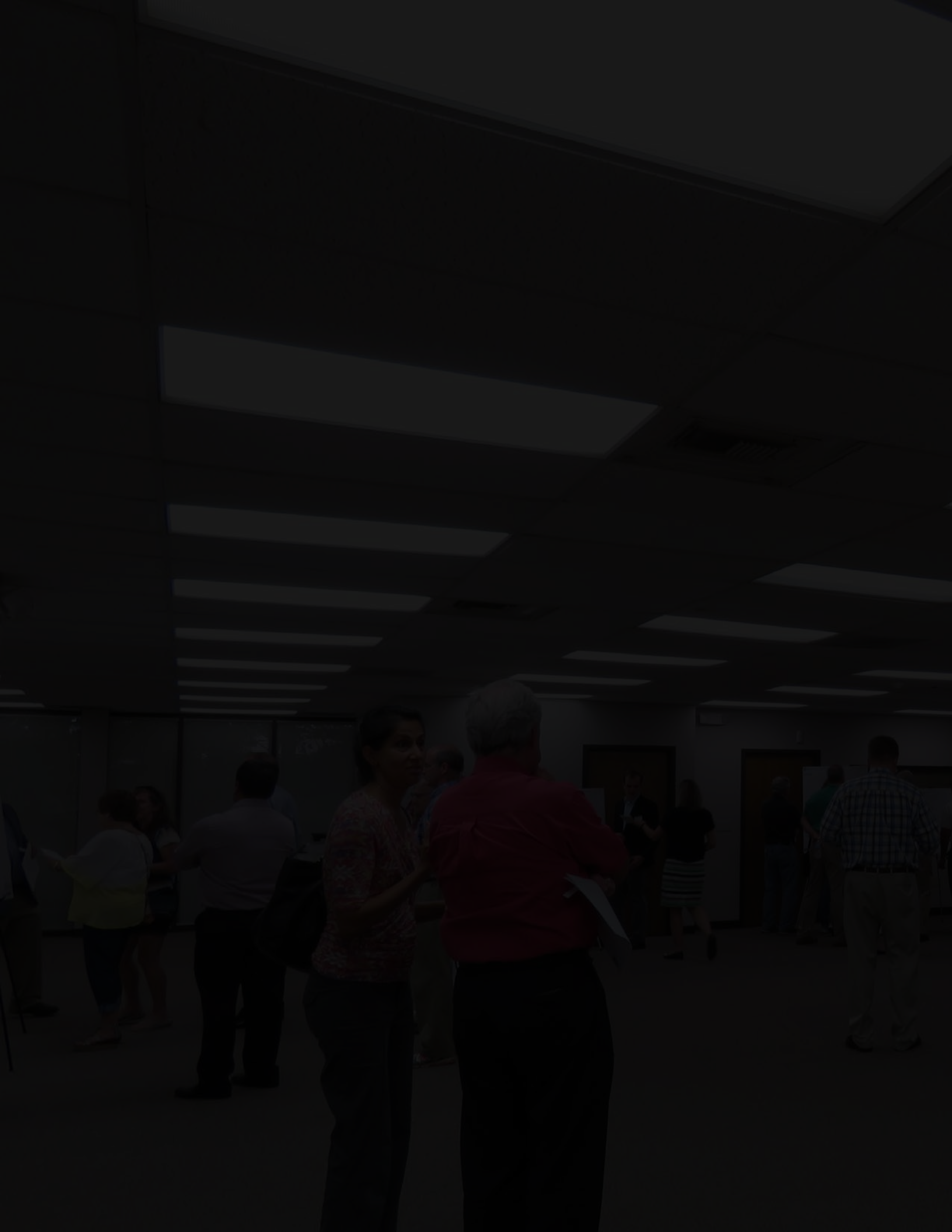
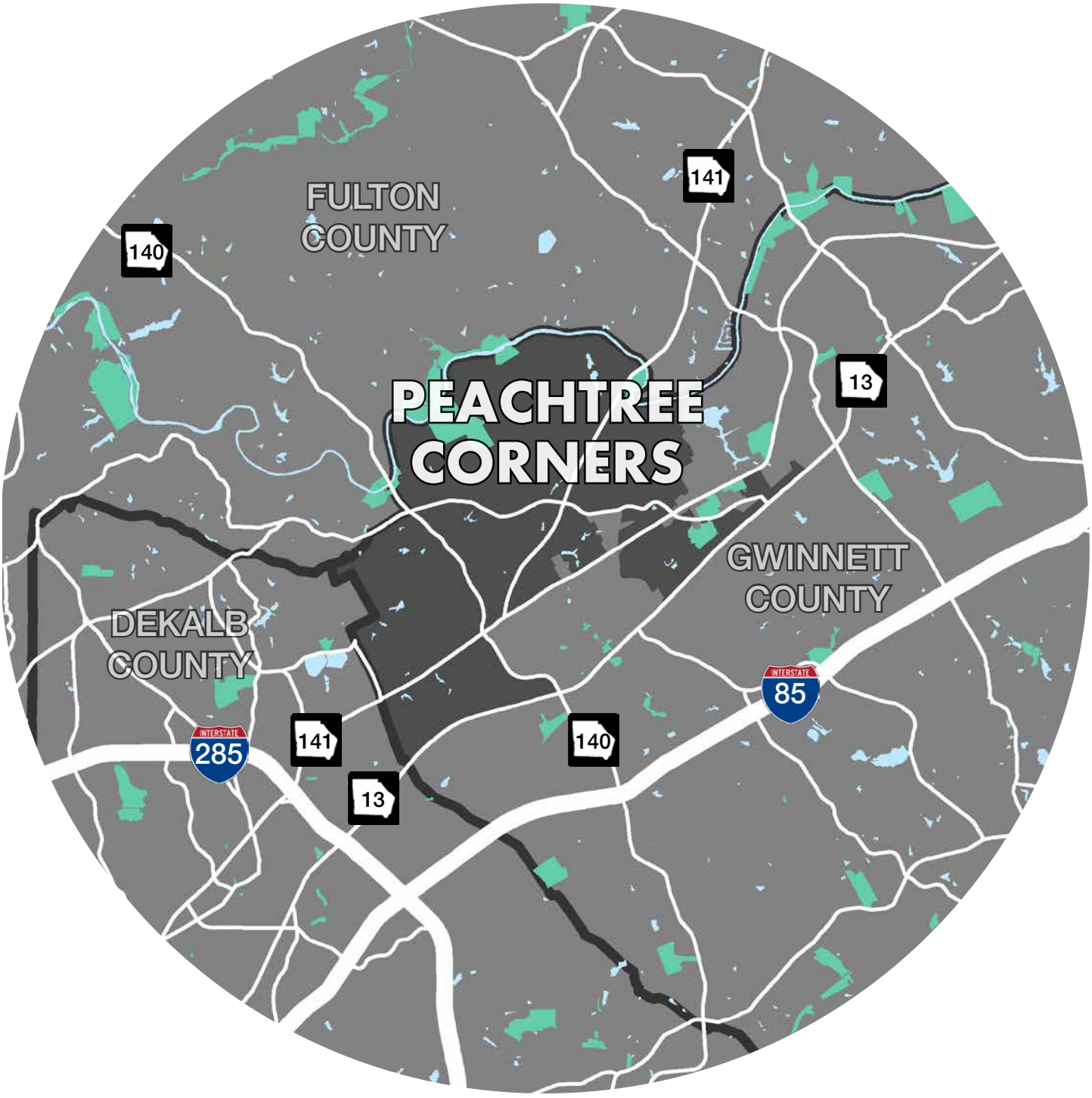


INTRODUCTION

A Brief History of Peachtree Corners

The community now known as the City of Peachtree Corners was originally planned as an unincorporated area of Gwinnett County, outside of the metro core of Atlanta. With this initial development in the 1960s, an emphasis was put on high-tech businesses, executive housing, and preserving the natural environment. Over the next few decades, the area continued to grow culminating in a 2011 vote that was held to incorporate as a City, leading to the City's first election in March 2012, and official incorporation on July 1, 2012. For reference, the City's location and incorporated boundaries are shown in the map below.



The Purpose of a Comprehensive Transportation Plan

The plan contained within this document, acts as the City's first Comprehensive Transportation Plan (CTP). A plan such as this can be used in a variety of ways but is fundamentally intended as an articulation of the transportation initiatives and investments needed to support the goals of the community. In effect, the CTP is an analysis of all applicable modes of transportation to determine existing and future needs, identify solutions, and prepare an implementation plan.

In considering the recommendations of the implementation plan, it is important to understand that the life cycle of transportation decisions and investments can span decades – therefore, the plan's findings and recommendations cover a similarly long period of time, from the immediate future and stretching out through to the year 2040.

The Comprehensive Transportation Planning Process

The CTP process was begun in late Spring 2016 and culminated in draft recommendations being presented to the community in November 2016, followed by the preparation of this document. In general, this process included four major phases:

Existing Conditions

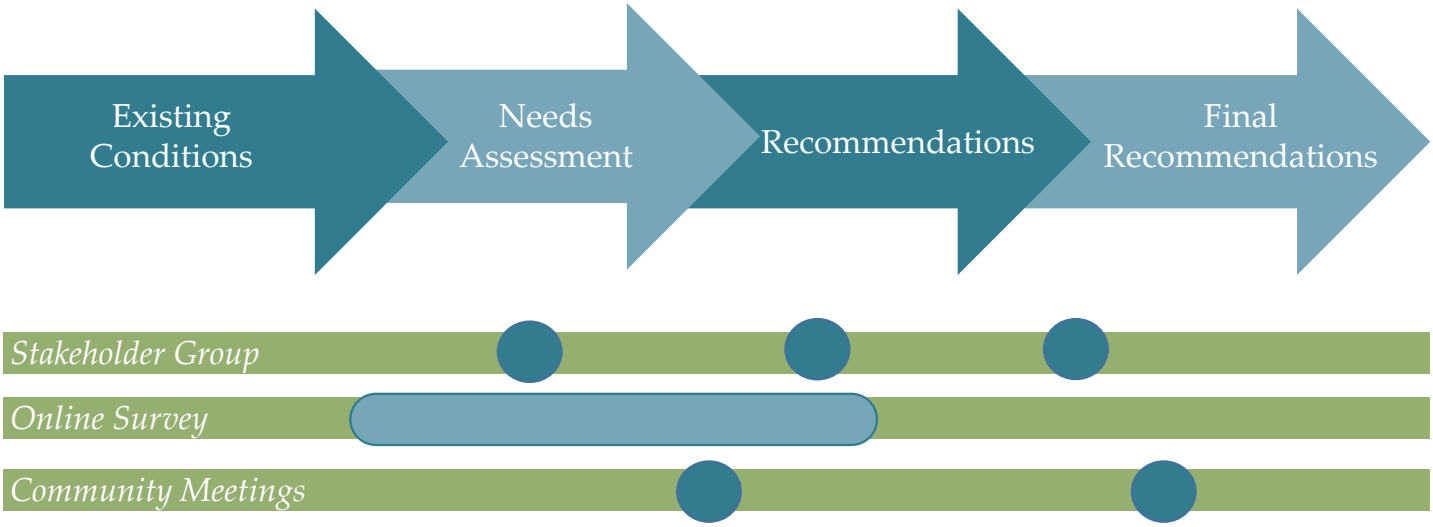
In this phase, the study team focused on fact finding and data collection. This included a review of diverse information including analysis of U.S. Census data, understanding the legacy of previous planning in Peachtree Corners, and specific data collection related to transportation including the use of traffic counts, review of crash data, observations of transportation conditions, and use of a travel demand model, which was used to understand the overall nature of transportation demand and phenomena. The findings of this phase are documented in Chapter 2 of this report.

Needs Assessment

In this phase, the study team focused on the data collected during the Existing Conditions phase in order to perform a variety of analyses and extrapolations of anticipated future conditions as a mechanism to articulate the transportation needs within the community. From a process standpoint, there was significant overlap between this phase and the Existing Conditions phase - for narrative clarity, the findings of this phase are also documented in Chapter 2 of this report.

Plan Evaluation

In this phase, initial transportation recommendations were identified and subsequently evaluated for their ability to meet the goals of the community and other considerations and criteria related to transportation. This phase is documented in Chapter 3 of this report.



Recommendations

In this phase, the findings of the plan evaluation were applied to understand the overall benefits of the plan recommendations and develop a proposed implementation plan for the City. This phase is documented in Chapter 4 of this report.

A fifth component of the planning process focused on community engagement and was used to inform all four phases described. This community engagement process was a multi-pronged effort to understand the community's collective vision for transportation that included administration of an online survey, the use of a community stakeholder group to periodically guide the study team's progress, and two public community meetings. Throughout this document, there will be many references to how this community engagement effort informed plan outcomes. Nonetheless, a specific documentation of the community engagement process is included as part of Chapter 2, beginning on Page 10.

The Context of this Comprehensive Transportation Plan

While this plan focuses on the transportation conditions and needs of Peachtree Corners, a common understanding within the planning profession is that transportation challenges don't necessarily stop at a border. Transportation is a regional endeavor and the decisions made regionally, by Gwinnett County, and by neighboring communities can all impact transportation conditions within Peachtree Corners. It is for this reason that the process of collectively making transportation decisions is often an ongoing dialogue between different communities. This CTP is a documentation of the needs and priorities for the City of Peachtree Corners and allows the City to articulate its needs as other transportation plans are compiled – whether it be a CTP for the entirety of Gwinnett County (a process which happens to be ongoing and anticipated to be complete in 2017) or a formal Regional Transportation Plan (which is constantly addressed, but is updated formally every four years) put together by the agency - the Atlanta Regional Commission (ARC) – responsible for documenting our regional transportation needs in order to secure federal transportation funding.

Another important consideration is that there is a balancing act between the plan recommendations that are considered short-term versus those that are considered mid-term and long-term. The short-term recommendations are in large part related to initiatives that have already begun (whether through actual funding commitments, actual engineering and design, or construction) while the mid-term and long-term recommendations are more related to addressing emerging transportation needs.

Assumptions and Scenario Building

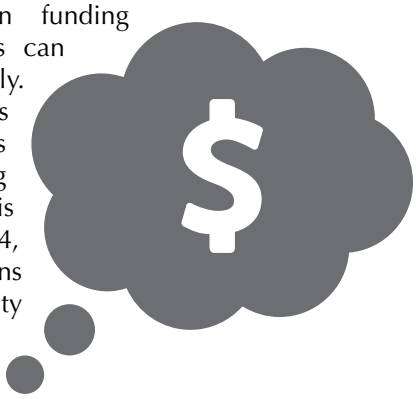
In the world of transportation, conditions are always changing and evolving. The construction of a new transportation project can immediately change traffic conditions, a funding surplus can provide new opportunities, macro social and economic trends change transportation behavior and needs over time, or new technologies can change our approach to resolving transportation challenges. Therefore, this Comprehensive Transportation Plan is fundamentally a fluid document that will likely be updated as appropriate in response to changes in conditions. This first iteration is a snapshot of the conditions and reasonable conclusions from the year 2016, tied to assumptions of the community's anticipated future. This includes consideration of the following.

Transportation Projects

As a standard practice in transportation planning efforts, only those transportation projects that have committed transportation funding are to be assumed as part of future base conditions, even out to the year 2040. This is an inherently conservative perspective as the majority of transportation funding commitments are only through the next five years. Nonetheless, this is a standard practice as it allows planning practitioners to focus on the needs and projects that are most needed beyond an initial five years of committed decision making.

Funding

Similarly, transportation funding amounts and structures can often change dramatically. For proof, one only needs to look at the years immediately preceding the development of this plan. As recently as 2014, there were grave concerns regarding the availability of federal and state transportation funds due to no long-term federal legislative commitments and reliance on declining gas tax funds for State funding.



Since then, a long-term federal transportation authorization was passed (FAST act, committing transportation funding

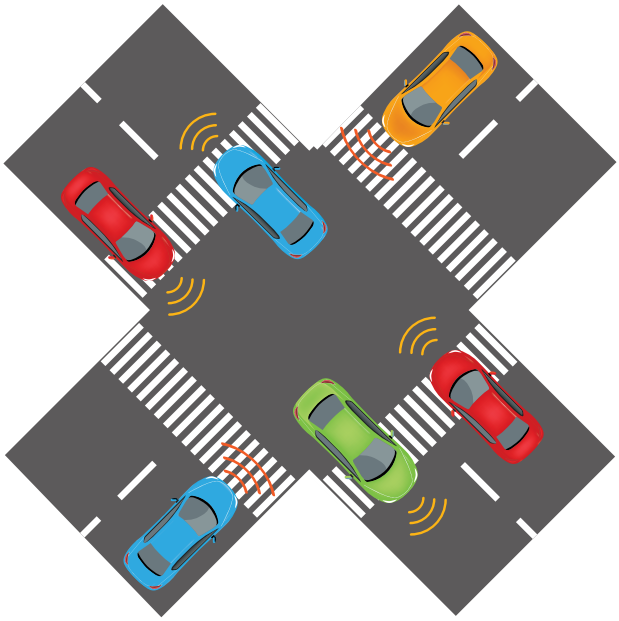
through Federal Fiscal Year 2020) while the State legislature passed House Bill 170 to supplement the gas tax with additional mechanisms for transportation funding. In the immediate future, there are several developing initiatives that may result in legislative and/or voter approved transit funding mechanisms at the state, regional, and/or local levels. While all these consideration are likely to affect major infrastructure improvements within and surrounding Peachtree Corners, the majority of City sponsored transportation projects are funded primarily by a local funding mechanism, Gwinnett County's Special Purpose Local Option Sales Tax (SPLOST). In November 2016, Gwinnett County voters authorized a six year SPLOST, after which point several possibilities could occur: the SPLOST may be extended by voters for an additional period of time, another funding mechanism may be identified, or no funding is secured. Due to the extreme speculative nature of how future transportation funding may occur, this plan largely assumes that funding sources and amounts will continue to be received in the manner in which they are today.

Social and Economic Assumptions

There are also macro level events that affect overall transportation conditions and demand. Periods of economic uncertainty often recent in reduced travel and transportation funding. Changes in costs of living (and the price of gas and other transportation related energy sources) can also have great impact on the transportation needs of the future. Similarly, social trends can influence transportation – for instance, much has been made of the millennial generation's attitude to transportation, with a perceived desire for more walkable and urban communities with a focus on transportation options that do not rely as heavily on a privately owned passenger vehicle. As the millennial generation grows older, their collective desires may reinforce this (or change entirely) while younger generations may develop entirely different values in regards to transportation. As with the majority of mainstream transportation planning (and consistent with the approach taken by regional, state, and federal entities) this plan assumes no major structural changes to our society's transportation values other than presuming a continued interest in multi-modal transportation options, a value that the transportation planning profession collectively recommends. Likewise, the plan assumes in the long run that periods of economic downturn will be offset by periods of economic growth. Finally, the plan also assumes that the costs related to using transportation will be not be so dramatically changed as to result in a major re-organization of transportation priorities.

Autonomous Vehicles

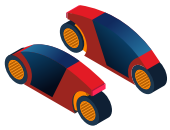
Finally, there has been significant interest in Autonomous Vehicles (AV) in recent years and many speculations on how

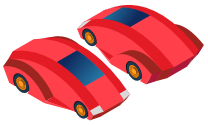


that may affect future attitudes to transportation. As that implies, there are a variety of theories on what the impact of AV will be.

Some predict that AV will change patterns of vehicle ownership resulting in large portions of society not actually owning a personal vehicle but rather using AV as a personal on-call transit vehicle. From that assumption, some predict that the amount of total Vehicle Miles Traveled (VMT) by our vehicle fleet will eventually decrease as vehicles are able to maximize efficiency in serving ready and nearby passengers. From the same agreed upon assumptions, others actually see a potential increase in VMT due to the potential for 'deadhead' trips (basically trips in between serving passenger), despite the possibility of each 'deadhead' trip being relatively short.

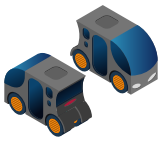
There is tremendous focus on how AV may change the physical capacity of our transportation system, with vehicles being able to travel at high speeds in close proximity to each other as part of an integrated and coordinated system that manages all AV. In the short-term, car manufactures are focusing more on the predicative and automated driving capabilities of vehicles rather than standardizing to a common system where vehicles can communicate to each other.





There are certainly broader implications on how the implementation of AV may change land use patterns and attitudes to multi-modal travel. Some suggest that AV will allow us to dedicate less physical space to vehicles resulting in denser communities that will increase walking and biking for local trips. Similarly, an integrated capacity boosting AV system may allow individuals to live further and further away from employment and activity areas which could conversely result in more urban sprawl. There are similar theories that the ease of AV may make walking and biking – as well as public transportation – relatively obsolete.

The rollout of – and access to – AV will also greatly influence the type of impact possible. Some of the scenarios mentioned (particularly an integrated system of AV communicating to each other) would effectively require 100 percent compliance and the possibility of an entirely different type of transportation infrastructure as support. Likewise, there are equity issues associated with AV. For instance, even if our vehicle ownership structure changes to accommodate an AV system that represents personal on-call transit vehicles, this still does not guarantee that all members of our society can afford of will have access to those vehicles.

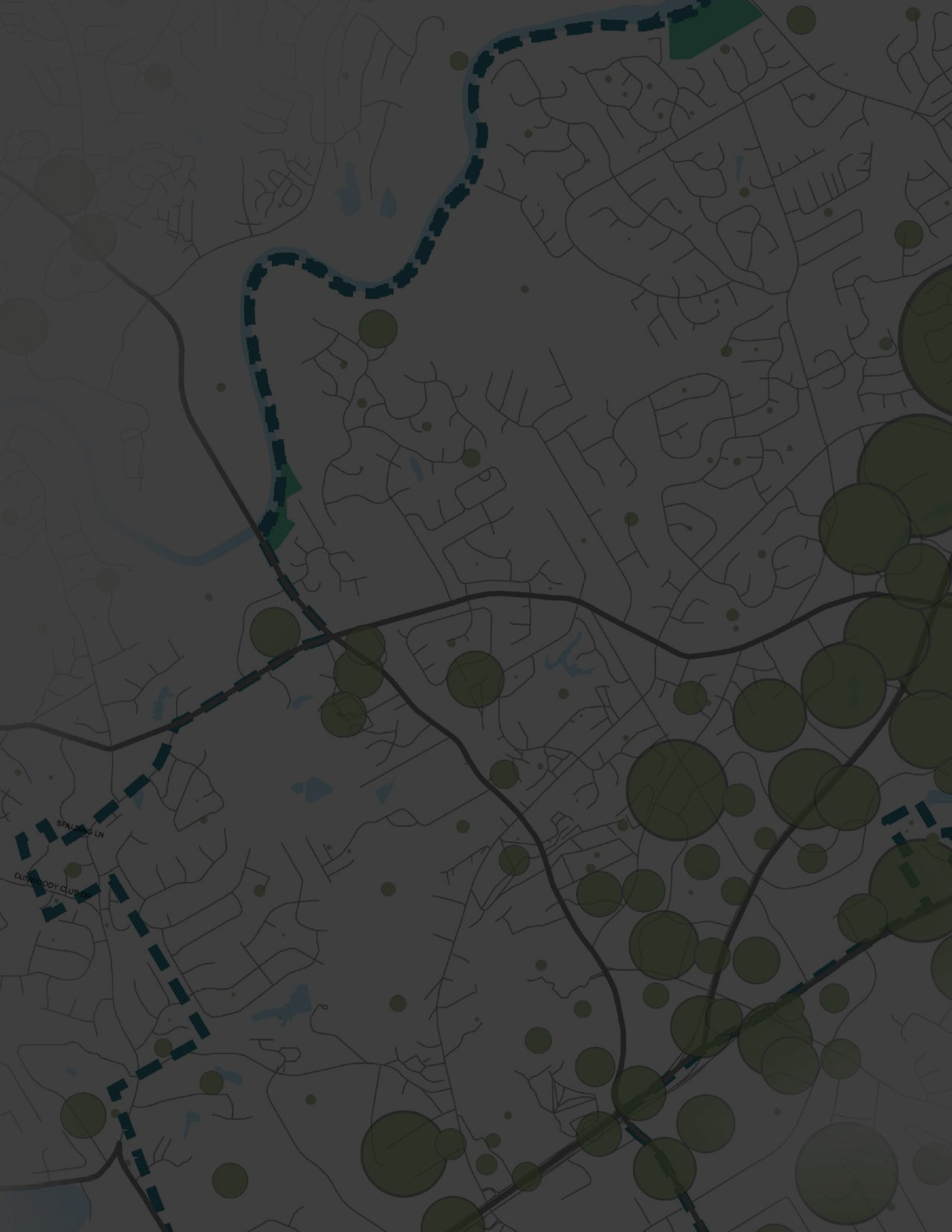


Given the large number of uncertainties related to AV, this plan makes the assumption that through the year 2040, AV will not have any substantial impact on travel behavior, the capacity of our transportation system, or the land use and character of the community. This is consistent with the current approach to the transportation planning activities of the City's County, Regional, State, and Federal agencies.

Nonetheless, this assumption should not be interpreted as a dismissal of the impacts that AV will one day have to our transportation system. Rather, it is an acknowledgment that at the time of the plan's completion (2016), the technology and its impacts were far too speculative to directly incorporate into its recommendations. As with any of the other macro assumptions made, future iterations of this plan should be sensitive to changing conditions and emerging research and to the degree possible, consensus on likely futures.

On this note, the City of Peachtree Corners should strive to be a leader and at the forefront of appropriate public investment to facilitate the implementation of AV.

For further reading on transportation planning in relation toAutonomous Vehicles, a more comprehensive review can be found in "Autonomous Vehicle Implementation predictions – Implications for Transportation Planning", by Todd Litman of the Victoria Transport Policy Institute, dated September 2016.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EXISTING CONDITIONS + NEEDS ASSESSMENT

Introduction

The planning effort began with a substantial data collection effort designed to understand the conditions in the community affecting transportation. This phase, referred to as an analysis of 'Existing Conditions' was subsequently followed by a 'Needs Assessment' – an exercise in using this data for a variety of analyses to understand both existing deficiencies in the transportation system and where such deficiencies are anticipated looking into the future.

This chapter documents both the 'Existing Conditions' and 'Needs Assessment' phases of the CTP effort – characterizing the work as the sum of three major considerations:

(1) A review of Previous Plans was conducted so that the study team can understand the legacy of planning within Peachtree Corners but also how the efforts conducted by other entities may affect Peachtree Corners.

(2) By collecting and applying a variety of data, the study team conducted a Technical Assessment in order to gauge where transportation needs appear to be the most critical.

(3) Finally, the planning process included Community Engagement to make sure that both the plan's progress and eventual recommendations reflected the goals of the Peachtree Corners community.

Previous Planning Efforts

Despite being a relatively new City, Peachtree Corners has embarked on several studies and plans as indicated below.

Livable Center Initiative (LCI) Study: This study – funded by ARC – focused on a variety of land use, transportation, and urban design initiatives that could be undertaken to redevelop parts of the City (with particular focus on SR 141) as a more walkable and bicycle friendly community.

Town Center Plan: The City has partnered with Fuqua to develop a town center on SR 141 across from the existing Forum development.

Winters Chapel Road Corridor Study: This study included two elements: one focusing on multi-modal improvements along the Winters Chapel Road corridor, and the other functioning as a traffic operations assessment of the corridor.

Holcomb Bridge Road Study: This study included a variety of transportation recommendations along Holcomb Bridge Road and Peachtree Corners Circle.

Multi-Use Trail Study: This study identified possible trail routes in the Technology Park area of the City.

Comprehensive Plan – This plan, required by the Georgia Department of Community Affairs, acts as an overall articulation of the City's vision and the broad steps to achieve that vision. In addition to formulating these goals, the plan includes a land use element which is used to direct the types of future development in the community through different 'character areas'.

In addition to these local plans, partner agencies like the Georgia Department of Transportation (GDOT) and Gwinnett County have prepared plans that affect Peachtree Corners. Wherever possible, these projects have also been included.

Transportation recommendations compiled from these studies are shown in Figure 1 while the Character Area map from the Comprehensive Plan is reproduced in Figure 2.

Figure 1 - Transportation Projects from Previous Planning Efforts

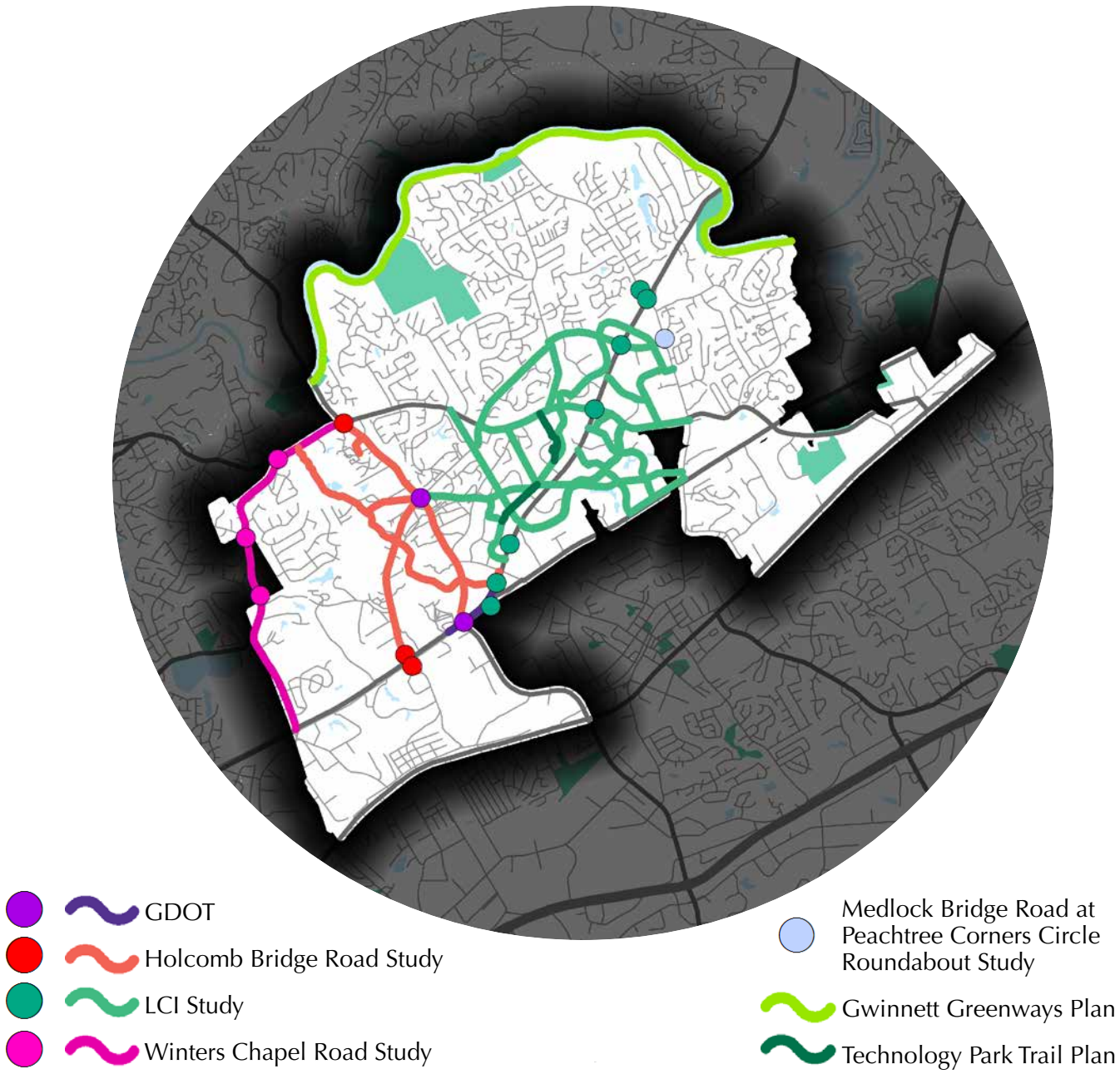
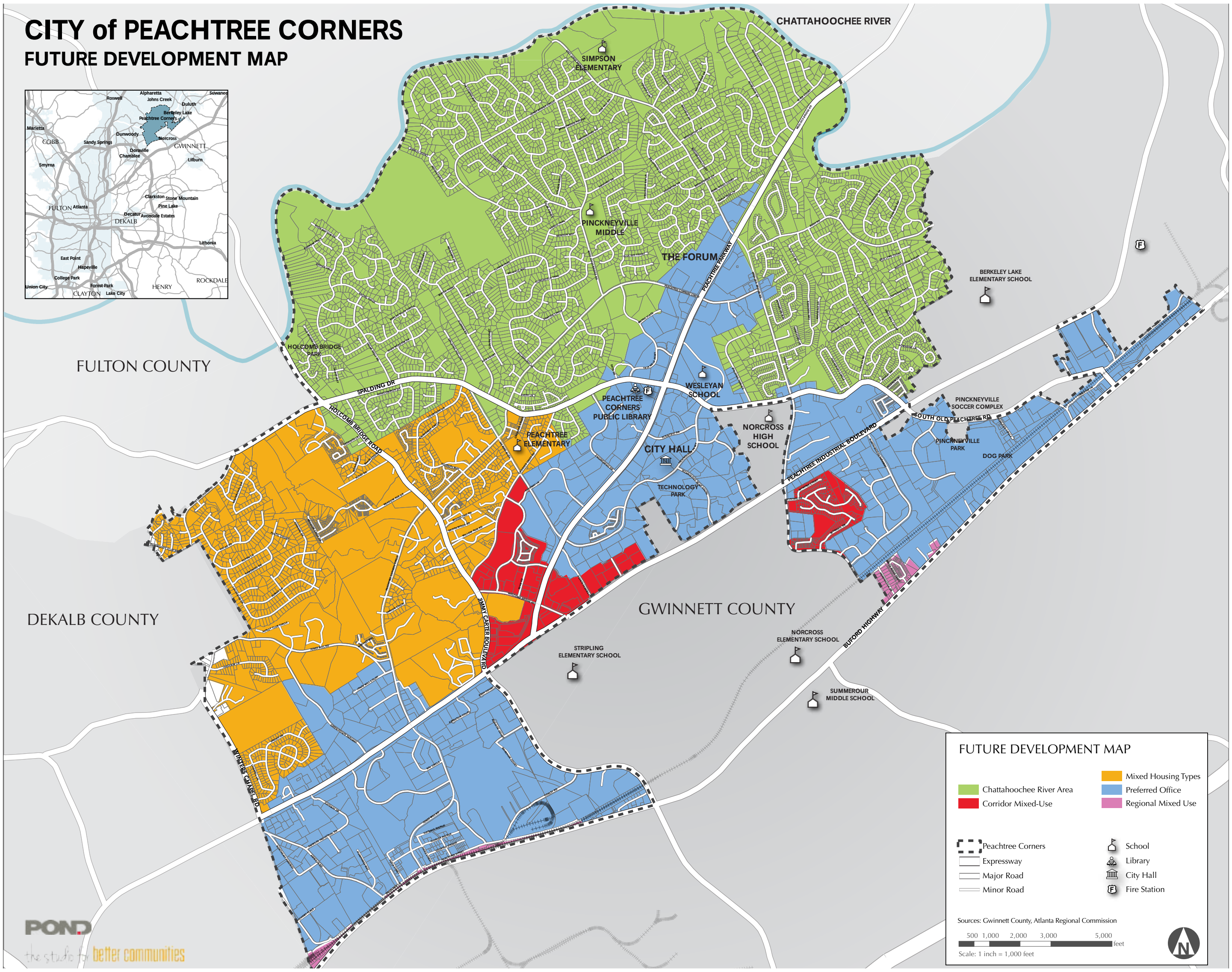


Figure 2 - Peachtree Corners Future Development Map



Source: City of Peachtree Corners

Technical Assessment

The technical assessment of the transportation system uses a combination of transportation planning and engineering methods to analyze factual data and anticipate needs. This includes a variety of different assessments and analyses, but are organized based on the different transportation modes being considered:

Roadway conditions: These analyses focus fundamentally on the presence of congestion (or lack thereof) for private vehicles. This includes a broad analysis of the major transportation corridors in the community in order to ascertain if the number of lanes for each corridor is appropriate, a more detailed analysis of specific intersections to determine if operational improvements (turn lanes, signal timing adjustments, etc.) may be needed, a safety analysis using crash data, and finally a consideration of how freight needs may affect the community.

Multi-modal conditions: While walking and biking activities in Peachtree Corners tend to be limited and recreational in nature, there are a variety of emerging reasons why communities are putting focus on their pedestrian and bicycle networks: as an opportunity to divert short distance trips from vehicles that may clog up the roadway system to less intensive pedestrian and bicycle trips, as an acknowledgment that there are increasingly limited conventional roadway improvements (road widenings, major intersection improvements, etc.) that can be implemented successfully and without detrimental community impact, and an on-going subtle but meaningful attitude shift – particularly in younger generations – towards walking and biking as an alternate mode of transportation while the ongoing aging of the Baby Boomer generation is likely to create significant portions of our communities that may be increasingly reliant on non-automobile forms of transportation. Due to the relatively limited amounts of current walking and biking in the community, this analysis tends to be more anticipatory in nature and looks at a variety of conditions within the community that are likely to facilitate the need for walking and biking facilities.

Transit: Peachtree Corners is served by Gwinnett County Transit (GCT) connecting mostly to employment areas within Technology Park and serving the Peachtree Corners Circle corridor. In the next few years, GCT is likely to embark on a re-appraisal of their system which may result in changes to the local bus route structure and considerations for future regional connections. The community is also served by an Xpress bus route (a commuter route connecting into MARTA's heavy rail system with access into Atlanta) operated by the Georgia Regional Transportation Authority (GRTA). This plan's analysis focuses on the broad transit considerations likely to be affecting Peachtree Corners.

Underpinning all of these analyses are the various demographic and community characteristics of the community. Therefore, the technical assessment begins with a review of some of the overall conditions affecting transportation in the Peachtree Corners community.

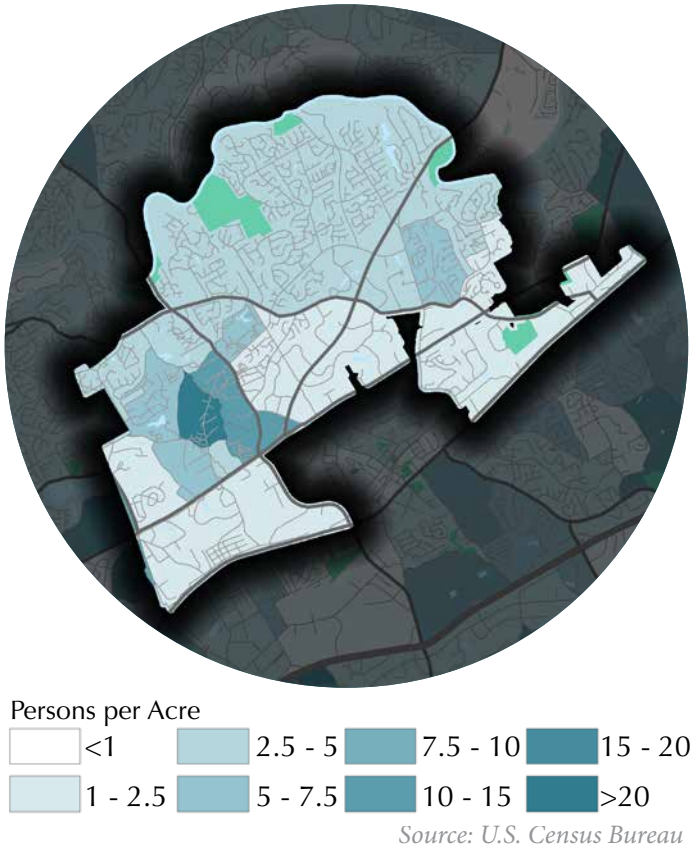
Demographic and Community Characteristics

Fundamentally, all transportation is directly a function of where and how people live and travel. The City of Peachtree Corners is a diverse community with areas of relatively high and low residential density and many points of interest ranging from a regional shopping destination (The Forum) to several public and private educational facilities to a regional employment center (Technology Park) to other several other community resources.

Population Considerations

The U.S. Census estimates the City of Peachtree Corners population in 2015 as 40,978 people. The City's Comprehensive Plan predicts between 42,341 and 49,389 people in the year 2037, ranging from a conservative to an aggressive growth scenario. As indicated in Figure 3 below, the density of population in the community ranges from the relatively dense apartment complexes in the vicinity of Holcomb Bridge Road and Peachtree Corners Circle to

Figure 3 - Population Density



Source: U.S. Census Bureau

relatively low density residential areas along Jones Bridge Road. The central areas of the community also show low population density, but this is primarily due to the majority of those areas being dedicated to employment uses.

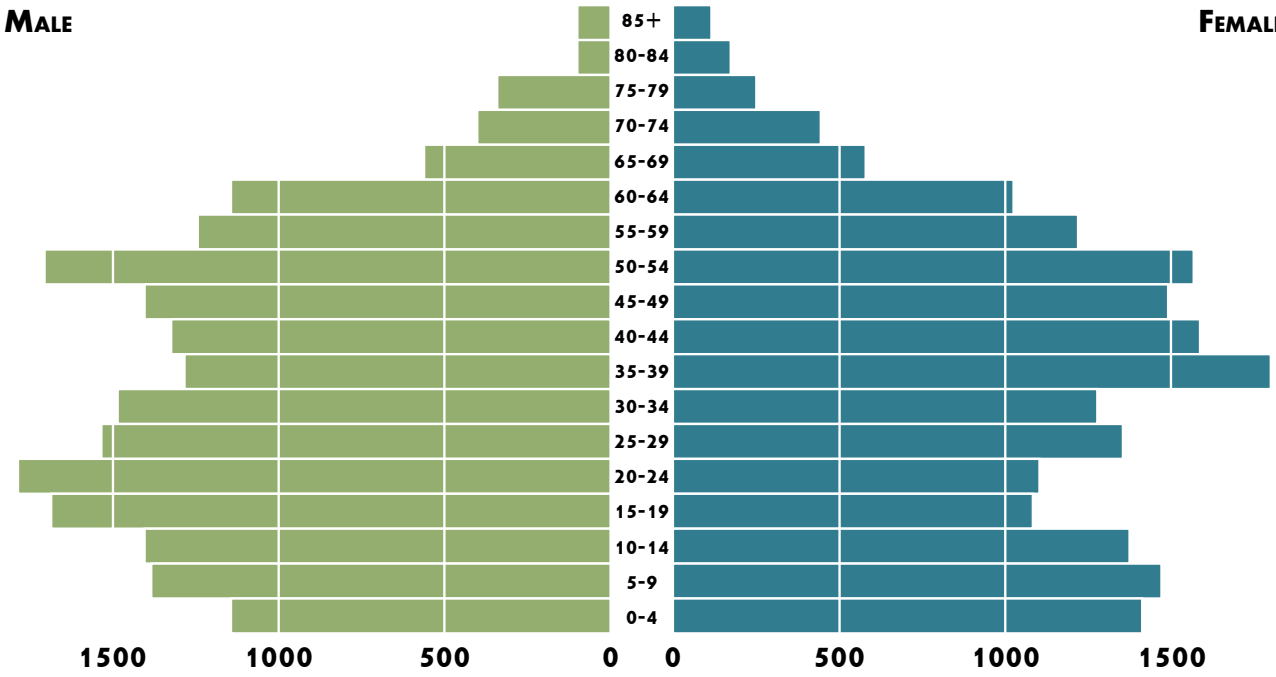
A more direct focus on the ages of the people in the community, as shown below, also suggests some revelations. Unlike many neighboring suburban communities, Peachtree Corners actually has a fairly significant number of young adults in their 20s (particularly males) which may relate to the employment opportunities in the community. As suggested earlier, shifting attitudes in younger people show a growing preference for walking and biking opportunities as a means to get around. Perhaps more significantly is the large number of middle aged people who – by the time of the plan's horizon year of 2040 – may possibly have similarly different transportation preferences and needs.

There are several other indicators using population data that can suggest the transportation needs of a community. Among the more straightforward is analyzing two intertwined statistics, poverty and vehicle ownership as shown in Figures 4 and 5.

While Peachtree Corners is generally an affluent community (the average household income is $85,563), the poverty rate in the community is 13 percent and a fourth of households earn less than $35,000 a year. As the maps indicate, the southwestern portion of the community has relatively large concentrations of residents under the poverty line, indicating parts of the community that may be more vulnerable to even subtle changes in the cost of transportation, particularly the costs associated with vehicle ownership. Correspondingly, this part of the community does show pockets where there are upwards of 15 percent of households not owning a vehicle.

These areas also have an overlap with concentrations of households that speak limited English and have minority concentrations, as shown in Figures 6 and 7.

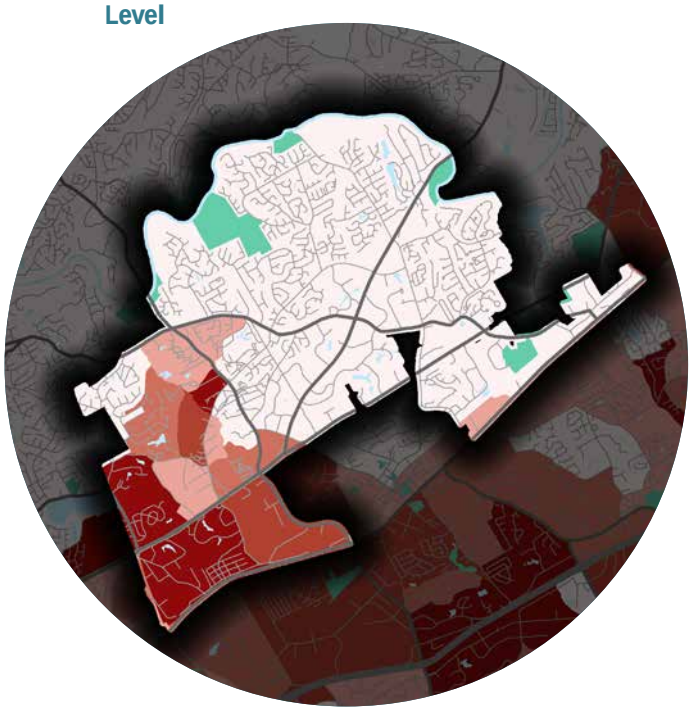
More directly, the American Community Survey – administered by the U.S. Census – is used to estimate travel behavior to work. As shown in Figure 8, the majority of the community drives alone to work but there are areas with relatively high levels of individuals carpooling and taking alternative modes of transportation to work.



Peachtree Corners Population by Age and Gender

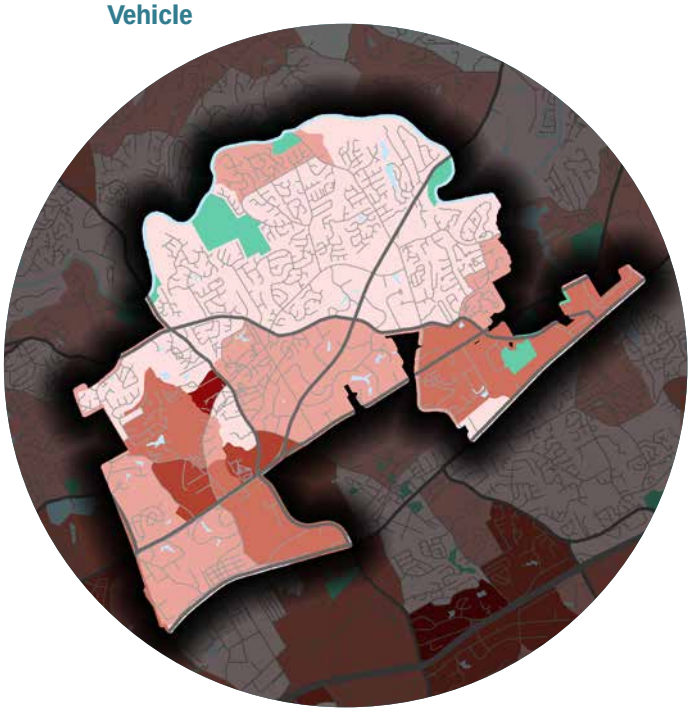
Source: U.S. Census Bureau

Figure 4 - Percentage of People Living below the Poverty Level



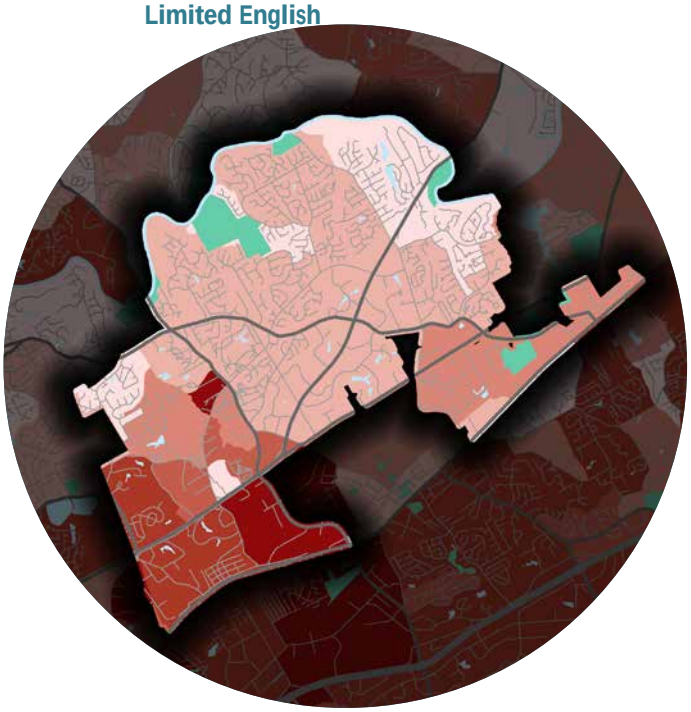
Source: U.S. Census Bureau

Figure 5 - Percentage of People Living without Access to a Vehicle



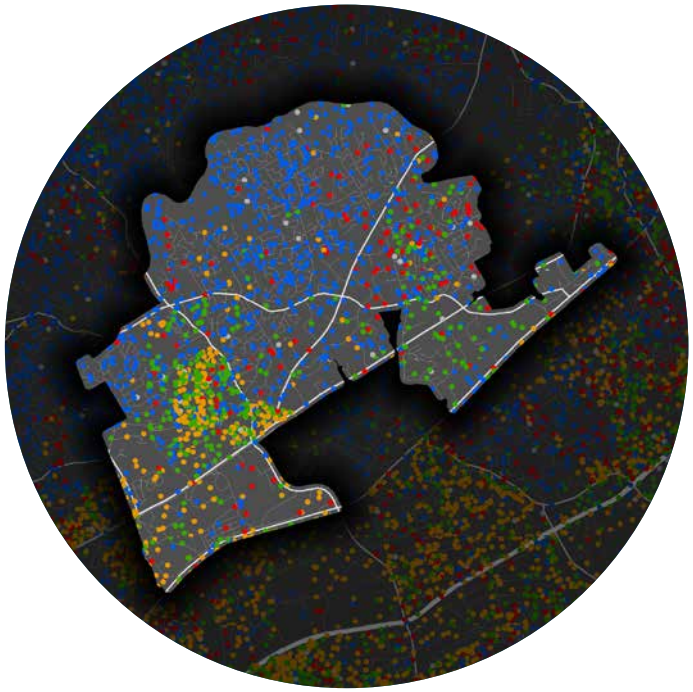
Source: U.S. Census Bureau

Figure 6 - Percentage of Households Which Speak Limited English



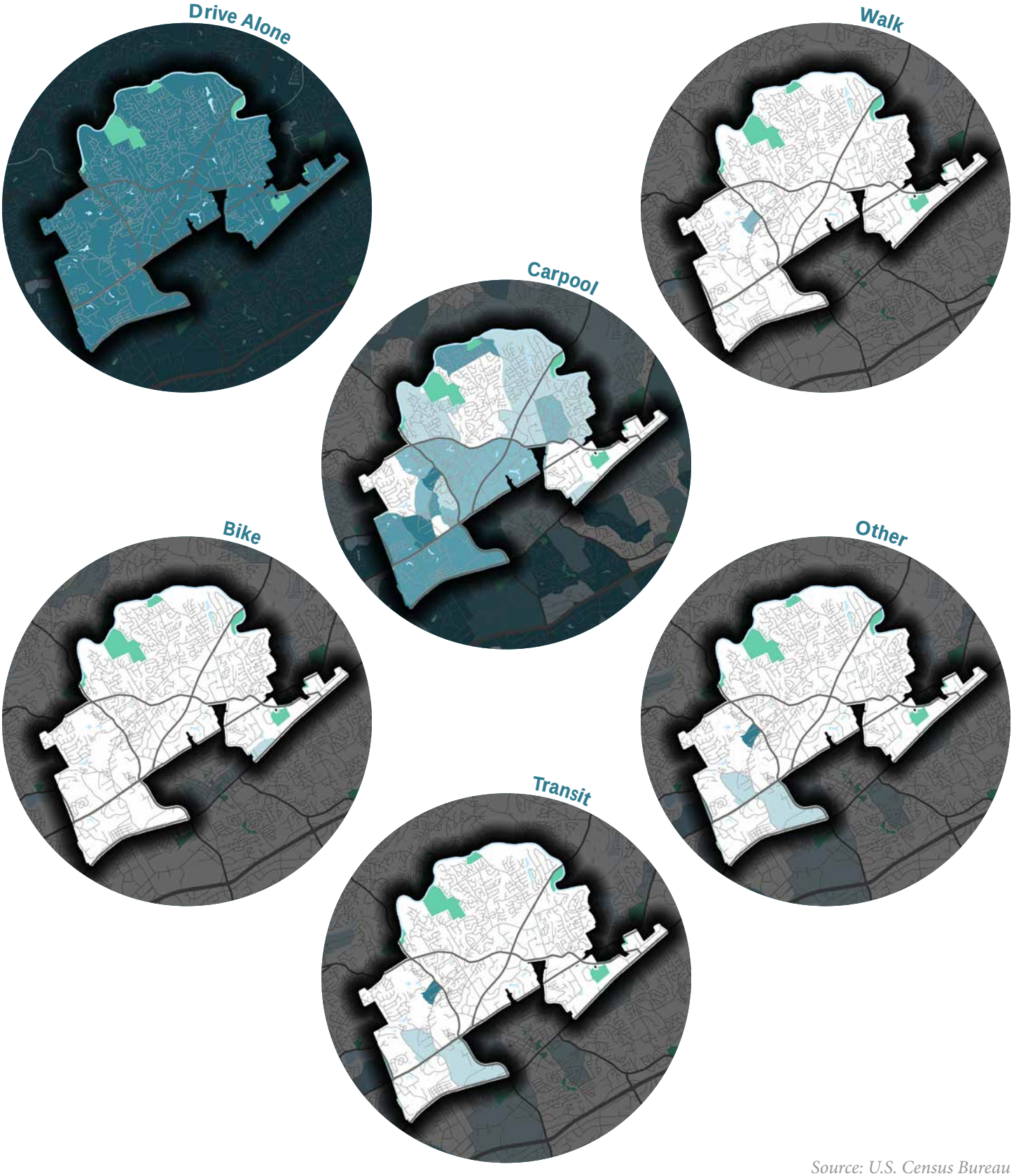
Source: U.S. Census Bureau

Figure 7 - Racial Distribution Within and Near Peachtree Corners



Source: U.S. Census Bureau

Figure 8 - Commuting Mode Choice



Source: U.S. Census Bureau

Community Points of Interest

There are many local and regional points of interest in the Peachtree Corners community. As indicated earlier, Peachtree Corners is a regional employment center of about 38,000 employees with significant concentrations of employment in the Technology Park area as shown in Figure 9.

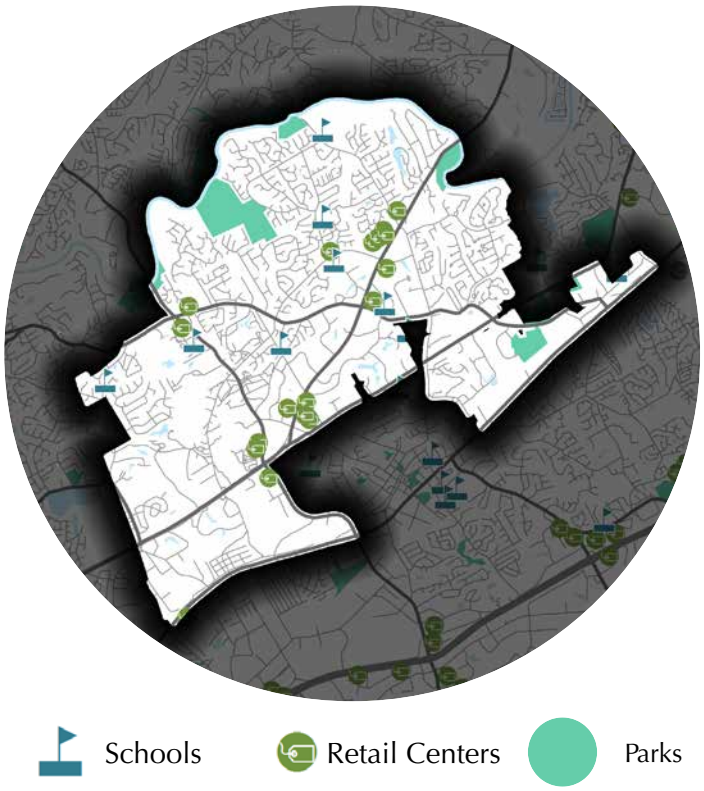
Despite the large population and employment base in the community, there is a mismatch between the people who live in Peachtree Corners and those in work in Peachtree Corners, with relatively little overlap. This inbalance – large amounts of people commuting from Peachtree Corners everyday while large amounts of people commute in – has direct transportation impacts. If more people lived and worked within Peachtree Corners there will be more opportunities to minimize traffic congestion through a combination of non-motorized options and use of more local streets where commuters may not have to mix with regional commuter movements as much.

In addition to the attraction of employment in the community, there are many community amenities that require transportation access. As shown in Figure 10 this includes schools, retail areas, and parks.

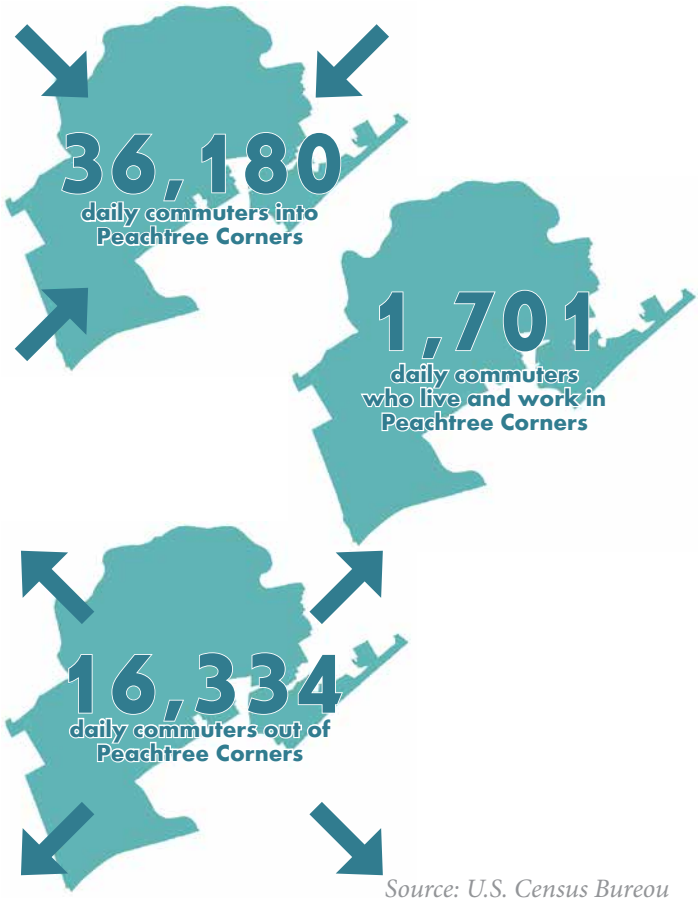
Figure 9 - Location of Job Centers

Source: U.S. Census Bureau

Figure 10 - Locations of Retail Center, Schools, and Parks



Source: Gwinnett County



Source: U.S. Census Bureou

Roadway Conditions

The analysis of roadway conditions was conducted in three major phases. The first two phases focus on levels of congestion (articulated by traffic engineers as a 'Level of Service' with a scale of A to F as indicated in the graphic below) – with one assessment looking at the overall amount of congestion along major segments of the community and the second focusing on specific congestion at individual intersections. The third phase focuses on the safety of the transportation system through a review of crash data.

Major Roadway Segment Analysis

To conduct the major roadway segment analysis, a travel demand model was utilized. This tool was initially developed by the ARC to conduct regional planning and air quality assessments using a combination of land use and transportation data to estimate where and how travel demand occurs throughout the Atlanta region. In the case of this CTP, a modified version of ARC's original model was utilized that was edited to better reflect conditions in Gwinnett County as part of the development of the County's CTP.

As shown in Figures 11 and 12, this model assumes certain characteristics of the transportation system including the number of lanes on major roadway segments as well as posted speed, both directly affecting the capacity of each segment to process and accommodate traffic demand. Using existing and anticipated land use data (population, household, and employment figures), the travel demand model is then able to estimate how traffic will both react to the capacity of the transportation system and subsequently cause traffic congestion. For the year 2040, population and employment estimates developed by ARC were utilized while the transportation system reflects an 'Existing + Committed' scenario – in which only those transportation projects that have committed funding over the next five years are assumed to be constructed.

Using this tool, we are able to understand the Level of Service in both the AM and PM peak periods (6-10 AM and 3-7 PM, respectively) during existing conditions (the year 2015) and conditions in the year 2040. These results, shown in Figure 13 show a transportation system that experiences significant congestion today on major routes (the PM period indicating more congestion than the AM period) that culminates in a system that is overwhelmingly congested by the year 2040. While widening every corridor in the community is likely to have negative impacts on the quality of life in the community, the results clearly show that certain major corridors may need to be prioritized for widening projects. Likewise, the results suggest that opportunities to provide new roadway connections – however small – may be necessary to take pressure off major routes.

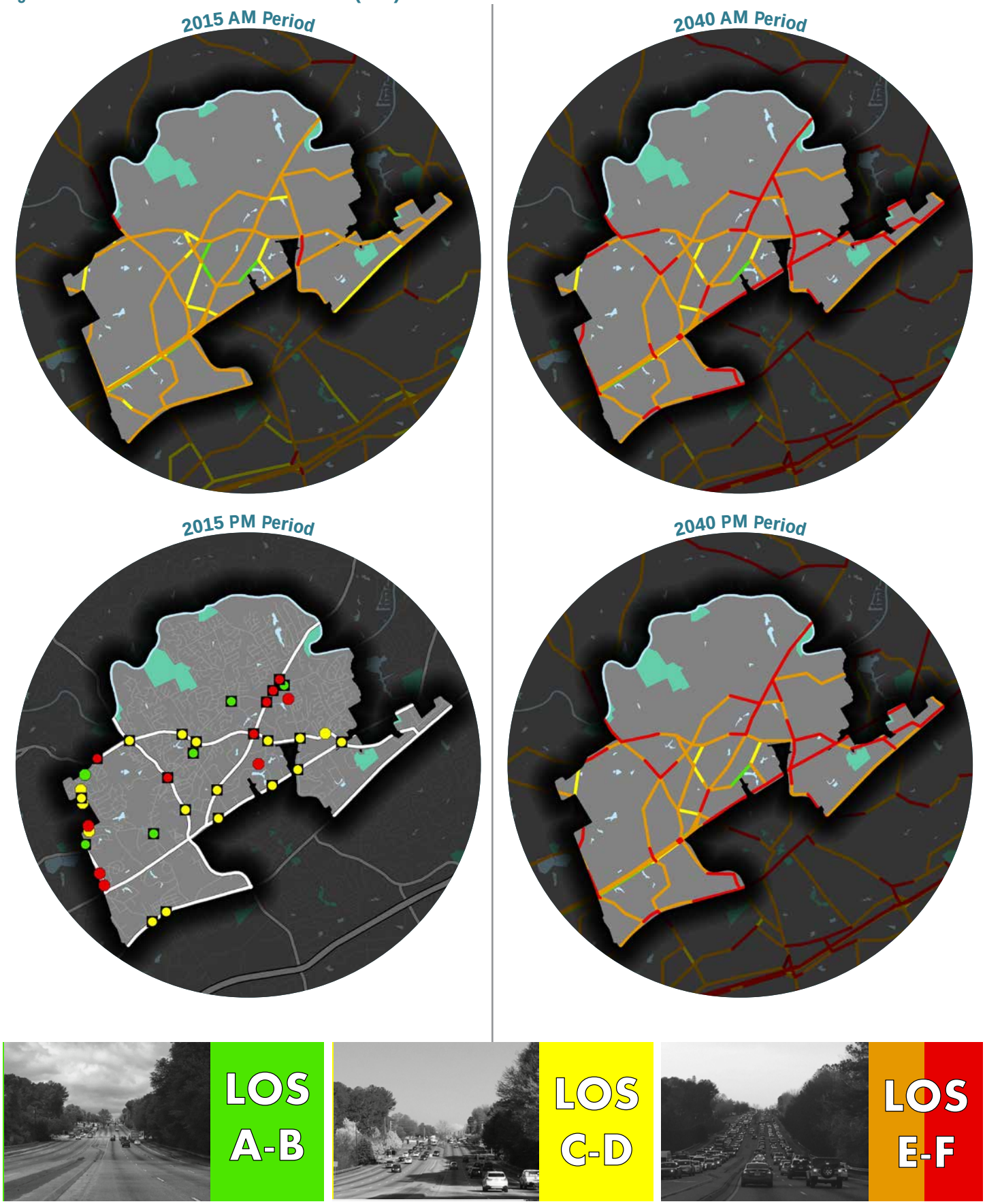
Figure 11 - Existing Model Roadway Network by Number of Lanes

Source: ARC

Figure 12 - Existing Model Roadway Network Speed Limit

Source: ARC

Figure 13 - No-Build Model Level of Service (LOS)



Individual Intersection Analysis

While major deficiencies in roadway segments are likely to have regional implications for the transportation system, the operations of individual intersections can also have a dramatic amount of influence on the overall performance of a transportation system. Therefore, several major intersections in the community were analyzed for their intersection Level of Service performance including a review of locations analyzed in previous plans and locations that were specifically analyzed for this CTP. The intersection reviewed and analyzed include:

- Buford Highway and Amwiler Road
- Buford Highway and Jones Mill Road/Button Gwinnett Drive
- Peachtree Industrial Boulevard and Holcomb Bridge Road
- Peachtree Industrial Boulevard and Technology Parkway South
- Peachtree Industrial Boulevard and Medlock Bridge Road
- Peachtree Industrial Boulevard and S Old Peachtree Road
- S Old Peachtree Road and Lou Ivy Road
- Medlock Bridge Road and Spalding Drive/S Old Peachtree Road
- Spalding Drive at Technology Parkway
- Spalding Drive at Peachtree Corners Circle
- Spalding Drive at Jay Bird Alley
- Peachtree Corners Circle at Jay Bird Alley
- Peachtree Corners Circle at West Jones Bridge Road
- Medlock Bridge Road at Bush Road
- Technology Parkway at Technology Parkway South
- Winters Chapel Road at Spalding Drive
- Winters Chapel Road at Nesbit Ferry Road
- Winters Chapel Road at Newton Drive
- Winters Chapel Road at Dunwoody Club Drive
- Winters Chapel Road at Fontainebleau Way
- Winters Chapel Road at Sumac Drive
- Winters Chapel Road at Jones Mill Road
- Winters Chapel Road at Peeler Road
- Winters Chapel Road at Womack Drive
- Winters Chapel Road at Spring Drive
- Holcomb Bridge Road at Jimmy Carter Boulevard
- Holcomb Bridge Road at Peachtree Corners Circle
- Holcomb Bridge Road at Spalding Drive
- Peachtree Parkway at Spalding Drive
- Peachtree Parkway at Peachtree Corners Circle
- Peachtree Parkway at Medlock Bridge Road
- Medlock Bridge Road at Peachtree Corners Circle
- Peachtree Corners Circle at Jones Mill Road
- Peachtree Parkway at Forum Drive
- Peachtree Parkway at Jay Bird Alley/Technology Parkway

A map of these locations is shown in Figure 14.

This list does exclude several intersections on Peachtree Parkway and SR 141 due primarily an ongoing Corridor Study effort that will include a more detailed review of these locations.

Traffic Volumes

When available, traffic counts from previously conducted studies were used in this analysis. Traffic counts were taken from the following studies:

- Holcomb Bridge Road Corridor Study (counts from 2014)
- Peachtree Corners Livable Center Initiative Study (counts from 2014)
- Traffic Engineering Report for Proposed Roadway Improvements SR 141/Peachtree Parkway (counts from December 2015)
- Winters Chapel Road Traffic Operations Analysis (counts from March 2015)

Additional turning movement counts were taken at all other intersections on Wednesday, May 11, 2016.

In order to understand future traffic demand, traffic growth – consistent with levels indicated from the aforementioned travel demand model – were applied to the existing traffic conditions to estimate 2040 traffic volumes.

Figure 14 - Analyzed Intersections by Control Type and Count Source

Analysis Methodology

The Highway Capacity Manual (HCM) defines LOS at signalized intersections in terms of average control delay per vehicle, which is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Unsignalized intersection LOS is defined in similar terms, but with lower delay thresholds.

The HCM 2010 states that unsignalized intersections are associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce a user's tolerance to delay. Unfortunately, limitations in the methodology also assume uniform gaps in traffic on major streets which often results in the analysis showing a significantly more conservative delay result for side street stop approaches.

Roundabouts share similar basic control delay formulation with two-way and all-way stop-controlled intersections, and as a result they share the same LOS thresholds as unsignalized intersections. Table 1 presents LOS thresholds for all three intersection types.

Table 1 - Average Delay Thresholds for Level of Service (LOS)

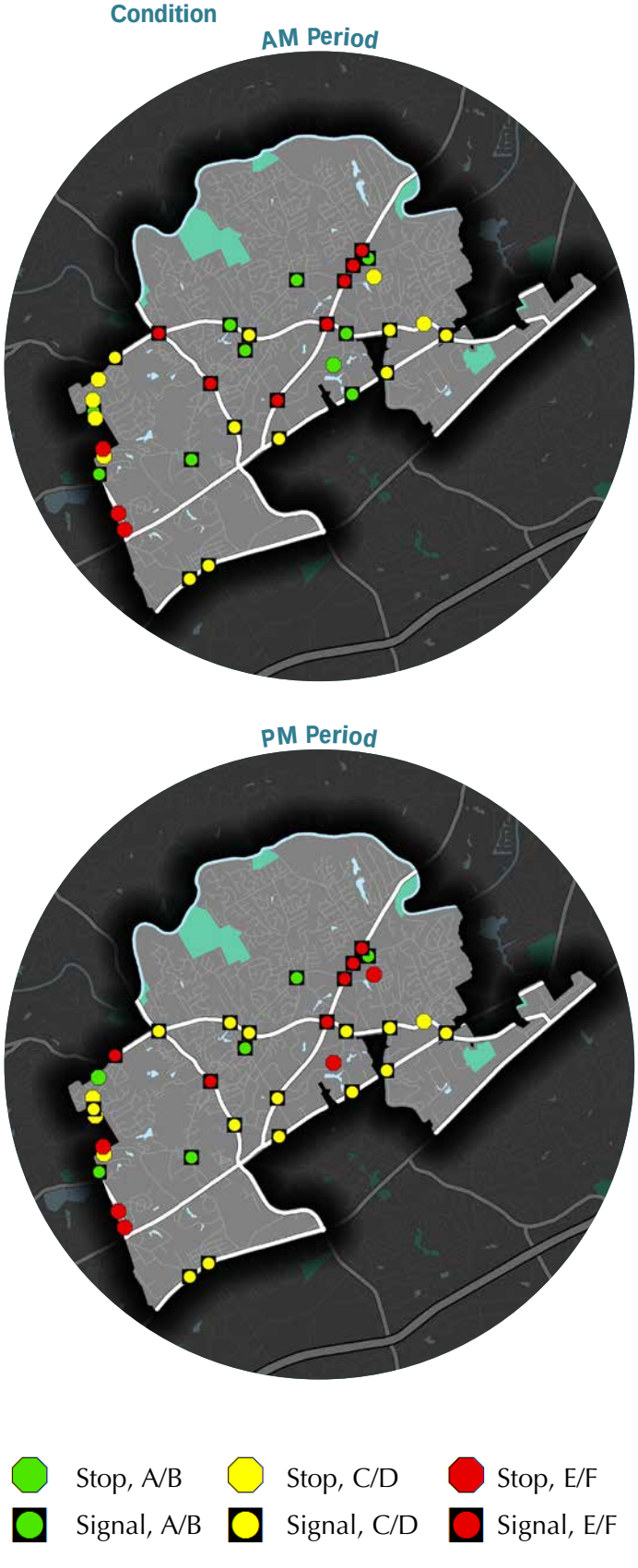
LOS	Signalized Intersection	Unsignalized Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	>80 sec	>50 sec

Analysis of the signalized and unsignalized intersections along the corridor was conducted with Synchro 9.1, utilizing HCM 2010 methodology, except at the intersections of Technology Parkway South at Peachtree Industrial Boulevard and Holcomb Bridge Road at Jimmy Carter Boulevard. HCM 2010 analysis was not compatible with those intersection configurations, so HCM 2000 methodology was used instead. Roundabout analysis was conducting utilizing the Georgia Department of Transportation (GDOT) Roundabout Analysis Tool 3.1.

Analysis Results

The results of this detailed show that intersections along major corridors like Peachtree Parkway and Holcomb Bridge Road are already suffering from poor operations. Many other intersections which operate acceptably today will also degrade to unacceptable levels in the future without any type of improvements, as shown in Figure 15. For detailed results, see the Synchro output included in Appendix B.

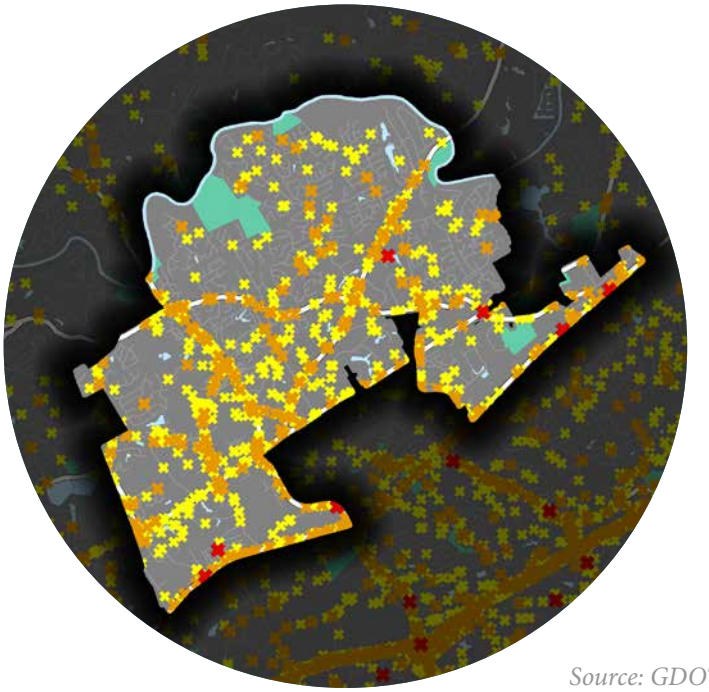
Figure 15 - Intersection LOS in the Year 2016 No-Build Condition



Safety Considerations

Another important consideration is the safety of the transportation system. To accomplish this, all reported crashes in Peachtree Corners from 2012 to 2014 were compiled and reviewed, as shown in Figure 16.

Figure 16 - Crashes 2012-2014



Source: GDOT

Fatal Crash Injury Crash Property Damage Only Crash

A high volume of crashes does not in and of itself indicate safety issues as the number of crashes needs to be understood in relation to the amount of travel in the locations where they occur. Traffic engineers typically think of crashes in terms of crash rates, where the number of crashes are normalized by miles traveled using this equation:

$$R = \frac{C \times 100{,}000{,}00}{V \times N \times L \times 365}$$

where:

R = Crash Rate (crashes per hundred million vehicles miles)

C = Total Number of Crashes

V = Average Daily Roadway Volume

N = Number of Years of Crash Data Included

L = Length of Roadway

The resulting crash rates were then calculated for the major corridors in Peachtree Corners and compared to statewide averages compiled by the Georgia Department of Transportation for similar roadways. As shown in Figure 17, there are several corridors in the City with crash rates considerably over the statewide average. In subsequent engineering studies, the City should consider more detailed corridor analyses that may reveal patterns in the crashes (time of day, crash types, etc.) that in turn suggests specific design elements that can improve safety. For the purposes of this CTP, the crash rates are helpful in understanding where improvements may generally be needed.

Figure 17 - Crash Rate on Selected Segments, 2012-2014

Below GDOT Average (<75%)
2 to 10 times GDOT Average
Near GDOT Average (+/- 25%)
10 times GDOT Average or more
Greater than GDOT Average (up to 200%)

Multi-Modal Conditions

In order to identify target areas for bike and pedestrian improvements, and to rank potential bike and pedestrian projects, a bike and pedestrian suitability analysis was conducted. This analysis used a network of streets, off-road bike and pedestrian facilities, and proposed off-road bike and pedestrian facilities within three miles of the City limits of Peachtree Corners. This analysis measures suitability across four categories: access to attractions, proximity to demand, existing facility character, and future needs in the area.

Attractions

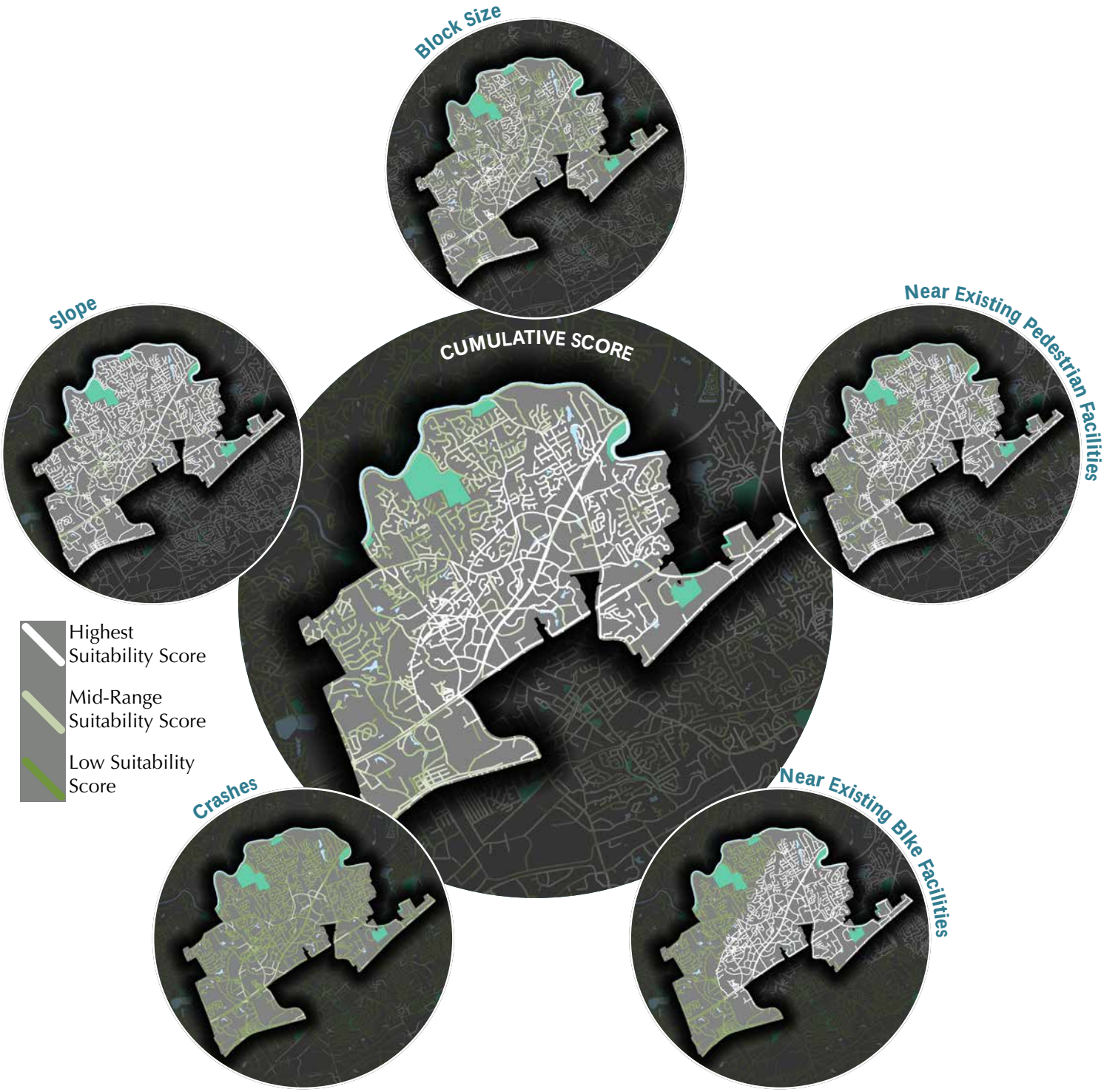
This category measures each facility's access to places that people may want to travel to. Each segment is assigned a score based on how close it is to various points of interest, including schools, retail, parks, transit stops, and employment. Distances to these attractions are measured as actual travel distance along roads and trails, not as direct "as the crow flies" distances, which add an understanding of the network's constraints to the analysis. Unsurprisingly, this group highlights the areas near Peachtree Parkway and Peachtree Corners Circle, as those corridors have substantial retail, employment, and civic land uses.

Demand

Using population data from the U.S. Census Bureau, this measure identifies where people who may be more likely to use bike and pedestrian facilities live. Higher scores are given to those facilities in areas with higher concentrations of people who use alternative modes to commute, the elderly, and households without access to a vehicle. This metric yielded very low scores along Peachtree Parkway, due to the low residential density in those areas. The highest scores were seen along Peachtree Corners Circle and Holcomb Bridge Road, which currently has transit service and has a higher population density than many other parts of the city.

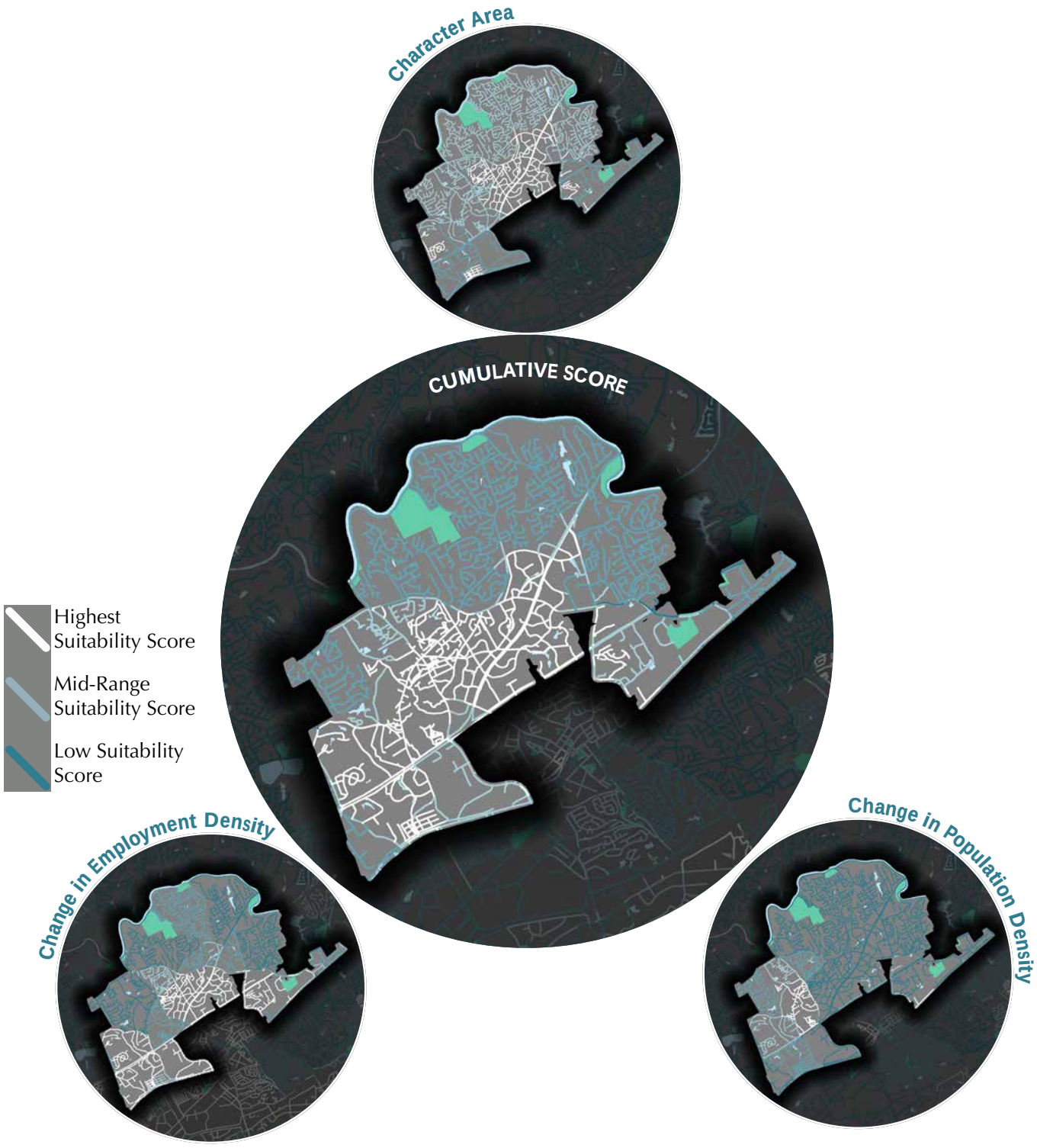
Character

In order to identify the most comfortable and safest places to encourage bike and pedestrian facilities, the character of existing facilities was considered. This category gave higher scores to segments that are near existing bike and pedestrian facilities, and lower scores to facilities on hilly roadways, among other characteristics.



Future Needs

This category uses projections of future population and employment growth created by the Atlanta Regional Commission, as well as the City's Comprehensive Plan to anticipate where needs will arise in the future. The central and southern portions of the city scored highest in this group because they contain the areas where the most growth is anticipated by ARC and where future growth is being directed by the City of Peachtree Corners, as shown in their Comprehensive Plan.



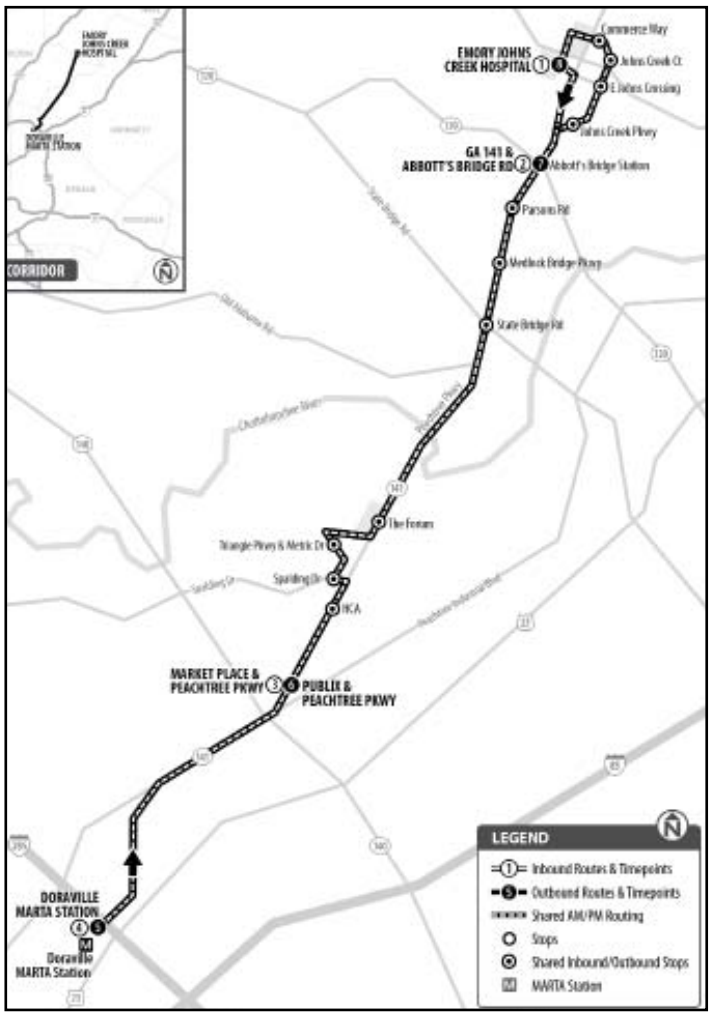
Total Score

To create a comprehensive understanding of the four measurement categories, scores for each category were normalized and added together to create a total score. Facilities within and near the area bounded by Peachtree Corners Circle, Spalding Drive, Technology Parkway, and SR 141 (Peachtree Industrial Boulevard and Peachtree Parkway) scored the highest. Overall, higher scoring segments generally fall along the Peachtree Parkway and Peachtree Corners Circle corridors, near shops, offices, and apartment complexes. Scores are lowest at the northern and northwestern fringe of the City, in areas that are almost entirely residential and are comparatively far from destinations.

Transit

The City of Peachtree Corners is served directly by two transit agencies: (1) Gwinnett Community Transit (GCT), which provides local bus service through Technology Park and along Peachtree Corners Circle via Route 35 with service headways ranging from 30 to 60 minutes, depending on the time of day and day of the week, and (2) the Georgia Regional Transportation Authority (GRTA), which provides express bus service along the SR 141 corridor via Route 408 which is limited to weekday peak period service with headways of approximately an hour. Both of these routes provide service to the Doraville MARTA station, connecting Peachtree Corners into the regional transit network. These routes are indicated in Figures 18 and 19, respectively.

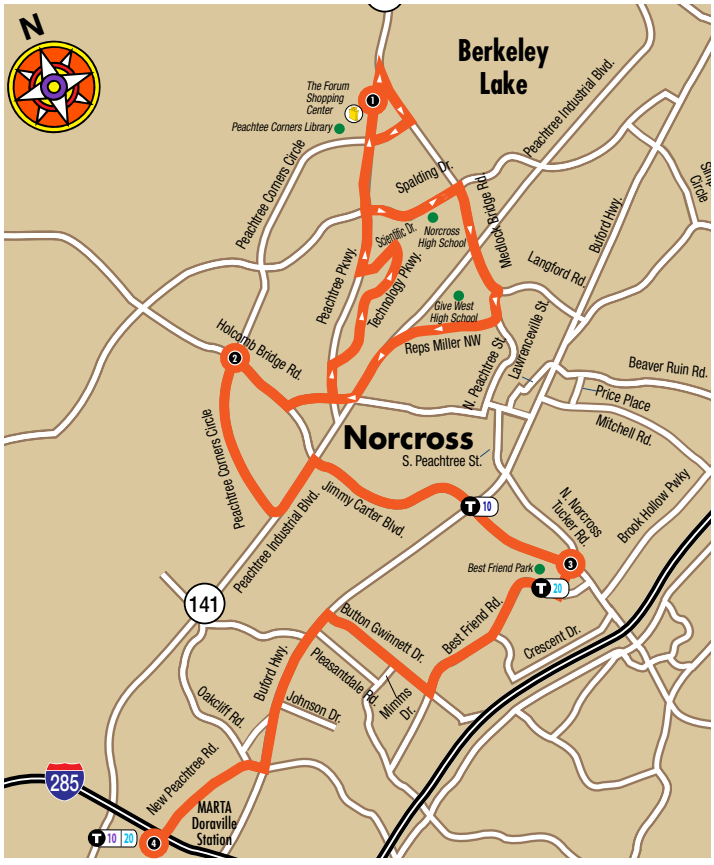
Figure 19 - GRTA Xpress Route 408 Map



Boarding and alighting data on the GCT system, shown in Figure 20, indicates 1,167 daily weekday and 447 daily weekend boardings and alightings in Peachtree Corners.

Through this plan's community involvement, immediate transit needs for the community appear to be being met through current services which are structured around where transit dependency is greatest (along Peachtree Corners Circle) and where employment opportunities are present. However, further long term transit investments and connections to other parts of the Atlanta region are likely to become more necessary as the region grows. In recent years, there has been an increasing amount of interest in transit expansion and consolidation in the Atlanta region, articulated most

Figure 18 - GCT Route 35 Map



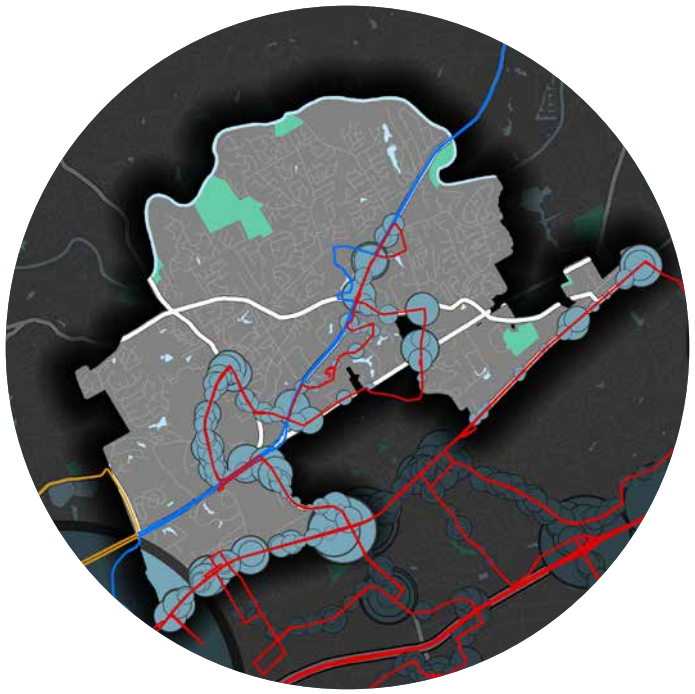
Source: GCT

strongly by "Concept 3", shown in Figure 21. As this concept indicates, Peachtree Corners isn't explicitly planned for the regional transit framework.

Other initiatives have included several planning efforts focusing along the I-85 corridor (to the south of Peachtree Corners) into Gwinnett and a comprehensive review of GCT is expected over the next few years, to be possibly be followed by specific legislation, voting, and/or funding mechanisms that may consider further transit in Gwinnett County.

Particularly, as an employment center, the City should continue to support maximizing mobility options to and from the community, with particular regard to the commuting patterns to and from the other activity center in metropolitan Atlanta.

Figure 20 - Daily Boardings and Alightings

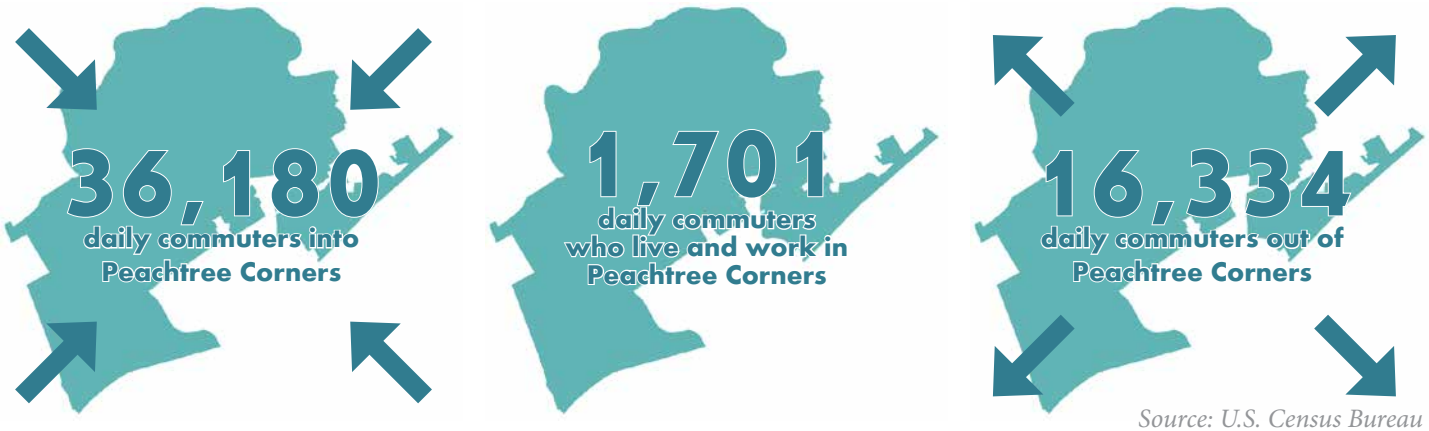


Source: GCT

Source: ARC

Figure 21 - Excerpt from "Concept 3" Regional Transit Vision

Source: ARC



Source: U.S. Census Bureau

Community Engagement

The community engagement component of the CTP was used to help guide the overall planning process, confirm the transportation needs of the community, and vet the plan's recommendations. In addition to an online survey to direct the study team, two community meetings were held, and a community stakeholder group convened three times to discuss the study process.

Committed to involving the community, opportunities to involve the general public were identified throughout the process and included updates in the community newsletter, advertisements via community bulletin, and passing of project fact sheets at community events such as the Peachtree Corners Festival.

Stakeholder Group

The stakeholder group was comprised of community and business leaders and met three times during the planning process. This group was responsible in assisting the planning team by representing diverse interests in the community, spreading awareness of the plan to the general public, and vetting recommendations. The group was comprised of one representative from each of the following organizations:

- The Forum on Peachtree Parkway
- Cornerstone Christian Academy
- Planning Commission of Peachtree Corners
- Peachtree Corners Baptist Church
- Wesleyan School
- Pickneyville Middle School
- United Peachtree Corners Civic Association
- Peachtree Corners Business Association
- Downtown Development Authority of the City of Peachtree Corners
- Gwinnett County SPLOST Citizens Community

This group met the following three times to discuss different issues facing the City and the CTP:

July 14, 2016: to discuss the general planning process and outline the community's transportation vision and goals.

August 25, 2016: to discuss the findings of the transportation needs assessment.

November 9, 2016: to discuss the plan's preliminary recommendations and the proposed methodology to objectively prioritize the recommendations.

Summaries of these meetings are provided in Appendix C.

PEACHTREE CORNERS
Comprehensive Transportation Plan

What's Happening?

The City of Peachtree Corners has begun a **Comprehensive Transportation Plan** to guide transportation improvements and investments in the city. The Plan will consist of recommendations for transportation improvements to maintain and expand the City's infrastructure while fostering a healthy, livable city. The plan will consider:

- Intersection improvements
- Roadway widenings
- Sidewalks
- Bike facilities
- Trails
- Transit

How to Get Involved:

To improve our efforts, we would like to get input from **YOU**, those who live, work, shop and choose to unwind in Peachtree Corners. There are several opportunities to help us shape this Plan, and your participation in any or all portions will help strengthen the Plan to move the city through the next 20 years. Please **see the back of this card and the website listed below** for opportunities to get involved**.**

www.peachtreecornersga.gov/CTP2016

City of Peachtree CORNERS Innovative & Remarkable

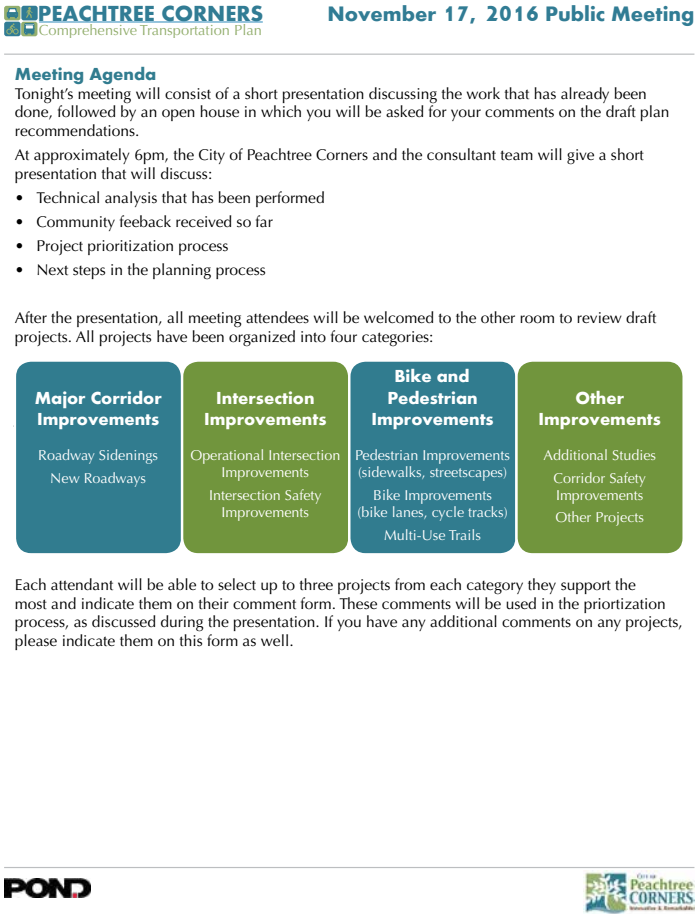
Community Meetings

Community Meeting #1 was held on August 11, 2016. This first meeting was used to introduce and summarize the overall planning process. Participants were then asked to indicate which transportation goals they prioritized (the tabulated results are shown in Table 2 below based on the goals developed for the plan, a process summarized on Page 51 of this document) as well as indicate on a map locations where they regularly encountered transportation challenges. A compiled map of these locations is shown in Figure 22. A detailed summary of this meeting and the input received is provided in Appendix C.

Community Meeting #2 was held on November 17, 2016 to review the initial findings and recommendations of the plan. In addition to soliciting general comments on the development of the plan, meeting attendees were asked to identify the transportation recommendations they favored the most. A summary of this meeting and the input received is provided in Appendix C.

Table 2 - Transportation Goals Results from Community Meeting #1

Goal	Placed Dots
Identify transportation projects and policies to improve transportation safety	22
Prioritize asset management and maintenance of the existing transportation system	18
Use the City's transportation system to maximize economic development opportunities	30
Make transportation decisions that improve the quality of life in the community	42
Consider projects that enhance and protect the City's natural and cultural environment	26
Accommodate all users of transportation	17
Leverage technology as a mechanism to improve the transportation system	34
Facilitate east-west movements across Peachtree Corners	24
Other	2



PEACHTREE CORNERS
Comprehensive Transportation Plan

November 17, 2016 Public Meeting

Meeting Agenda

Tonight's meeting will consist of a short presentation discussing the work that has already been done, followed by an open house in which you will be asked for your comments on the draft plan recommendations.

At approximately 6pm, the City of Peachtree Corners and the consultant team will give a short presentation that will discuss:

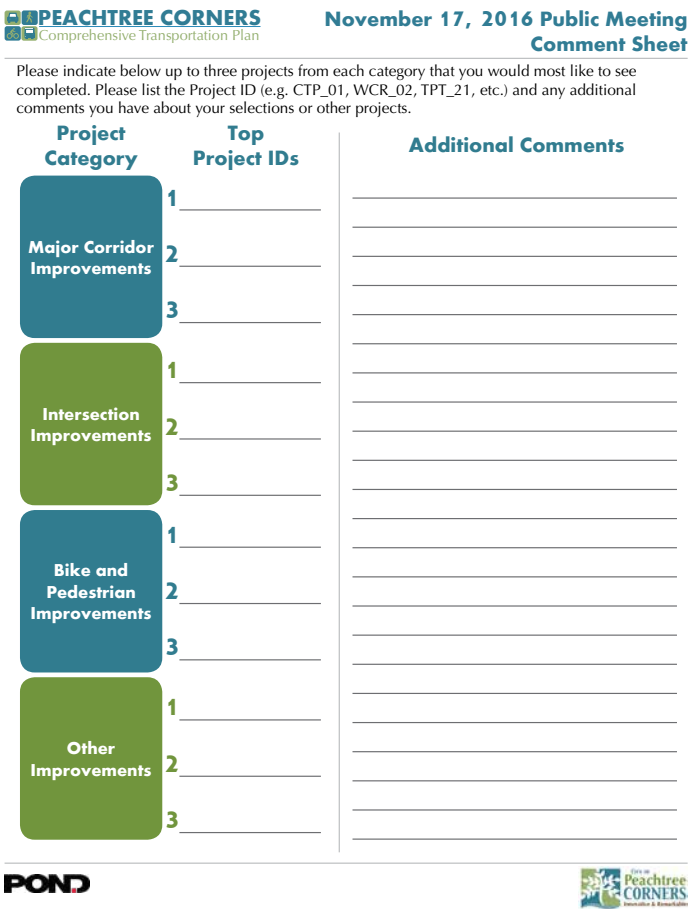
- Technical analysis that has been performed
- Community feeback received so far
- Project prioritization process
- Next steps in the planning process

After the presentation, all meeting attendees will be welcomed to the other room to review draft projects. All projects have been organized into four categories:

Major Corridor Improvements	Intersection Improvements	Bike and Pedestrian Improvements	Other Improvements
Roadway Sidenings New Roadways	Operational Intersection Improvements Intersection Safety Improvements	Pedestrian Improvements (sidewalks, streetscapes) Bike Improvements (bike lanes, cycle tracks) Multi-Use Trails	Additional Studies Corridor Safety Improvements Other Projects

Each attendant will be able to select up to three projects from each category they support the most and indicate them on their comment form. These comments will be used in the priortization process, as discussed during the presentation. If you have any additional comments on any projects, please indicate them on this form as well.

POND



PEACHTREE CORNERS
Comprehensive Transportation Plan

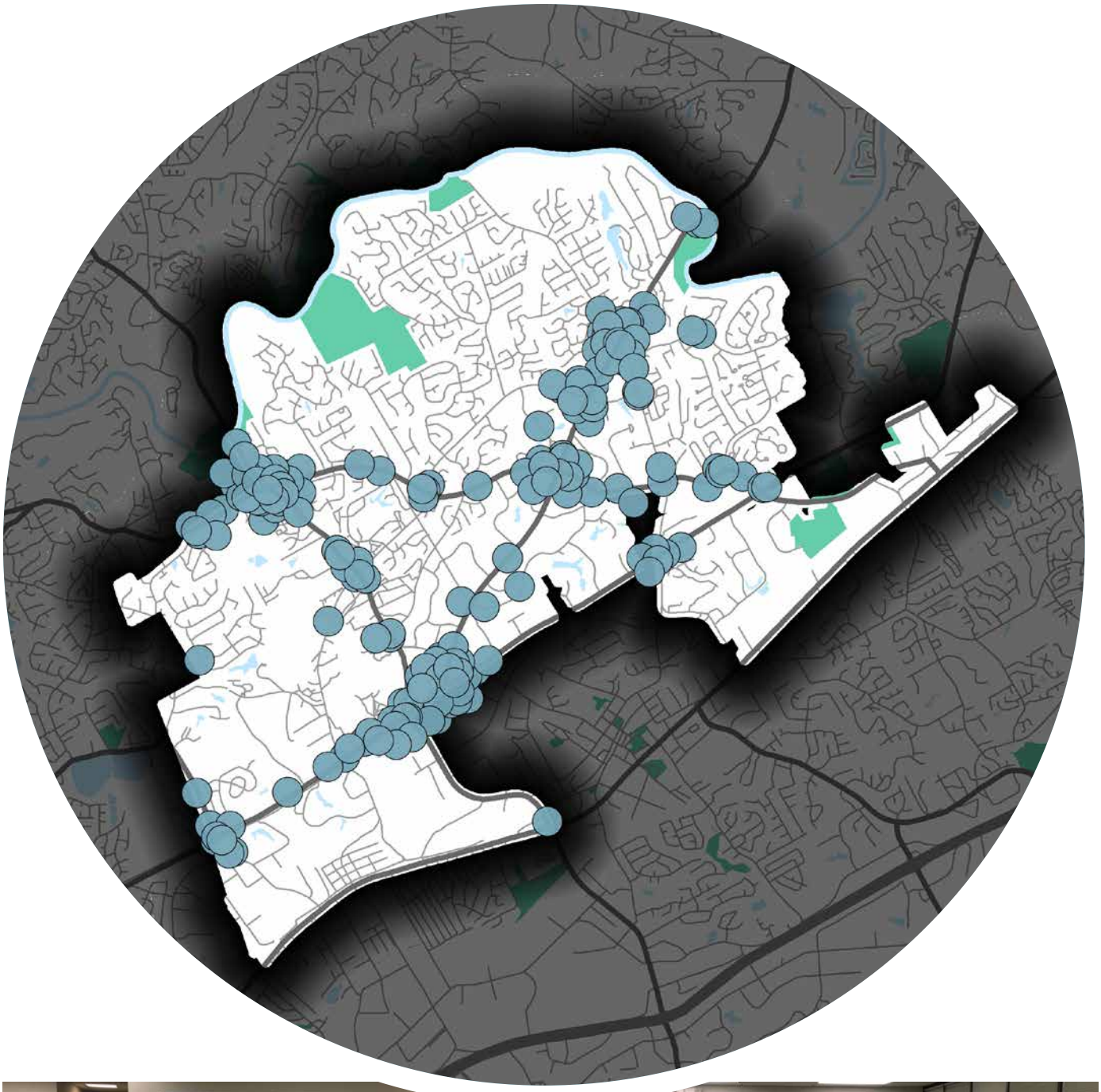
November 17, 2016 Public Meeting
Comment Sheet

Please indicate below up to three projects from each category that you would most like to see completed. Please list the Project ID (e.g. CTP_01, WCR_02, TPT_21, etc.) and any additional comments you have about your selections or other projects.

Project Category	Top Project IDs	Additional Comments
Major Corridor Improvements	1 _____ 2 _____ 3 _____	
Intersection Improvements	1 _____ 2 _____ 3 _____	
Bike and Pedestrian Improvements	1 _____ 2 _____ 3 _____	
Other Improvements	1 _____ 2 _____ 3 _____	

POND

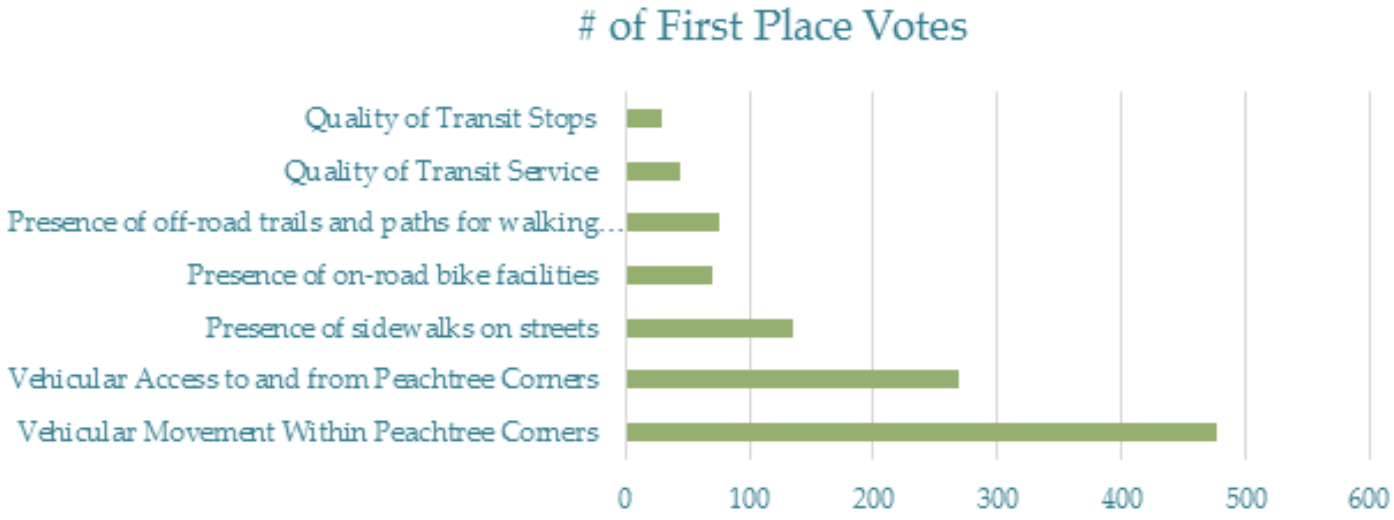
Figure 22 - Areas of Transportation Needs Identified as part of Community Meeting #1

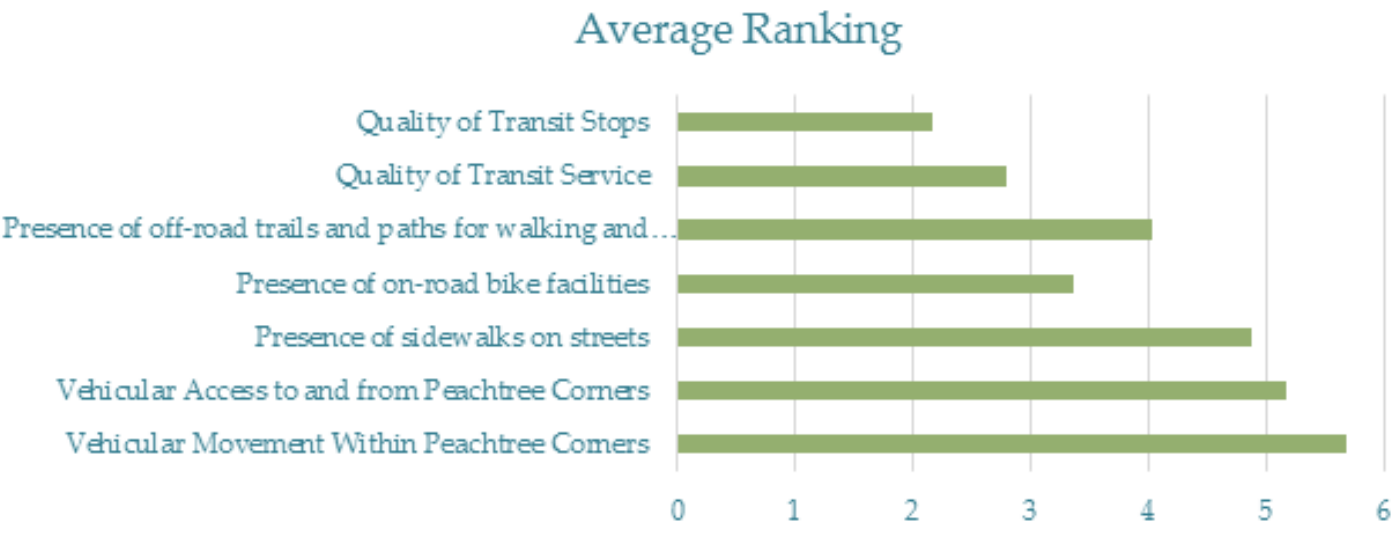


Online Survey

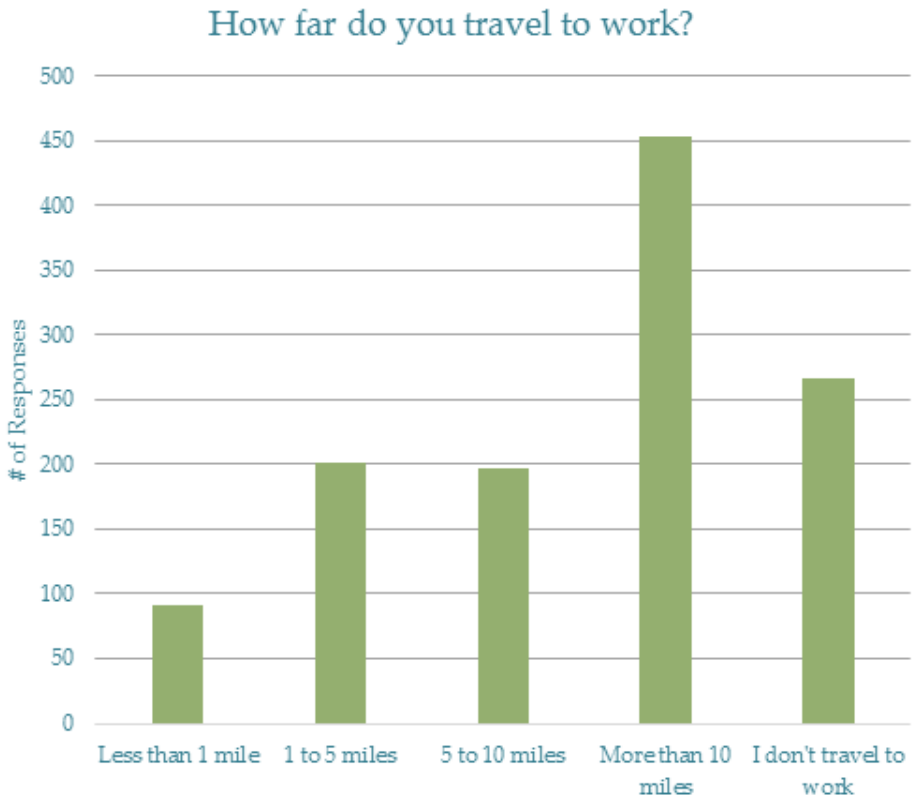
Additionally, an online survey was developed so that City residents and visitors could indicate their transportation preferences and areas with perceived need. This survey was very successful, with a relatively high response rate. In total, 1,243 responses were received with respondents answering a variety of questions to help support the planning team's understanding of transportation needs, community preferences, and overall context. Select responses are indicated in the graphics below. The full survey results are provided in Appendix C.

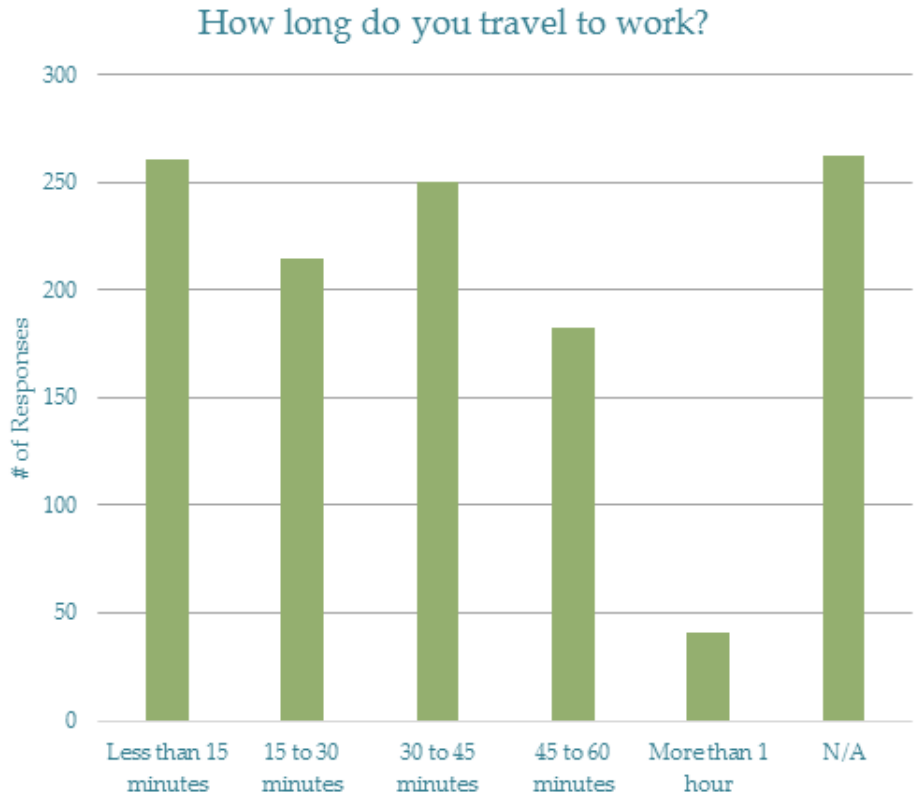
"Sort the following priorities from the most important to you...to the least important to you"





Of particular interest, is that most survey respondents prioritized vehicular movements as their biggest concern. However, when those same respondents were asked what their follow up concerns in the community are, addressing multi-modal transportation needs are shown to still be a large concern within the community.


How far do you travel to work?
# of Responses
500
450
400
350
300
250
200
150
100
50
0
Less than 1 mile
1 to 5 miles
5 to 10 miles
More than 10 miles
I don't travel to work


How long do you travel to work?
# of Responses
300
250
200
150
100
50
0
Less than 15 minutes
15 to 30 minutes
30 to 45 minutes
45 to 60 minutes
More than 1 hour
N/A

PLAN EVALUATION

Transportation Vision & Goals

The transportation vision and goals for the CTP process were initially culled from local, regional, state, and federal goals isolating key words and concepts – as shown below and on the following page - in order to tally the number of concepts suggested, as shown in Table 3.

FEDERAL - US DOT Strategic Plan (FY12-16) - Goals

- Safety - Improve public health and safety by reducing transportation-related fatalities and injuries
- State of Good Repair – Ensure the US proactively maintains critical transportation infrastructure in a state of good repair
- Economic Competitiveness – Promote transportation policies and investments that bring lasting and equitable economic benefits to the nation and its citizens
- Livable Communities – Foster livable communities through place-based policies and investments that increase transportation choices and access to transportation services
- Environmental Sustainability – Advance environmentally sustainable policies and investments that reduce carbon and other harmful emissions from transportation sources

Livable Centers Initiative (LCI) Plan (2015) - Strategies

- Address traffic issues, especially along the city's main spine of Peachtree Parkway
- Facilitate more housing choices to accommodate a wider variety of residents, from seniors wanting to "age in place" to a younger workforce demanding smaller unit types
- Refresh & redevelop aging commercial, retail and especially office stock
- Amenitize & connect the district through an integrated trail system and network of new open spaces
- Create remarkable spaces that establish a new "center" of the city and are emblematic of the unique assets of the new City

REGION - The Atlanta Region's Plan (2016) Transportation-Related Goals and Supporting Action

- Maintain existing transportation system
- Improve transit and non-single occupant vehicle options
- Strategically expand transportation system
- Foster the application of technology
- Accessible and equitable transportation
- Support reliable movement of freight and goods
- Focus resources in areas of need
- Invest in access to a variety of housing options
- Improve quality of life at the neighborhood, city, county and regional levels

Comprehensive Plan (2013) – Vision & Goals

To advance Peachtree Corners as a Premier City by:

- Offering a high quality of life for residents,
- Providing a competitive environment for businesses,
- Creating a strong sense of community for all, and
- Accommodating the best opportunities to live, work, learn, play, and stay.
- Build and strengthen a united and family-friendly multicultural community
- Maintain a high-quality natural and cultural environment
- Integrate transportation and accessibility into development decisions
- Enable redevelopment and capture high-quality new development
- Emerge as the most desirable and advantageous community in the Atlanta region

COUNTY - Gwinnett County CTP (in development, 2017) - Vision and Goals

- Improve connectivity
- Leverage the County's transportation system to improve economic vitality and quality of life
- Improve safety and mobility for all people across all modes of travel
- Proactively embrace future transportation opportunities
- Continue to serve as responsible stewards of transportation resources

STATE - Statewide Strategic Transportation Plan Update (2013) – Goals

- Supporting Georgia's economic growth and competitiveness
- Ensuring safety and security
- Maximizing the value of Georgia's assets, getting the most out of the existing network
- Minimize impact on the environment

Table 3 -Tally of Key Concepts in Transportation Goals

Transportation Goals	Federal	State	Region	County	Comprehensive Plan	LCI	Total
Safety & Security	1	1					2
Maintenance/Resources	1	1	2	1			5
Economic Competitiveness	1	1	1	1	2		6
Livable Communities	1		1	1	2	1	6
Environmental Sustainability	1	1			1		3
Transportation Mode Options			1	1		1	3
Demographic Equity			1		1	1	3
Expand system/connectivity			1	1	1	1	4
Technology/"Embrace" future			1	1			2

Using this tally, the planning team and stakeholder committee worked together to develop Peachtree Corners specific goals (while retaining relationships to partner agencies) as indicated below.

- Identify transportation projects and policies to improve transportation safety
- Prioritize asset management and maintenance of the existing transportation system
- Use the City's transportation system to maximize economic development opportunities
- Make transportation decisions that improve the quality of life in the community
- Consider projects that enhance and protect the City's natural and cultural environment
- Accommodate all users of transportation
- Leverage technology as a mechanism to improve the transportation system
- Facilitate east-west movements across Peachtree Corners

Project Considerations

In addition to the transportation projects derived from previous planning efforts in Peachtree Corners, the CTP planning team developed several new transportation projects as part of the transportation needs assessment and in response to community feedback. These projects focused on major long-term widening projects that may be necessary for heavily traveled corridors, operational improvements at intersections studied in detail, bicycle and pedestrian projects focused on enhancing the work already completed as part of the Multi-Use Trail Study, and identifying areas or issues that may need further study. Tables 4 through 7 below indicate the entirety of projects considered by project type (Major Corridor Improvements, Bike and Pedestrian Improvements, Intersection Improvements, and Other Improvements), with the suffix of project IDs indicating the project's source (for instance, projects listed as CTP originated as part of the CTP effort while projects listed as HBR originated as part of the Holcomb Bridge Road study). These projects are also provided in Figures 23 through 26.

Figure 23 - Major Corridor Improvements

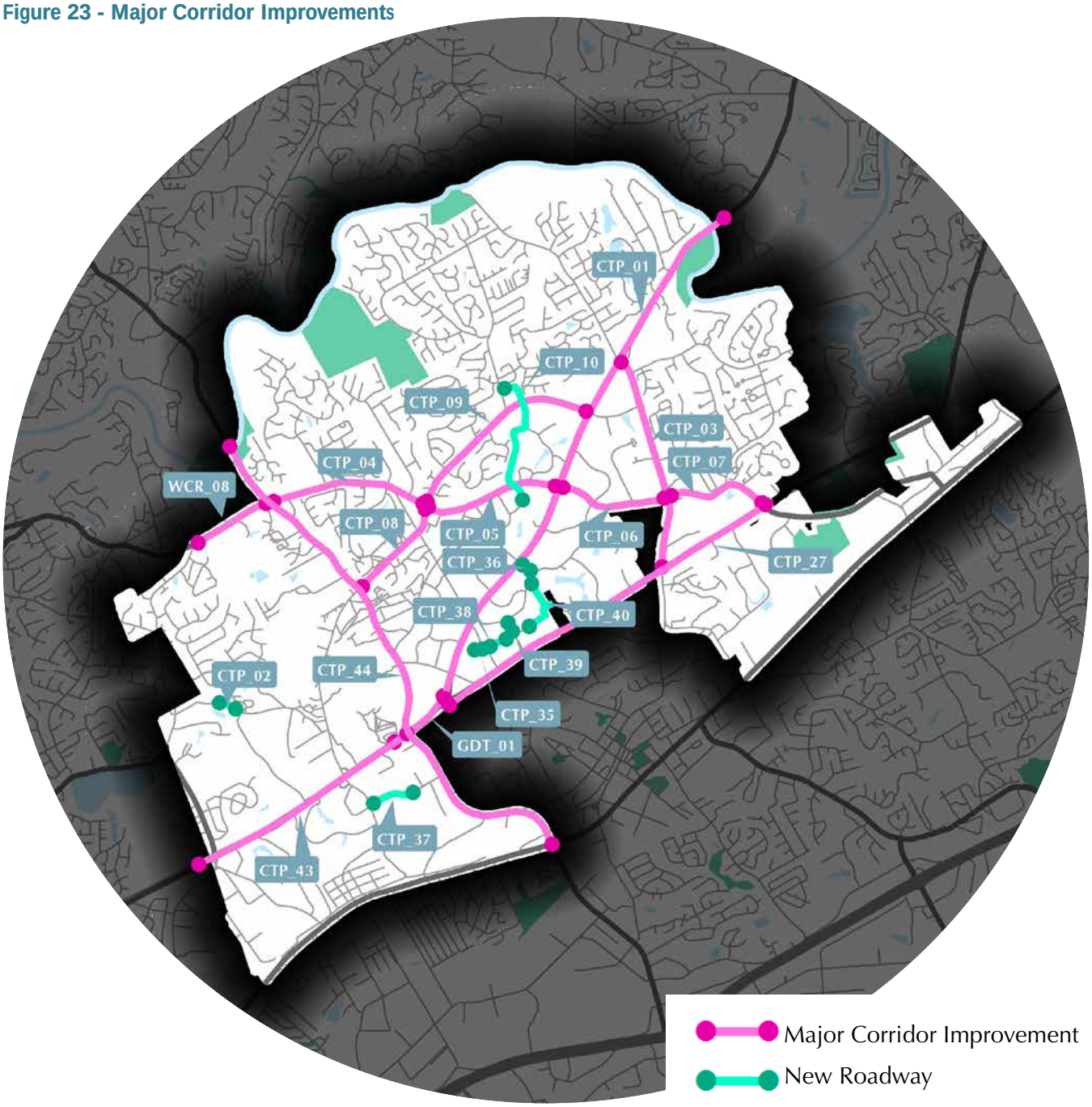
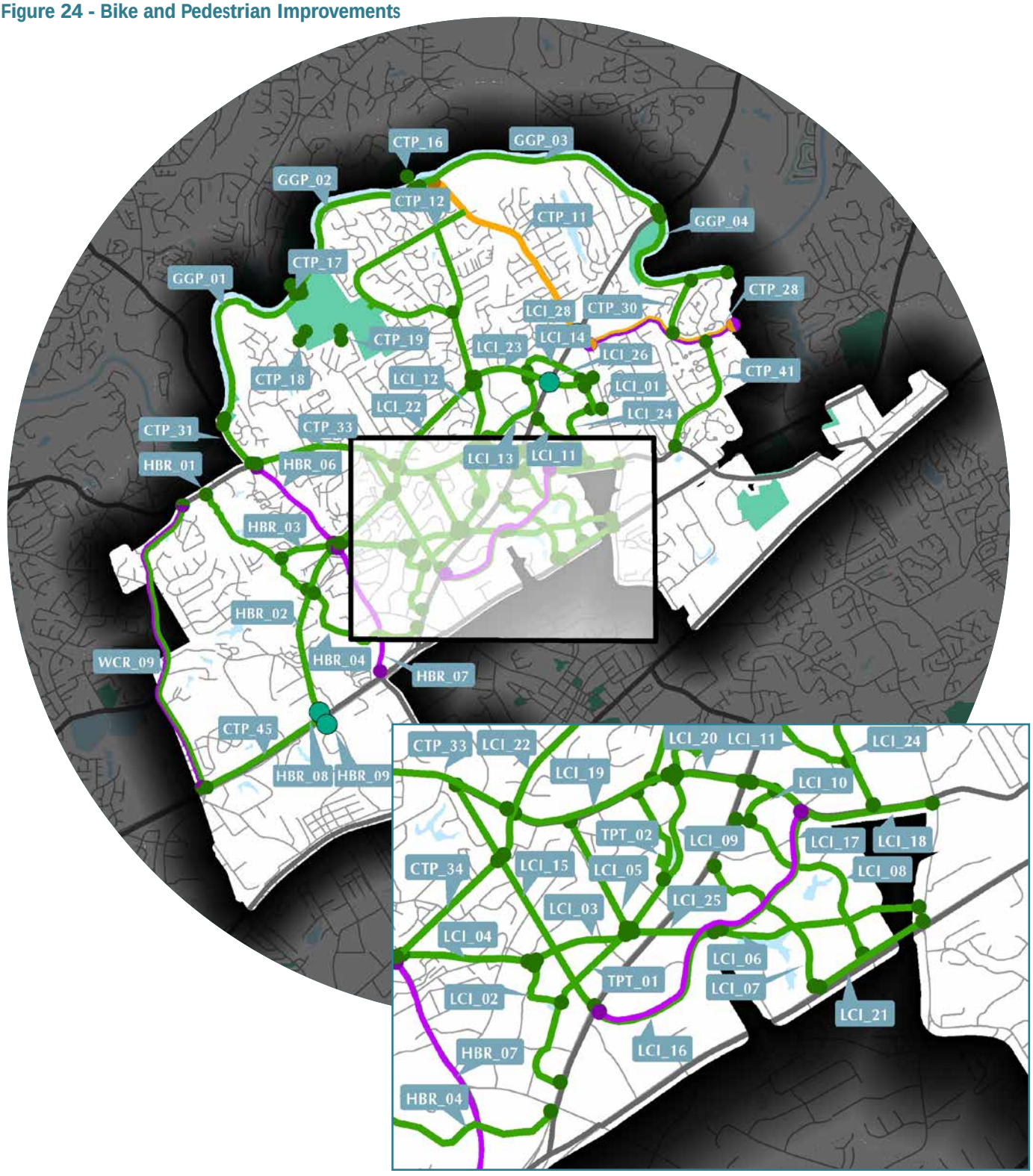


Table 4 -Major Corridor Improvements

Project ID	Description	Category	Source
CTP_01	SR 141/Peachtree Parkway Major Capacity Improvement	Major Corridor Improvement	Peachtree Corners CTP
CTP_03	Widen Medlock Bridge Road to 4/5 lanes from SR 141 to Peachtree Industrial Boulevard	Major Corridor Improvement	Peachtree Corners CTP
CTP_04	Widen Spalding Drive to 4/5 lanes from SR 140/ Holcomb Bridge Road to Peachtree Corners Circle	Major Corridor Improvement	Peachtree Corners CTP
CTP_05	Widen Spalding Drive to 4/5 lanes from Peachtree Corners Circle to SR 141/Peachtree Parkway	Major Corridor Improvement	Peachtree Corners CTP
CTP_06	Widen Spalding Drive to 4/5 lanes from SR 141/ Peachtree Parkway to Medlock Bridge Road	Major Corridor Improvement	Peachtree Corners CTP
CTP_07	Widen S. Old Peachtree Road to 4/5 lanes from Medlock Bridge Road to Peachtree Industrial Boulevard	Major Corridor Improvement	Peachtree Corners CTP
CTP_08	Capacity and Safety Improvements on Peachtree Corners Circle from SR140/Holcomb Bridge Road to Spalding Drive	Major Corridor Improvement	Peachtree Corners CTP
CTP_09	Capacity and Safety Improvements on Peachtree Corners Circle from Spalding Drive to SR 141/ Peachtree Parkway	Major Corridor Improvement	Peachtree Corners CTP
CTP_27	Peachtree Industrial Boulevard Capacity Improvement	Major Corridor Improvement	Peachtree Corners CTP
CTP_43	SR 141/Peachtree Industrial Boulevard Major Capacity Improvement	Major Corridor Improvement	Peachtree Corners CTP
CTP_44	SR 140/Jimmy Carter Boulevard/Holcomb Bridge Road Major Capacity Improvement	Major Corridor Improvement	Peachtree Corners CTP
GDT_01	SR 141 SB Ramp Widening	Major Corridor Improvement	GDOT
WCR_08	Spalding Drive Improvements - Winters Chapel Road to SR 140/Holcomb Bridge Road	Major Corridor Improvement/ Intersection/Operational Improvement	Winters Chapel Road Area Study
CTP_02	Reconnect Jones Mill Road	New Roadway	Peachtree Corners CTP
CTP_10	Extend West Jones Bridge Road through Peachtree Corners Circle to Sun Court	New Roadway	Peachtree Corners CTP
CTP_35	Woodhill Drive Extension	New Roadway	Peachtree Corners CTP
CTP_36	Engineering Drive Extension	New Roadway	Peachtree Corners CTP
CTP_37	Atlantic Boulevard Extension	New Roadway	Peachtree Corners CTP
CTP_38	Peachtree Corners East Extension West	New Roadway	Peachtree Corners CTP
CTP_39	Peachtree Corners East Extension North	New Roadway	Peachtree Corners CTP
CTP_40	Peachtree Corners East Extension East	New Roadway	Peachtree Corners CTP
CTP_40	Peachtree Corners East Extension East	New Roadway	Peachtree Corners CTP
CTP_40	Peachtree Corners East Extension East	New Roadway	Peachtree Corners CTP

Figure 24 - Bike and Pedestrian Improvements



Pedestrian Intersection Improvement

Pedestrian Improvement

Bike Improvement

Multi-Use Trail/Pedestrian Improvement

Multi-Use Trail

Pedestrian Improvement/Bike Improvement

Table 5 -Bike and Pedestrian Improvements

Project ID	Description	Category	Source
CTP_11	Bike improvements along East Jones Bridge Road from end of Medlock Bridge Road to Jones Bridge Park	Bike Improvement	Peachtree Corners CTP
CTP_12	West Jones Bridge Road/Jones Bridge Circle - Simpsonwood Park Connecting Trail	Multi-Use Trail	Peachtree Corners CTP
CTP_16	Jones Bridge Park Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_17	Simpsonwood - Chattahoochee River Environmental Education Center Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_18	Simpsonwood Park - Neely Farm Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_19	Simpsonwood Park - River Valley Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_29	Pickneyville Park Trail	Multi-Use Trail	Peachtree Corners CTP
CTP_30	Chattahoochee River Greenway - Bush Road Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_31	Chattahoochee River Greenway - Holcomb Bridge Road Connector	Multi-Use Trail	Peachtree Corners CTP
CTP_33	Spalding Drive Multi-Use Trail from Peachtree Corners Circle to Holcomb Bridge Road	Multi-Use Trail	Peachtree Corners CTP
CTP_34	Peachtree Corners Circle Multi-Use Trail	Multi-Use Trail	Peachtree Corners CTP
CTP_41	Lou Ivy Road Trail	Multi-Use Trail	Peachtree Corners CTP
CTP_45	Peachtree Industrial Boulevard Northside Trail	Multi-Use Trail	Peachtree Corners CTP
GGP_01	Chattahoochee River Greenway - Holcomb Bridge to Simpsonwood	Multi-Use Trail	Gwinnett Greenways Plan
GGP_02	Chattahoochee River Greenway - Simpsonwood to Jones Bridge	Multi-Use Trail	Gwinnett Greenways Plan
GGP_03	Chattahoochee River Greenway - Jones Bridge to Medlock Bridge	Multi-Use Trail	Gwinnett Greenways Plan
GGP_04	Chattahoochee River Greenway - Medlock Bridge to Berkley Lake	Multi-Use Trail	Gwinnett Greenways Plan
HBR_01	Crooked Creek Trail from Spalding Drive to Peachtree Corners Circle	Multi-Use Trail	HBR Study
HBR_02	Peachtree Corners Circle Trail from Holcomb Bridge Road to Peachtree Industrial Boulevard	Multi-Use Trail	HBR Study
HBR_03	Gas easment trail connecting Crooked Creek Trail to intersection of Holcomb Bridge Road and Peachtree Corners Circle	Multi-Use Trail	HBR Study
HBR_04	Crooked Creek Trail from Peachtree Corners Circle to intersection of Holcomb Bridge Road and Peachtree Parkway	Multi-Use Trail	HBR Study
LCI_01	Connecting Trail from Peachtree Corners Circle to Medlock Bridge adjacent to water feature	Multi-Use Trail	LCI Study
LCI_02	Multi-Use Trail connecting Peachtree Parkway to the Corners Parkway via alleys, easments, and creekbeds	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_03	Gas easment trail from The Corners Parkway east past Parkway Lane	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study

Table 5 continued -Bike and Pedestrian Improvements

Project ID	Description	Category	Source
LCI_04	Gas easment trail from Peachtree Corners Circle east to The Corners Parkway	Multi-Use Trail	LCI Study, Technology Park Multi-Use Trails Study, & HBR Study
LCI_05	Trail connecting Spalding Drive to gas easment trail north of Peachtree Parkway	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_06	Trail from west of Peachtree Parkway to Medlock Bridge along gas easment, waterways, and other buffers	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_07	Trail from Peachtree Parkway to Peachtree Industrial Boulevard along Technology Parkway South and buffer areas between buildings	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_08	Trail from Peachtree Parkway to Peachtree Industrial Boulevard along Saturn Court, private roadways, and buffer areas between buildings	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_09	Trail connecting Spalding Drive to gas easment trail north of Peachtree Parkway via waterways and Sun Court	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_10	Connecting trail between Spalding Drive and LCI_08	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_11	Trail along northern boundary of Wesleyan campus using Technology Parkway and adjacent creekbed	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_12	Trail connecting intersection of Peachtree Corners Circle with West Jones Bridge Road to Spalding Drive	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_13	Trail along buffer space and local waterways connecting Spalding Drive near Post Office with Forum	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_14	Multi-Use Trail near the Forum and Town Center, including a grade-separated crossing of Peachtree Parkway	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_15	Jay Bird Alley multi-use trail	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_16	Technology Parkway multi-use trail west	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_17	Technology Parkway multi-use trail east	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_18	Spalding Drive multi-use trail from Peachtree Parkway to Medlock Brige Road	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_19	Spalding Drive Trail from east of Engineering Drive to Peachtree Corners Circle	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_20	Spalding Drive Trail from east of Engineering Drive to Peachtree Parkway	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_21	Trail along north side of Peachtree Industrial Boulevard from Technology Parkway South to Medlock Bridge Road	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study

Table 5 continued -Bike and Pedestrian Improvements

Project ID	Description	Category	Source
LCI_22	Multi-use trail along south side of Peachtree Corners Circle from Jay Bird Alley to West Jones Bridge Road	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_23	Multi-use trail along north side of Peachtree Corners Circle from West Jones Bridge Road to Medlock Bridge Road	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
LCI_24	Connecting trail from LCI_01 to Spalding Drive	Multi-Use Trail	LCI Study & Technology Park Multi-Use Trail Study
TPT_01	Creekbed multi-use trail from LCI_02 to gas easment trails	Multi-Use Trail	Technology Park Multi-Use Trail Study
TPT_02	Trail in buffer areas around buildings from LCI_09 just north of Engineering Drive to Spalding Drive	Multi-Use Trail	Technology Park Multi-Use Trail Study
WCR_09	Winters Chapel Trail and Sidewalk Improvements	Multi-Use Trail/ Pedestrian Improvement	Winters Chapel Road Area Study
HBR_06	Holcomb Bridge Road Pedestrian Improvements, Spalding Drive to Peachtree Corners Circle	Pedestrian Improvement	HBR Study
HBR_07	Holcomb Bridge Road Pedestrian Improvements, Peachtree Corners Circle to SR 141/Peachtree Industrial Boulevard	Pedestrian Improvement	HBR Study
LCI_25	Technology Parkway "Innovation District" Streetscape	Pedestrian Improvement	LCI Study
LCI_26	Peachtree Parkway at Peachtree Corners Circle Signal Retiming and Pedestrian Refuge	Pedestrian Improvement	LCI Study
CTP_28	Bush Road Bike/Ped Improvements	Pedestrian Improvement/Bike Improvement	Peachtree Corners CTP

Figure 25 - Intersection Improvements

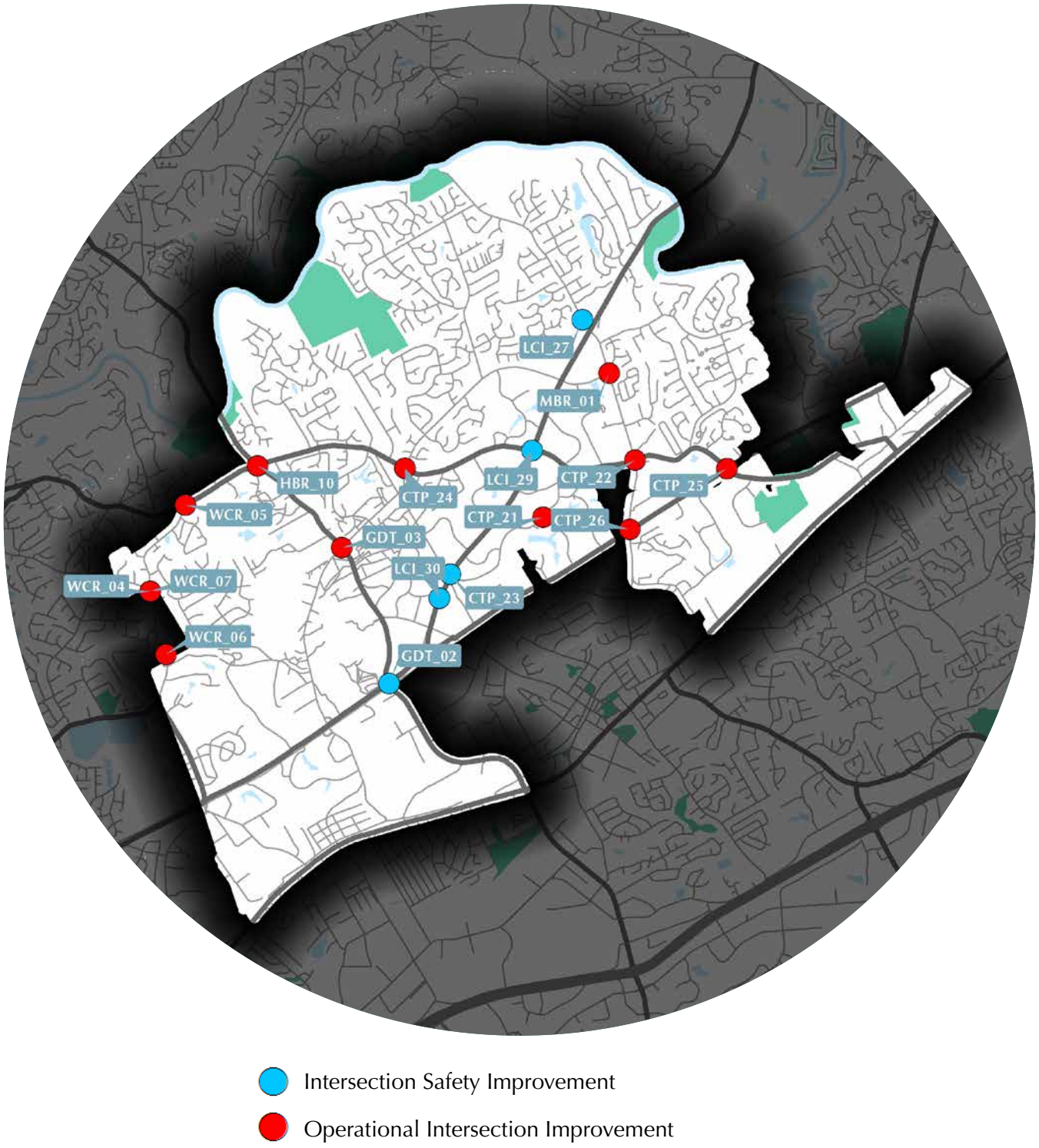


Table 6 -Intersection Improvements

Project ID	Description	Category	Source
CTP_23	SR 141/Peachtree Parkway at Jay Bird Alley/ Technology Parkway Lane Alignment	Intersection Safety Improvement	Peachtree Corners CTP
GDT_02	Jimmy Carter Blvd at PIB Intersection Improvements	Intersection Safety Improvement	GDOT
LCI_27	Align Forum/Ingles Driveways	Intersection Safety Improvement	LCI Study
LCI_29	Spalding Drive at Peachtree Parkway Left Turn Lane Extension	Intersection Safety Improvement	LCI Study, GDOT
LCI_30	Woodhill Drive on Peachtree Parkway Left Turn Guides	Intersection Safety Improvement	LCI Study
CTP_21	Technology Parkway at Technology Parkway South Roundabout	Operational Intersection Improvement	Peachtree Corners CTP
CTP_22	Medlock Bridge Road at Spalding Drive/S. Old Peachtree Road Intersection Improvement	Operational Intersection Improvement	Peachtree Corners CTP
CTP_24	Peachtree Corners Circle at Spalding Drive Intersection Improvement	Operational Intersection Improvement	Peachtree Corners CTP
CTP_25	S. Old Peachtree Road at Peachtree Industrial Boulevard Intersection Improvement	Operational Intersection Improvement	Peachtree Corners CTP
CTP_26	Medlock Bridge Road at Peachtree Industrial Boulevard Intersection Improvement	Operational Intersection Improvement	Peachtree Corners CTP
GDT_03	Holcomb Bridge Road at Peachtree Corners Circle Intersection Improvement	Operational Intersection Improvement	GDOT
HBR_10	Spalding Dr at Holcomb Bridge Rd Intersection Improvements	Operational Intersection Improvement	HBR Study
MBR_01	Medlock Bridge Road and Peachtree Corners Circle Roundabout	Operational Intersection Improvement	PTC Circle at Medlock Bridge Rd Concept Report
WCR_04	Dunwoody Club Drive and Winters Chapel Road Intersection Improvement (NBL Turn Lane)	Operational Intersection Improvement	Winters Chapel Road Area Study
WCR_05	Winters Chapel Road and Spalding Drive Intersection Improvement	Operational Intersection Improvement	Winters Chapel Road Area Study
WCR_06	Winters Chapel Road and Sumac Drive Intersection Improvement	Operational Intersection Improvement	Winters Chapel Road Area Study
WCR_07	Dunwoody Club Drive and Winters Chapel Road Intersection Improvement (Roundabout)	Operational Intersection Improvement	Winters Chapel Road Area Study

Figure 26- Other Improvements

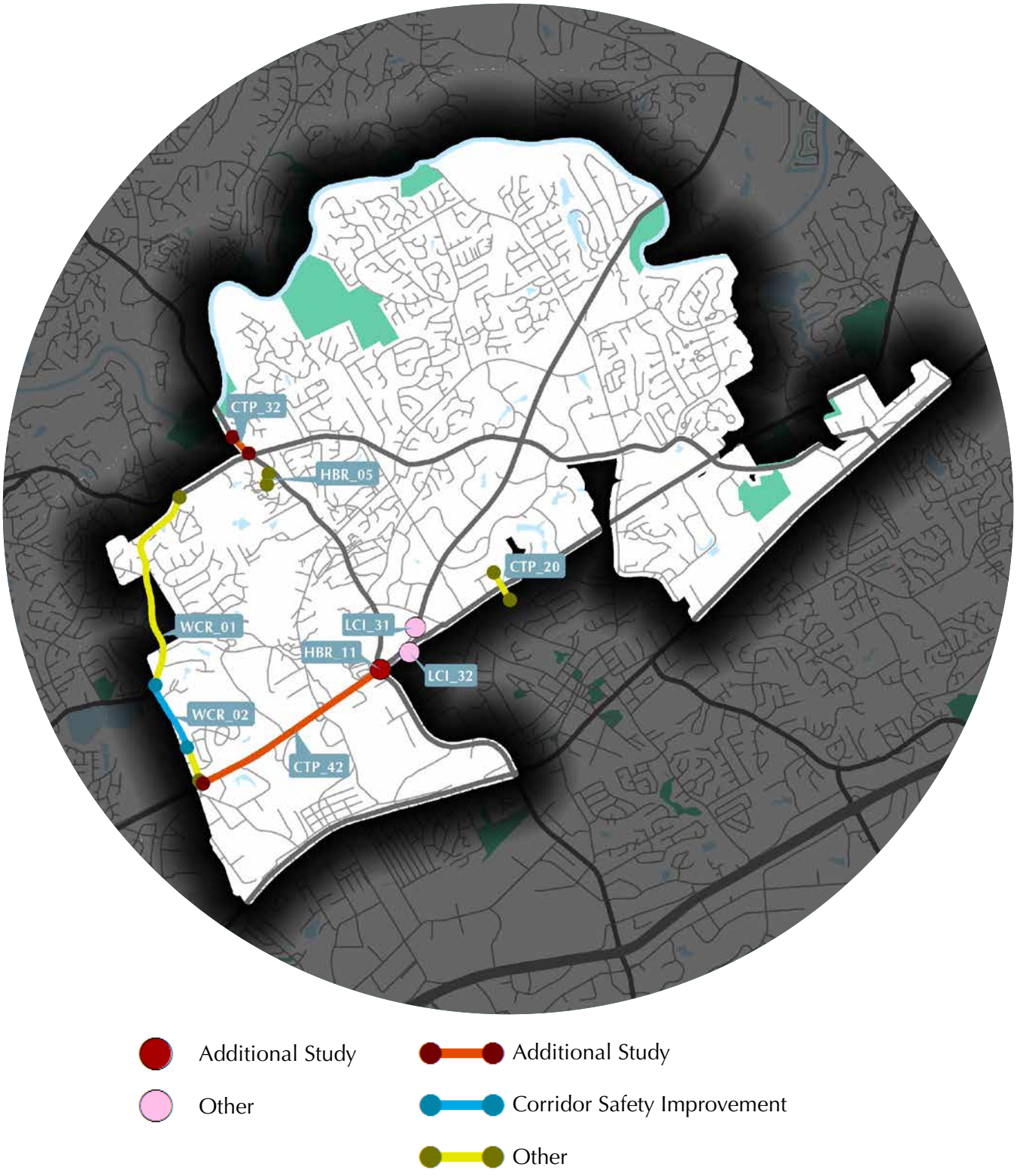


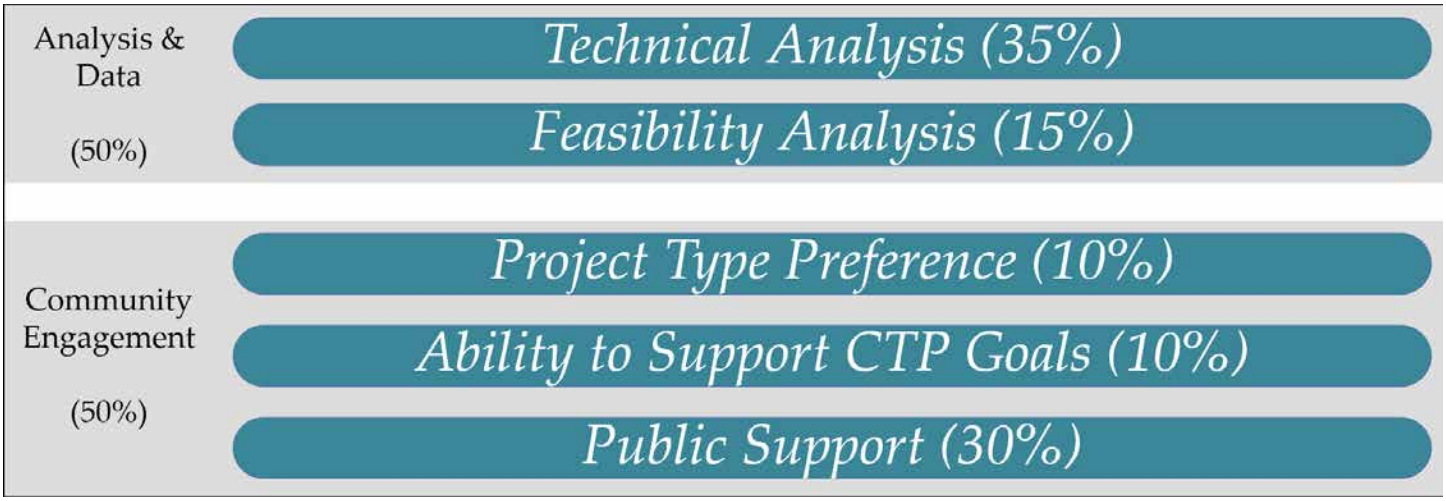
Table 7 -Other Improvements

Project ID	Description	Category	Source	Notes
CTP_32	Holcomb Bridge Road at Spalding Drive and River Exchange Drive/Station Mill Drive Improvements	Additional Study	Peachtree Corners CTP	Study additional lanes and/or innovative operational and safety improvements to improve section of Holcomb Bridge Road between Spalding Drive and River Exchange Drive/Station Mill Drive; may include encouraging indirect lefts away from Spalding Drive onto River Exhchange Drive
CTP_42	Peachtree Industrial Boulevard Access Study	Additional Study	Peachtree Corners CTP	Perform detailed study for freeway access points on SR 141 and SR 141 Connectors (Winters Chapel Road, Peachtree Corners Circle, Jimmy Carter Boulevard, etc.)
HBR_11	Jimmy Carter Blvd at PIB Intersection Improvements	Additional Study	HBR Study	Study and implement innovative improvement
WCR_02	Restripe Winters Chapel Road with Two-Way Left Turn Lane	Corridor Safety Improvement	Winters Chapel Road Area Study	Re-stripe Winters Chapel Road between Peeler Road and Winter Rose Court to include a Two-Way Left Turn Lane
CTP_20	Norcross Bike and Pedestrian Connectivitiy	Other	Peachtree Corners CTP	Coordinate with the City of Norcross to enhance bike and pedestrian connectivity to Downtown Norcross
HBR_05	Deerings Lane Access	Other	HBR Study	New access to Holcomb Bridge Road for Deerings Lane community
LCI_31	Peachtree Parkway SB Directional Signage	Other	LCI Study	Overhead signage in advance of SR 141 and SR 140 split on Ptree Pkwy SB between Woodhill Dr. and Holcomb Bridge Road
LCI_32	Peachtree Parkway NB Advance Warning Signage	Other	LCI Study	Advance warning signage of signal of Peachtree Parkway at HBR on 141 NB
WCR_01	Winters Chapel Road Reflective Pavement Markers	Other	Winters Chapel Road Area Study	Install and maintain RPMs throughout corridor

Prioritization Process

A prioritization process was developed to reflect the two main sources of evaluation criteria for the project considerations: (1) Analysis and Data and (2) Community Engagement. As indicated below, five criteria under these two sources were developed so that the overall weights reflected 50% of the prioritization reflecting Analysis and Data and the other 50% reflecting Community Engagement.

The following section summarizes the considerations of this prioritization process. For a more detailed summary, please see Appendix C.



Technical Analysis

The technical analysis considerations derive entirely from technical data. Depending on the project type, the analysis was developed from the travel demand model analysis (documented in the Major Roadway Assessment on Page 19), the intersection analysis (documented on Page 21), the safety analysis (documented on Page 24), or the bicycle and pedestrian suitability analysis (documented on Page 25). Please note that for project classification purposes, the projects listed as Safety Improvements below are actually indicated as Intersection Improvements – however, the separate analysis indicated was used to evaluate the project's specific ability to address safety issues as safety was the driving force in conceiving these projects.

Technical Analysis

Major Corridor Improvements

- Change in corridor congestion (25%)
- Number of vehicles served (25%)
- Level of existing congestion (25%)
- Crashes along corridor (25%)

Intersection Improvements

- Change in intersection congestion (25%)
- Number of vehicles served (25%)
- Level of existing congestion (25%)
- Crashes in vicinity of intersection (25%)

Safety Improvements

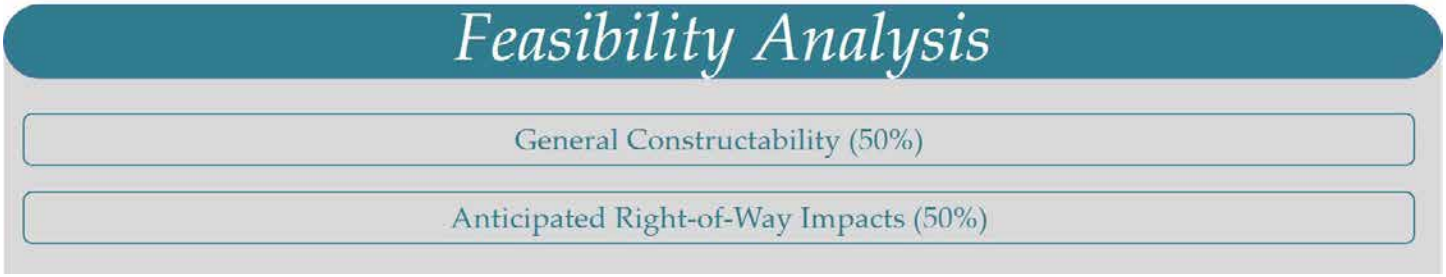
- Number of vehicles served (15%)
- Level of existing congestion (15%)
- Crashes in vicinity of intersection (70%)

Bike/Ped Improvements

- Local Demand (25%)
- Local Attractions & Points of Interest (25%)
- Character Sensitivity (25%)
- Future Changes (25%)

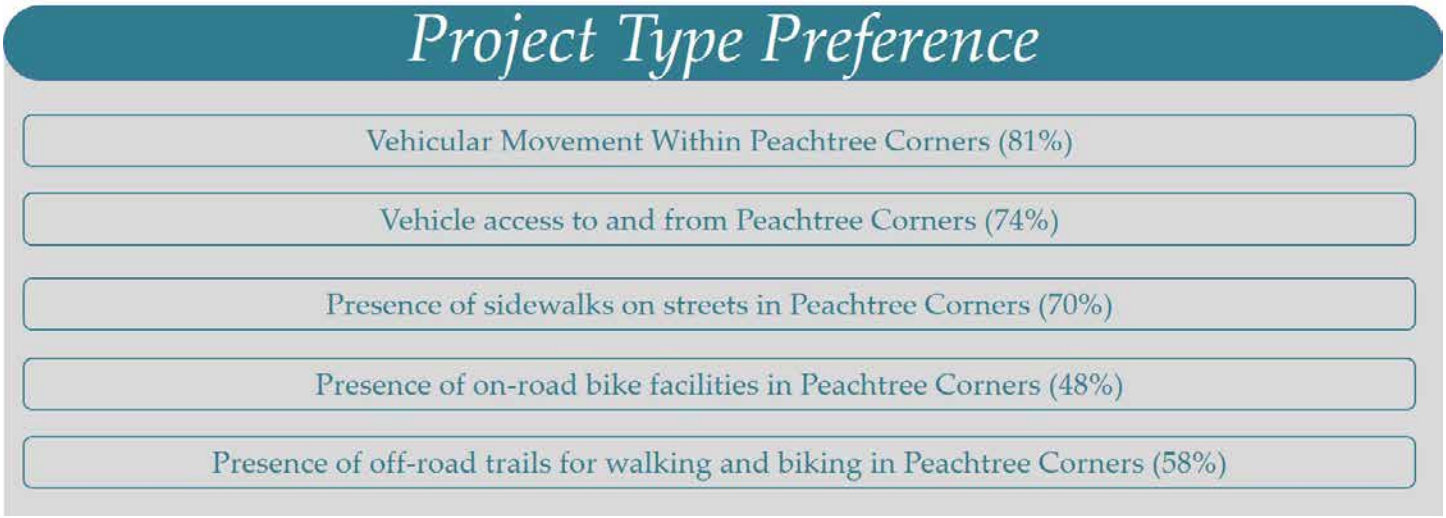
Feasibility Analysis

The feasibility analysis was developed to help articulate the likely challenges that may be encountered in implementing each project.



Project Type Preference

This analysis reflects the stated project type preferences from the Online Survey results (documented on Page 35). The weights for each of the categories are derived directly from these survey results.



Ability to Support CTP Goals

This analysis reflects how successful each of the projects are addressing the CTP goals (which were stated previously on Page 40). The weighting for each of the goals is related directly to community input received at the first Community Meeting, as documented previously on Page 33.

Public Support

This analysis reflects directly the community input received at the first Community Meeting, where attendees were asked to indicate on a map where transportation needs existed, a process previously documented on Page 33. This analysis also reflects the support for individual projects received by the community at the second Community Meeting. This process was previously documented on Page 34.

Please note that the top priority project in each category may not necessary reflect the timing of how and when projects should be implemented. Rather, the priority reflects how important each project is through the year 2040.

The actual timing and implementation of projects is heavily influenced by financial commitments already made by the city, the ease of implementation, available funding, and future opportunities that may make some projects easier to implement than others.

A proposed implementation plan is included in Chapter 4 starting on Page 64.

Project Evaluation

Using the prioritization process, the transportation projects were evaluated for their ability to meet the various transportation needs, feasibility, overall goals, and community support criteria developed. Tables 8 through 10 below indicate the overall priority for the individual transportation projects sorted by category (Major Corridor Improvements, Bike and Pedestrian Improvements, Intersection Improvements, and Other Improvements).

Table 8 - Major Corridor Improvements by Prioritization Score

Project ID	Name	Technical Score(35%)	Feasibility Score (15%)	Project Type Preference (10%)	CTP Goals Score (10%)	Public Support (30%)	Total Prioritization Score (100%)
CTP_04	Widen Spalding Drive/S. Old Peachtree Road - Western Segment	7.25	5.00	9.00	2.00	9.00	70.88
GDT_01	SR 141 SB Ramp Widening	5.75	9.50	6.00	2.00	9.00	69.38
CTP_01	SR 141/Peachtree Parkway Major Capacity Improvement	5.25	8.50	6.00	2.00	10.00	69.13
CTP_03	Widen Medlock Bridge Road	6.75	6.00	9.00	3.00	8.00	68.63
CTP_27	Peachtree Industrial Boulevard Capacity Improvement	5.50	8.00	9.00	3.00	7.50	65.75
CTP_06	Widen Spalding Drive/S. Old Peachtree Road - East Central Segment	5.75	5.00	7.00	3.00	8.00	61.63
CTP_05	Widen Spalding Drive/S. Old Peachtree Road - West Central Segment	5.25	4.50	7.00	3.00	8.00	59.13
CTP_44	SR 140/Jimmy Carter Boulevard/Holcomb Bridge Road Major Capacity Improvement	6.00	3.00	9.00	2.00	7.50	59.00
CTP_08	Peachtree Corners Circle Capacity and Safety Improvements - Southwestern Segment	4.75	6.00	9.00	2.00	6.50	56.13
CTP_02	Reconnect Jones Mill Road	4.25	10.00	9.00	3.00	3.50	52.38
CTP_43	SR 141/Peachtree Industrial Boulevard Major Capacity Improvement	3.50	3.00	9.00	2.00	8.00	51.75
CTP_10	West Jones Bridge Road Extension	4.25	3.50	9.00	9.00	4.50	51.63
CTP_09	Peachtree Corners Circle Capacity and Safety Improvements - Northeastern Segment	4.25	5.50	7.00	3.00	6.00	51.13
CTP_35	Woodhill Drive Extension	6.00	3.50	9.00	9.00	1.50	48.75
CTP_39	Peachtree Corners East Extension North	4.00	3.00	9.00	9.00	4.00	48.50
CTP_40	Peachtree Corners East Extension East	3.50	3.00	9.00	9.00	4.00	46.75
CTP_36	Engineering Drive Extension	5.25	4.50	9.00	10.00	0.50	45.63
CTP_07	Widen Spalding Drive/S. Old Peachtree Road - Eastern Segment	5.00	5.50	9.00	2.00	2.50	44.25
CTP_38	Peachtree Corners East Extension West	3.50	3.00	9.00	9.00	0.50	36.25
CTP_37	Atlantic Boulevard Extension	3.50	3.00	10.00	9.00	0.00	35.75

Table 9 - Bike and Pedestrian Improvements by Prioritization Score

Project ID	Name	Technical Score(35%)	Feasibility Score (15%)	Project Type Preference (10%)	CTP Goals Score (10%)	Public Support (30%)	Total Prioritization Score (100%)
HBR_04	Crooked Creek Trail South	6.75	6.00	3.00	8.00	7.00	64.63
HBR_07	Holcomb Bridge Road Pedestrian Improvements, Peachtree Corners Circle to SR 141/Peachtree Industrial Boulevard	6.25	5.00	5.00	5.00	7.00	60.38
CTP_11	East Jones Bridge Road Bike Improvement	4.00	9.00	0.00	6.00	8.50	59.00
HBR_06	Holcomb Bridge Road Pedestrian Improvements, Spalding Drive to Peachtree Corners Circle	4.75	7.50	5.00	5.00	7.00	58.88
LCI_28	Medlock Bridge Road at East Jones Bridge Road Pedestrian Retiming	8.25	7.50	0.00	6.00	4.00	58.13
LCI_14	Multi-Use Trail near the Forum and Town Center, including a grade-separated crossing of Peachtree Parkway	5.50	5.50	3.00	9.00	6.00	57.50
HBR_09	Peachtree Corners Circle at PIB NB Intersection Improvements	6.75	9.00	6.00	9.00	1.50	56.63
HBR_08	Peachtree Corners Circle at PIB SB Intersection Improvements	6.75	8.50	6.00	9.00	1.50	55.88
LCI_02	Multi-Use Trail connecting Peachtree Parkway to the Corners Parkway via alleys, easements, and creekbeds	6.50	4.50	3.00	8.00	5.00	55.50
LCI_13	Trail along buffer space and local waterways connecting Spalding Drive near Post Office with Forum	6.00	3.50	3.00	8.00	6.00	55.25
CTP_33	Spalding Drive Multi-Use Trail from Peachtree Corners Circle to Holcomb Bridge Road	4.00	5.50	5.00	5.00	7.50	54.75
LCI_21	Trail along Peachtree Industrial Boulevard from Technology Parkway South to Medlock Bridge Road	5.25	8.00	5.00	5.00	4.50	53.88
HBR_03	Gas Easement Trail - Crooked Creek to Holcomb Bridge Road	5.50	3.50	3.00	8.00	6.00	53.50
HBR_01	Crooked Creek Trail from Spalding Drive to Peachtree Corners Circle	4.00	6.50	3.00	8.00	6.00	52.75
LCI_18	Spalding Drive Trail East	5.00	3.00	5.00	6.00	6.50	52.50
LCI_22	Multi-use trail along Peachtree Corners Circle from Jay Bird Alley to West Jones Bridge Road	4.75	7.00	5.00	5.00	5.00	52.13
CTP_19	Simpsonwood Park - River Valley Connector	6.75	4.50	3.00	8.00	3.50	51.88
LCI_04	Gas Easement Trail - Holcomb Bridge Road to The Corners Parkway	4.75	4.00	3.00	8.00	6.00	51.63
LCI_23	Multi-use trail along north side of Peachtree Corners Circle from West Jones Bridge Road to Medlock Bridge Road	4.75	4.00	5.00	6.00	6.00	51.63
CTP_34	Peachtree Corners Circle Multi-Use Trail	4.75	6.50	5.00	5.00	5.00	51.38
CTP_31	Chattahoochee River Greenway - Holcomb Bridge Road Connector	3.50	8.00	5.00	8.00	4.50	50.75

Table 9 continued - Bike and Pedestrian Improvements by Prioritization Score

Project ID	Name	Technical Score(35%)	Feasibility Score (15%)	Project Type Preference (10%)	CTP Goals Score (10%)	Public Support (30%)	Total Prioritization Score (100%)
LCI_26	Peachtree Parkway at Peachtree Corners Circle Signal Retiming and Pedestrian Refuge	7.00	7.50	0.00	6.00	3.00	50.75
CTP_12	West Jones Bridge Road/Jones Bridge Circle - Simpsonwood Park Connecting Trail	5.50	9.00	3.00	5.00	3.00	49.75
LCI_25	Technology Parkway "Innovation District" Streetscape	3.75	7.00	5.00	6.00	5.00	49.63
GGP_01	Chattahoochee River Greenway - Holcomb Bridge to Simpsonwood	3.50	7.50	3.00	8.00	5.00	49.50
LCI_19	Spalding Drive Trail Center	5.25	3.50	5.00	5.00	5.00	48.63
CTP_28	Bush Road Bike/Ped Improvements	1.25	8.50	7.00	5.00	6.50	48.63
LCI_06	Gas Easement Trail - Peachtree parkway to Medlock Bridge Road	3.00	5.50	3.00	9.00	5.50	47.25
HBR_02	Peachtree Corners Circle Trail from Holcomb Bridge Road to Peachtree Industrial Boulevard	5.25	5.50	5.00	5.00	3.00	45.63
LCI_03	Gas Easement Trail - The Corners Parkway to east of Parkway Lane	4.00	6.00	3.00	8.00	3.50	44.50
LCI_10	Connecting trail between Spalding Drive and LCI_08	5.00	6.00	3.00	5.00	3.00	43.50
LCI_20	Spalding Drive Trail from east of Engineering Drive to Peachtree Parkway	4.50	3.50	5.00	6.00	3.50	42.50
LCI_01	Town Center Southeast Connector	3.50	3.50	3.00	8.00	4.50	42.00
LCI_17	Technology Parkway multi-use trail east	4.50	6.50	5.00	5.00	2.00	41.50
CTP_41	Lou Ivy Road Trail	4.00	7.50	5.00	5.00	2.00	41.25
LCI_09	Trail connecting Spalding Drive to gas easement trail north of Peachtree Parkway via waterways and Sun Court	4.75	4.00	3.00	8.00	2.50	41.13
LCI_15	Jay Bird Alley multi-use trail	3.25	7.50	5.00	6.00	2.50	41.13
LCI_11	Wesleyan Campus Trail	4.50	7.50	3.00	5.00	2.00	41.00
GGP_02	Chattahoochee River Greenway - Simpsonwood to Jones Bridge	3.75	6.00	3.00	8.00	2.50	40.63
LCI_12	West Jones Bridge extension trail	6.00	2.50	3.00	8.00	1.50	40.25
TPT_01	Creekbed multi-use trail from LCI_02 to gas easement trails	4.50	5.50	3.00	8.00	1.50	39.50
CTP_17	Simpsonwood - Chattahoochee River Environmental Education Center Connector	4.00	3.50	3.00	8.00	3.00	39.25
CTP_18	Simpsonwood Park - Neely Farm Connector	4.00	4.50	3.00	8.00	2.50	39.25
LCI_24	Spalding Terrace Trail	4.00	8.00	3.00	5.00	1.50	38.50
TPT_02	Trail in buffer areas around buildings from LCI_09 just north of Engineering Drive to Spalding Drive	5.25	4.50	3.00	5.00	1.50	37.63

Table 9 continued - Bike and Pedestrian Improvements by Prioritization Score

Project ID	Name	Technical Score(35%)	Feasibility Score (15%)	Project Type Preference (10%)	CTP Goals Score (10%)	Public Support (30%)	Total Prioritization Score (100%)
LCI_08	Trail from Peachtree Parkway to Peachtree Industrial Boulevard along Saturn Court, private roadways, and buffer areas between buildings	3.75	4.00	3.00	5.00	3.00	36.13
LCI_07	Trail from Peachtree Parkway to Peachtree Industrial Boulevard along Technology Parkway South and buffer areas between buildings	3.25	4.00	3.00	8.00	2.50	35.88
LCI_05	Trail connecting Spalding Drive to gas easement trail north of Peachtree Parkway	3.50	5.00	3.00	8.00	1.50	35.25
CTP_45	Peachtree Industrial Boulevard Northside Trail	3.50	2.50	5.00	5.00	3.00	35.00
LCI_16	Technology Parkway multi-use trail west	2.50	6.50	5.00	5.00	2.00	34.50
GGP_03	Chattahoochee River Greenway - Jones Bridge to Medlock Bridge	1.75	7.00	3.00	9.00	1.50	33.13
CTP_30	Chattahoochee River Greenway - Bush Road Connector	0.50	6.50	3.00	8.00	3.50	33.00
GGP_04	Chattahoochee River Greenway - Medlock Bridge to Berkley Lake	1.50	7.00	3.00	9.00	1.50	32.25
WCR_09	Winters Chapel Trail and Sidewalk Improvements	3.00	4.00	5.00	0.00	3.00	30.50
CTP_16	Jones Bridge Park Connector	3.50	3.50	3.00	8.00	0.00	28.50

Table 9 - Intersection Improvements by Prioritization Score

Project ID	Name	Technical Score(35%)	Feasibility Score (15%)	Project Type Preference (10%)	CTP Goals Score (10%)	Public Support (30%)	Total Prioritization Score (100%)
GDT_02	Jimmy Carter Blvd at PIB Intersection Improvements	8.67	8.50	9.00	0.00	7.00	73.08
WCR_05	Winters Chapel Road and Spalding Drive Intersection Improvement	5.67	9.00	9.00	2.00	6.00	62.33
GDT_03	Holcomb Bridge Road at Peachtree Corners Circle Intersection Improvement	6.67	4.50	9.00	2.00	6.50	60.58
HBR_10	Spalding Drive at Holcomb Bridge Rd Intersection Improvements	4.67	5.00	9.00	2.00	8.50	60.33
MBR_01	Medlock Bridge Road and Peachtree Corners Circle Roundabout	6.00	7.00	7.00	3.00	6.00	59.50
WCR_04	Dunwoody Club Drive and Winters Chapel Road Intersection Improvement (NBL Turn Lane)	6.67	9.50	9.00	2.00	3.00	57.58
WCR_07	Dunwoody Club Drive and Winters Chapel Road Intersection Improvement (Roundabout)	7.00	6.00	9.00	3.00	2.50	53.00
CTP_23	Jay Bird Alley/Technology Parkway Lane Alignment	4.00	6.50	7.00	2.00	5.50	49.25
CTP_22	Medlock Bridge Road at Spalding Drive/S. Old Peachtree Road Intersection Improvement	4.33	7.50	7.00	2.00	4.50	48.92
CTP_26	Medlock Bridge Road at Peachtree Industrial Boulevard Intersection Improvement	3.00	5.50	9.00	2.00	5.50	46.25
LCI_30	Woodhill Drive on Peachtree Parkway Left Turn Guides	5.33	10.00	0.00	0.00	4.00	45.67
LCI_29	Spalding Drive at Peachtree Parkway Left Turn Lane Extension	4.00	6.00	0.00	0.00	7.50	45.50
LCI_27	Align Forum/Ingles Driveways	2.00	8.00	0.00	0.00	8.50	44.50
CTP_25	S. Old Peachtree Road at Peachtree Industrial Boulevard Intersection Improvement	3.67	5.50	9.00	2.00	4.00	44.08
CTP_24	Peachtree Corners Circle at Spalding Drive Intersection Improvement	2.00	3.50	7.00	2.00	6.50	40.75
WCR_06	Winters Chapel Road and Sumac Drive Intersection Improvement	5.00	6.50	7.00	2.00	0.00	36.25
CTP_21	Technology Parkway at Technology Parkway South Roundabout	1.00	6.50	7.00	3.00	3.00	32.25

Table 10 - Intersection Improvements by Prioritization Score

Project ID	Name	Technical Score(35%)	Feasibility Score (15%)	Project Type Preference (10%)	CTP Goals Score (10%)	Public Support (30%)	Total Prioritization Score (100%)
HBR_11	Jimmy Carter Blvd at PIB Intersection Improvements	0.00	10.00	9.00	3.00	8.00	51.00
WCR_02	Restripe Winters Chapel Road with Two-Way Left Turn Lane	6.00	9.00	0.00	0.00	5.00	49.50
CTP_32	Holcomb Bridge Road at Spalding Drive and River Exchange Drive/Station Mill Drive Improvements	0.00	6.00	9.00	3.00	9.00	48.00
LCI_31	Peachtree Parkway SB Directional Signage	0.00	10.00	6.00	0.00	7.50	43.50
LCI_32	Peachtree Parkway NB Advance Warning Signage	0.00	9.50	6.00	0.00	7.50	42.75
CTP_42	Peachtree Industrial Boulevard Access Study	0.00	10.00	0.00	2.00	8.50	42.50
CTP_20	Norcross Bike and Pedestrian Connectivity	0.00	10.00	7.00	0.00	5.50	38.50
WCR_01	Winters Chapel Road Reflective Pavement Markers	0.00	10.00	0.00	0.00	5.50	31.50
HBR_05	Deerings Lane Access	0.00	1.50	0.00	0.00	8.00	26.25


STOP

CONCLUSIONS

Plan Performance

If the entire plan were to be implemented, the City of Peachtree Corners would see significant improvements in a variety of transportation metrics.

The implementation of the major corridor proposed widening and new roadway projects would result in the addition of approximately 43 additional lane miles of capacity in the community.

Similarly implementation of the recommended intersection operational improvements would significantly decrease the amount of delay at these various choke points in the community. Table 11 below compares the LOS and the average reduction in delay experienced at each studied intersection comparing the years and scenarios of 2015, a 2040 Do Nothing scenario, and a 2040 scenario in which the intersection recommendations are implemented.

Finally, the implementation of the bicycle and pedestrian projects would increase the number of miles of trails in the community from 6 miles to 37 miles. Furthermore, the implementation would result in 87.8 percent of the top quartile of community miles from the bicycle and pedestrian suitability analysis being served by appropriate facilities, compared to only 81.4 percent today.

Table 11 - Delay and LOS of Selected Intersections in No Build and Improved Conditions

	AM							PM						
	2016 Delay*	2016 LOS	2040 No Build Delay*	2040 No Build LOS	2040 Build Delay*	2040 Build LOS	2040 Change in Delay*	2016 Delay	2016 LOS	2040 No Build Delay*	2040 No Build LOS	2040 Build Delay*	2040 Build LOS	2040 Change in Delay*
Medlock Bridge Road and Spalding Drive/S Old Peachtree Road	34	C	80	E	75	F	-5	46	D	123	F	87	F	-36.1
Technology Parkway at Technology Parkway South	14	B	22	C	14	B	-8	36	E	41	E	15	B	-26.1
Winters Chapel Road at Spalding Drive	44	D	118	F	87	F	-31	145	F	263	F	135	F	-128.7
Winters Chapel Road at Dunwoody Club Drive	42	D	790	F	98	F	-692	36	D	126	F	65	E	-61.0
Winters Chapel Road at Sumac Drive	73	F	504	F	472	F	-32	59	F	379	F	335	F	-44.4
Holcomb Bridge Road at Peachtree Corners Circle	66	E	194	F	116	F	-78	50	D	140	F	88	F	-51.6
Holcomb Bridge Road at Spalding Drive	51	D	120	F	115	F	-5	76	E	150	F	138	F	-12.4
Medlock Bridge Road at Peachtree Corners Circle	18	C	43	E	11	B	-33	678	F	2727	F	71	F	-2656.4

Implementation Plan

Implantation of the entire plan will require significant coordination and cooperation with local, state, and federal partners. The prioritization analysis presented previously on pages 51 through 59 is intended to help the community understand the relative merits of each of the transportation projects when compared to each other. However, the actual implementation and phasing of improvements is a slightly different consideration, where those projects that are easy to implement, have already undergone significant study and/or design, or may simply be inexpensive need to be considered beyond just their prioritization score. Conversely, there are projects that may eventually be of great need to the community, but have not undergone the years-long scrutiny of more detailed analysis to understand environmental impacts, detailed traffic analysis, and/or vetting through significant design work.

As a result, the plan is divided into three elements for implementation consideration:

Short-Term Projects (2017-2021): these projects consist of those where construction is imminent, significant design and detailed study has taken place, and/or financial commitments have been made by the City and/or other transportation partners. This category also includes projects that are anticipated to have relatively minimal complexity and/or financial commitment in order to implement.

Mid-Term Projects (2022-2031): These projects are relatively more complex or not as far along in the life cycle of implementing a transportation project but are also not likely to include particularly challenging barriers to implementation, including the need for significant right of way or reliance on possible state or federal funds.

Long Term Projects (2032-2040+): These consist of the remaining projects that are likely to require significant and ongoing study and coordination with and funding assistance from other agencies in order to implement. In short, these are the most challenging projects and generally consist of major road widenings and new location roadways.

Tables 12 through 14 and Figures 27 through 29 present the various projects and their identification as either a likely short-term, mid-term, or long-term endeavor. In the tables, the projects are sorted by type and prioritization score to assist City leaders and decision makers in understanding the relative merits of each of the projects within each implementation category. The remaining pages of the plan, starting on page 73, include detailed cut sheets for all of the recommended projects including a summary of the prioritization score and planning-level cost estimates.

It should be noted that implementation of the high priority (but later phased) projects will likely require initial investments in study and preliminary engineering in earlier phases of the plan. In short, for a major transportation widening to be constructed in the early 2030s (effectively in the long-term phase of the plan), initial investments will likely need to be considered in just the next few years.

Figure 27 - Short Term Improvements

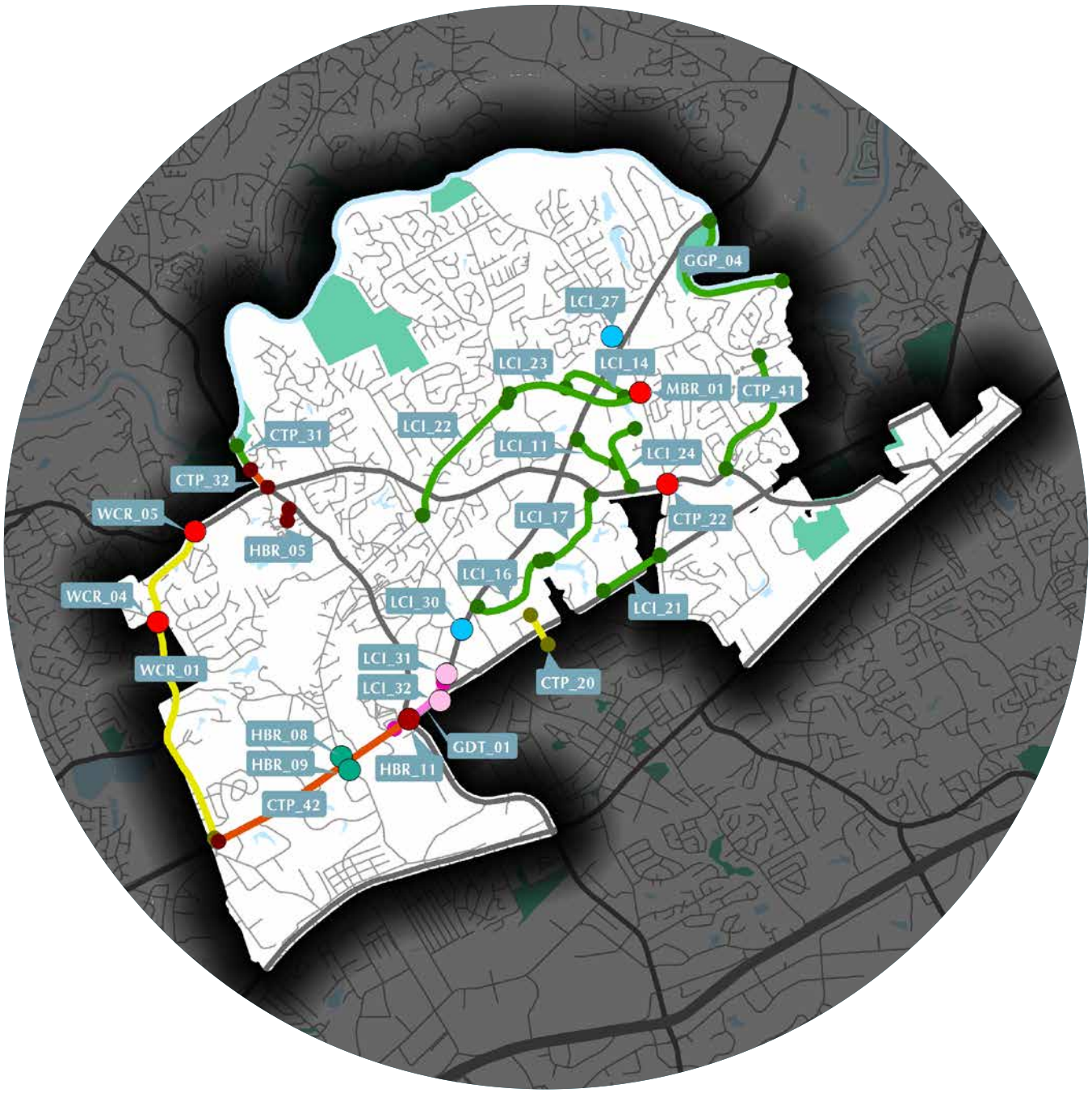


Table 12 - Short Term Improvements

Project ID	Name	Category	Total Prioritization Score
GDT_01*	SR 141 SB Ramp Widening	Major Corridor Improvement	69.38
WCR_05*	Winters Chapel Road and Spalding Drive Intersection Improvement	Operational Intersection Improvement	62.33
MBR_01*	Medlock Bridge Road and Peachtree Corners Circle Roundabout	Operational Intersection Improvement	59.50
WCR_04	Dunwoody Club Drive and Winters Chapel Road Intersection Improvement (NBL Turn Lane)	Operational Intersection Improvement	57.58
LCI_14	Multi-Use Trail near the Forum and Town Center, including a grade-separated crossing of Peachtree Parkway	Multi-Use Trail	57.50
HBR_09	Peachtree Corners Circle at PIB NB Intersection Improvements	Pedestrian Improvement/ Operational Improvement	56.63
HBR_08	Peachtree Corners Circle at PIB SB Intersection Improvements	Pedestrian Improvement/ Operational Improvement	55.88
LCI_21	Trail along Peachtree Industrial Boulevard from Technology Parkway South to Medlock Bridge Road	Multi-Use Trail	53.88
LCI_22	Multi-use trail along Peachtree Corners Circle from Jay Bird Alley to West Jones Bridge Road	Multi-Use Trail	52.13
HBR_11	Jimmy Carter Blvd at PIB Intersection Improvements	Additional Study	51.00
CTP_31	Chattahoochee River Greenway - Holcomb Bridge Road Connector	Multi-Use Trail	50.75
CTP_22	Medlock Bridge Road at Spalding Drive/S. Old Peachtree Road Intersection Improvement	Operational Intersection Improvement	48.92
CTP_32	Holcomb Bridge Road at Spalding Drive and River Exchange Drive/Station Mill Drive Improvements	Additional Study	48.00
LCI_30	Woodhill Drive on Peachtree Parkway Left Turn Guides	Intersection Safety Improvement	45.67
LCI_27	Align Forum/Ingles Driveways	Intersection Safety Improvement	44.50
LCI_31	Peachtree Parkway SB Directional Signage	Other	43.50
LCI_32	Peachtree Parkway NB Advance Warning Signage	Other	42.75
CTP_42	Peachtree Industrial Boulevard Access Study	Additional Study	42.50
LCI_17	Technology Parkway multi-use trail east	Multi-Use Trail	41.50
CTP_41	Lou Ivy Road Trail	Multi-Use Trail	41.25
LCI_11	Wesleyan Campus Trail	Multi-Use Trail	41.00
CTP_20	Norcross Bike and Pedestrian Connectivity	Other	38.50
LCI_24	Spalding Terrace Trail	Multi-Use Trail	38.50
LCI_16	Technology Parkway multi-use trail west	Multi-Use Trail	34.50
GGP_04	Chattahoochee River Greenway - Medlock Bridge to Berkley Lake	Multi-Use Trail	32.25
WCR_01	Winters Chapel Road Reflective Pavement Markers	Other	31.50

An askterisk (*) denotes a project that is underway (or comtains some component that is undersay)

Figure 28 - Mid-Term Improvements

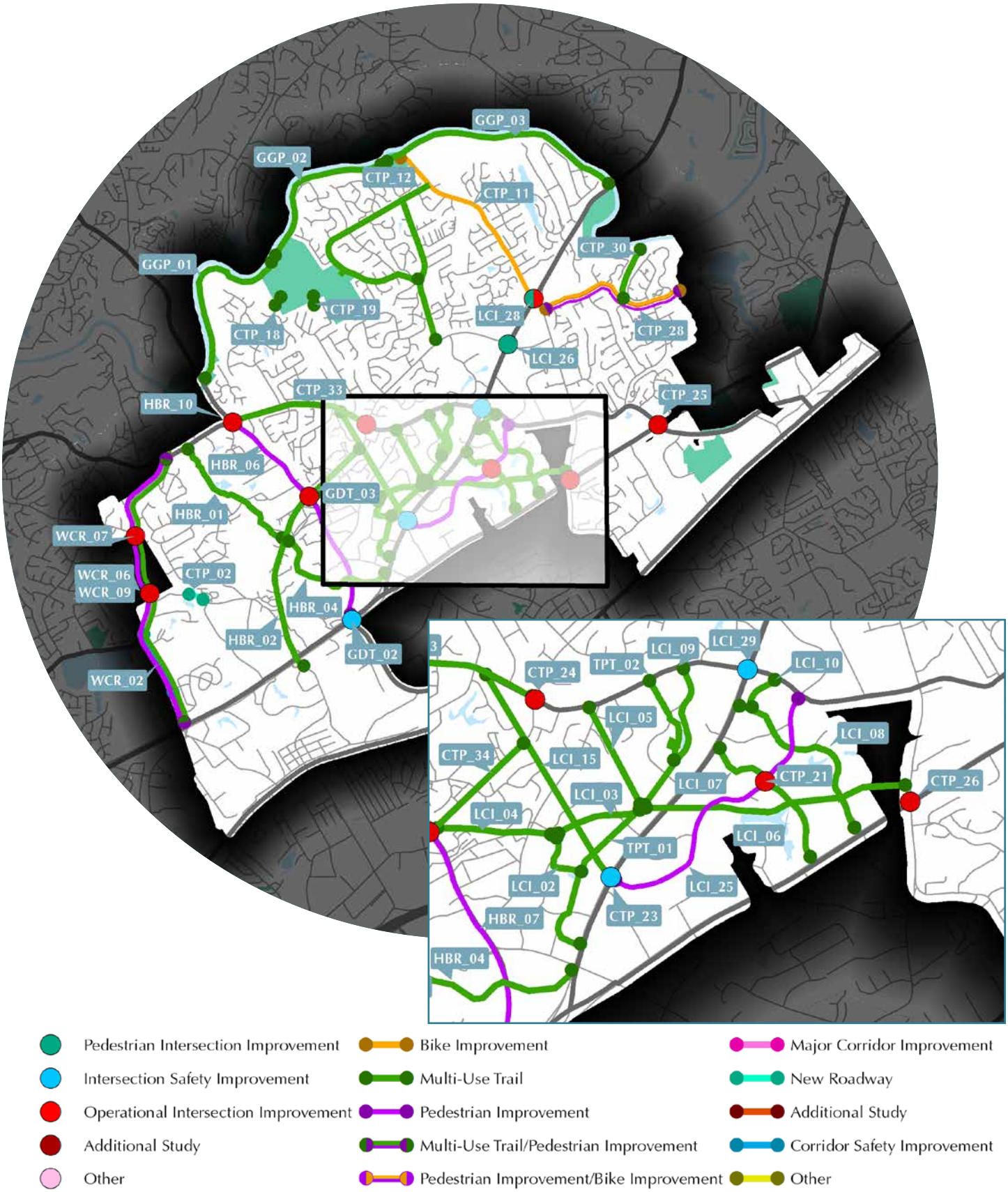


Table 13 - Mid-Term Improvements

Project ID	Name	Category	Total Prioritization Score
GDT_02	Jimmy Carter Blvd at PIB Intersection Improvements	Intersection Safety Improvement	73.08
HBR_04	Crooked Creek Trail South	Multi-Use Trail	64.63
GDT_03*	Holcomb Bridge Road at Peachtree Corners Circle Intersection Improvement	Operational Intersection Improvement	60.58
HBR_07*	Holcomb Bridge Road Pedestrian Improvements, Peachtree Corners Circle to SR 141/Peachtree Industrial Boulevard	Pedestrian Improvement	60.38
HBR_10	Spalding Drive at Holcomb Bridge Rd Intersection Improvements	Operational Intersection Improvement	60.33
CTP_11	East Jones Bridge Road Bike Improvement	Bike Improvement	59.00
HBR_06	Holcomb Bridge Road Pedestrian Improvements, Spalding Drive to Peachtree Corners Circle	Pedestrian Improvement	58.88
LCI_28	Medlock Bridge Road at East Jones Bridge Road Pedestrian Retiming	Pedestrian Improvement/ Operational Improvement	58.13
LCI_02	Multi-Use Trail connecting Peachtree Parkway to the Corners Parkway via alleys, easements, and creekbeds	Multi-Use Trail	55.50
CTP_33	Spalding Drive Multi-Use Trail from Peachtree Corners Circle to Holcomb Bridge Road	Multi-Use Trail	54.75
WCR_07	Dunwoody Club Drive and Winters Chapel Road Intersection Improvement (Roundabout)	Operational Intersection Improvement	53.00
HBR_01	Crooked Creek Trail from Spalding Drive to Peachtree Corners Circle	Multi-Use Trail	52.75
CTP_02	Reconnect Jones Mill Road	New Roadway	52.38
CTP_19	Simpsonwood Park - River Valley Connector	Multi-Use Trail	51.88
LCI_04	Gas Easement Trail - Holcomb Bridge Road to The Corners Parkway	Multi-Use Trail	51.63
LCI_23	Multi-use trail along north side of Peachtree Corners Circle from West Jones Bridge Road to Medlock Bridge Road	Multi-Use Trail	51.63
CTP_34	Peachtree Corners Circle Multi-Use Trail	Multi-Use Trail	51.38
LCI_26	Peachtree Parkway at Peachtree Corners Circle Signal Retiming and Pedestrian Refuge	Pedestrian Improvement	50.75
CTP_12	West Jones Bridge Road/Jones Bridge Circle - Simpsonwood Park Connecting Trail	Multi-Use Trail	49.75
LCI_25*	Technology Parkway "Innovation District" Streetscape	Pedestrian Improvement	49.63
GGP_01	Chattahoochee River Greenway - Holcomb Bridge to Simpsonwood	Multi-Use Trail	49.50
WCR_02	Restripe Winters Chapel Road with Two-Way Left Turn Lane	Corridor Safety Improvement	49.50
CTP_23	Jay Bird Alley/Technology Parkway Lane Alignment	Intersection Safety Improvement	49.25

An askterisk (*) denotes a project that is underway (or comtains some component that is undersay)

Table 13 continued- Mid-Term Improvements

Project ID	Name	Category	Total Prioritization Score
CTP_28	Bush Road Bike/Ped Improvements	Pedestrian Improvement/Bike Improvement	48.63
LCI_06	Gas Easement Trail - Peachtree parkway to Medlock Bridge Road	Multi-Use Trail	47.25
CTP_26	Medlock Bridge Road at Peachtree Industrial Boulevard Intersection Improvement	Operational Intersection Improvement	46.25
HBR_02	Peachtree Corners Circle Trail from Holcomb Bridge Road to Peachtree Industrial Boulevard	Multi-Use Trail	45.63
LCI_29	Spalding Drive at Peachtree Parkway Left Turn Lane Extension	Intersection Safety Improvement	45.50
LCI_03	Gas Easement Trail - The Corners Parkway to east of Parkway Lane	Multi-Use Trail	44.50
CTP_25	S. Old Peachtree Road at Peachtree Industrial Boulevard Intersection Improvement	Operational Intersection Improvement	44.08
LCI_10	Connecting trail between Spalding Drive and LCI_08	Multi-Use Trail	43.50
LCI_09	Trail connecting Spalding Drive to gas easement trail north of Peachtree Parkway via waterways and Sun Court	Multi-Use Trail	41.13
LCI_15	Jay Bird Alley multi-use trail	Multi-Use Trail	41.13
CTP_24	Peachtree Corners Circle at Spalding Drive Intersection Improvement	Operational Intersection Improvement	40.75
GGP_02	Chattahoochee River Greenway - Simpsonwood to Jones Bridge	Multi-Use Trail	40.63
TPT_01	Creekbed multi-use trail from LCI_02 to gas easement trails	Multi-Use Trail	39.50
CTP_18	Simpsonwood Park - Neely Farm Connector	Multi-Use Trail	39.25
TPT_02	Trail in buffer areas around buildings from LCI_09 just north of Engineering Drive to Spalding Drive	Multi-Use Trail	37.63
WCR_06	Winters Chapel Road and Sumac Drive Intersection Improvement	Operational Intersection Improvement	36.25
LCI_08	Trail from Peachtree Parkway to Peachtree Industrial Boulevard along Saturn Court, private roadways, and buffer areas between buildings	Multi-Use Trail	36.13
LCI_07	Trail from Peachtree Parkway to Peachtree Industrial Boulevard along Technology Parkway South and buffer areas between buildings	Multi-Use Trail	35.88
LCI_05	Trail connecting Spalding Drive to gas easement trail north of Peachtree Parkway	Multi-Use Trail	35.25

An askterisk (*) denotes a project that is underway (or comtains some component that is undersay)

Table 13 continued- Mid-Term Improvements

Project ID	Name	Category	Total Prioritization Score
GGP_03	Chattahoochee River Greenway - Jones Bridge to Medlock Bridge	Multi-Use Trail	33.13
CTP_30	Chattahoochee River Greenway - Bush Road Connector	Multi-Use Trail	33.00
CTP_21	Technology Parkway at Technology Parkway South Roundabout	Operational Intersection Improvement	32.25
WCR_09*	Winters Chapel Trail and Sidewalk Improvements	Multi-Use Trail/Pedestrian Improvement	30.50

An askterisk (*) denotes a project that is underway (or comtains some component that is undersay)

Figure 29 - Long Term Improvements

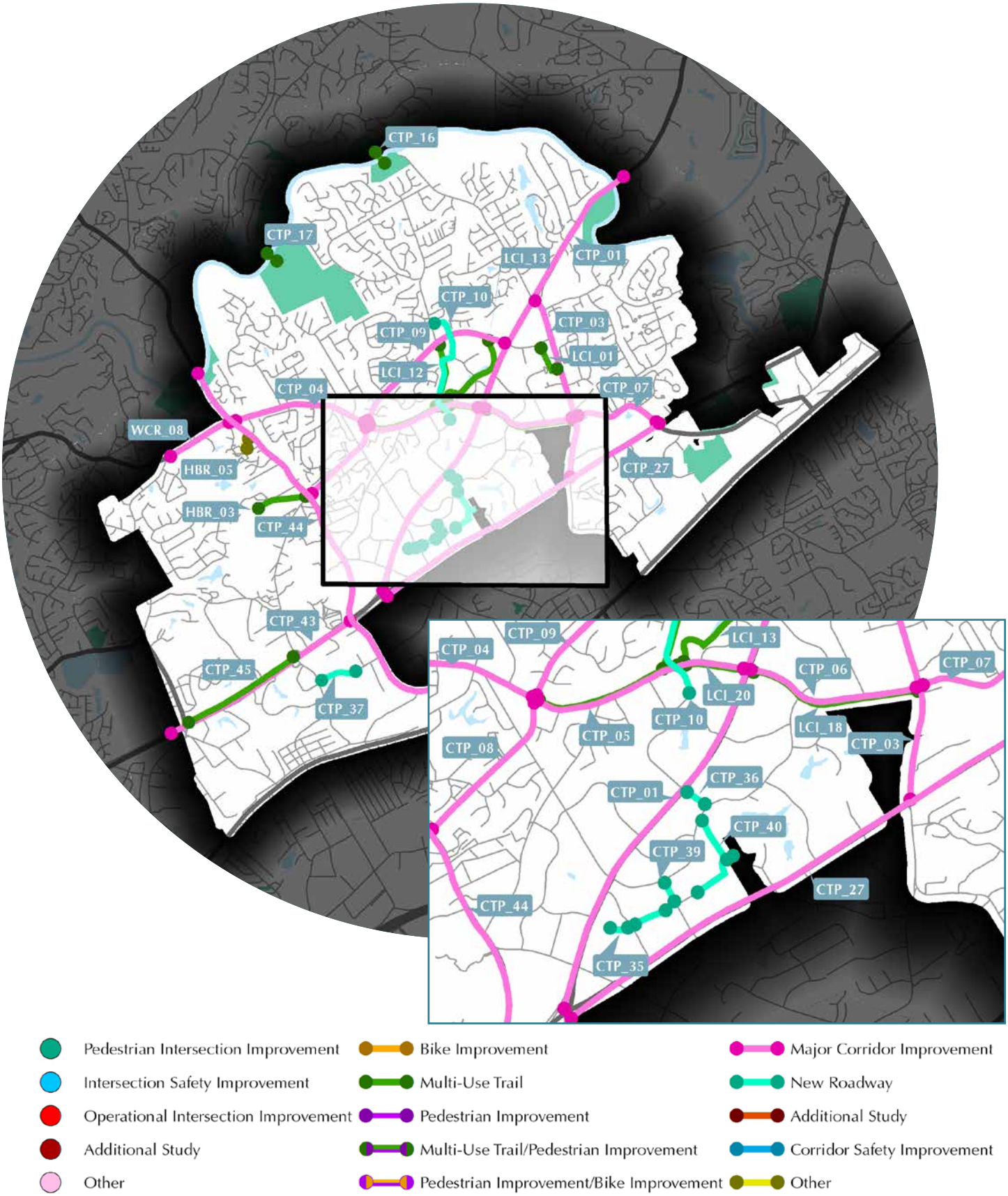


Table 14 - Long Term Improvements

Project ID	Name	Category	Total Prioritization Score
CTP_04	Widen Spalding Drive/S. Old Peachtree Road - Western Segment	Major Corridor Improvement	70.88
CTP_01	SR 141/Peachtree Parkway Major Capacity Improvement	Major Corridor Improvement	69.13
CTP_03	Widen Medlock Bridge Road	Major Corridor Improvement	68.63
CTP_27	Peachtree Industrial Boulevard Capacity Improvement	Major Corridor Improvement	65.75
WCR_08*	Spalding Drive Improvements - Winters Chapel Road to SR 140/Holcomb Bridge Road	Major Corridor Improvement/ Intersection/Operational Improvement	61.75
CTP_06	Widen Spalding Drive/S. Old Peachtree Road - East Central Segment	Major Corridor Improvement	61.63
CTP_05	Widen Spalding Drive/S. Old Peachtree Road - West Central Segment	Major Corridor Improvement	59.13
CTP_44	SR 140/Jimmy Carter Boulevard/Holcomb Bridge Road Major Capacity Improvement	Major Corridor Improvement	59.00
CTP_08	Peachtree Corners Circle Capacity and Safety Improvements - Southwestern Segment	Major Corridor Improvement	56.13
LCI_13	Trail along buffer space and local waterways connecting Spalding Drive near Post Office with Forum	Multi-Use Trail	55.25
HBR_03	Gas Easement Trail - Crooked Creek to Holcomb Bridge Road	Multi-Use Trail	53.50
LCI_18	Spalding Drive Trail East	Multi-Use Trail	52.50
CTP_43	SR 141/Peachtree Industrial Boulevard Major Capacity Improvement	Major Corridor Improvement	51.75
CTP_10	West Jones Bridge Road Extension	New Roadway	51.63
CTP_09	Peachtree Corners Circle Capacity and Safety Improvements - Northeastern Segment	Major Corridor Improvement	51.13
CTP_35	Woodhill Drive Extension	New Roadway	48.75
LCI_19	Spalding Drive Trail Center	Multi-Use Trail	48.63
CTP_39	Peachtree Corners East Extension North	New Roadway	48.50
CTP_40	Peachtree Corners East Extension East	New Roadway	46.75
CTP_36	Engineering Drive Extension	New Roadway	45.63
CTP_07	Widen Spalding Drive/S. Old Peachtree Road - Eastern Segment	Major Corridor Improvement	44.25
LCI_20	Spalding Drive Trail from east of Engineering Drive to Peachtree Parkway	Multi-Use Trail	42.50
LCI_01	Town Center Southeast Connector	Multi-Use Trail	42.00
LCI_12	West Jones Bridge extension trail	Multi-Use Trail	40.25
CTP_17	Simpsonwood - Chattahoochee River Environmental Education Center Connector	Multi-Use Trail	39.25
CTP_38	Peachtree Corners East Extension West	New Roadway	36.25

An askterisk (*) denotes a project that is underway (or comtains some component that is undersay)

Table 14 continued- Long Term Improvements

Project ID	Name	Category	Total Prioritization Score
CTP_37	Atlantic Boulevard Extension	New Roadway	35.75
CTP_45	Peachtree Industrial Boulevard Northside Trail	Multi-Use Trail	35.00
CTP_16	Jones Bridge Park Connector	Multi-Use Trail	28.50
HBR_05	Deerings Lane Access	Other	26.25

An askterisk (*) denotes a project that is underway (or comtains some component that is undersay)

CTP_01 SR 141/Peachtree Parkway Major Capacity Improvement

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: SR 141/Peachtree Parkway

Length (feet): 21,934

From: Peachtree Industrial Boulevard freeway split

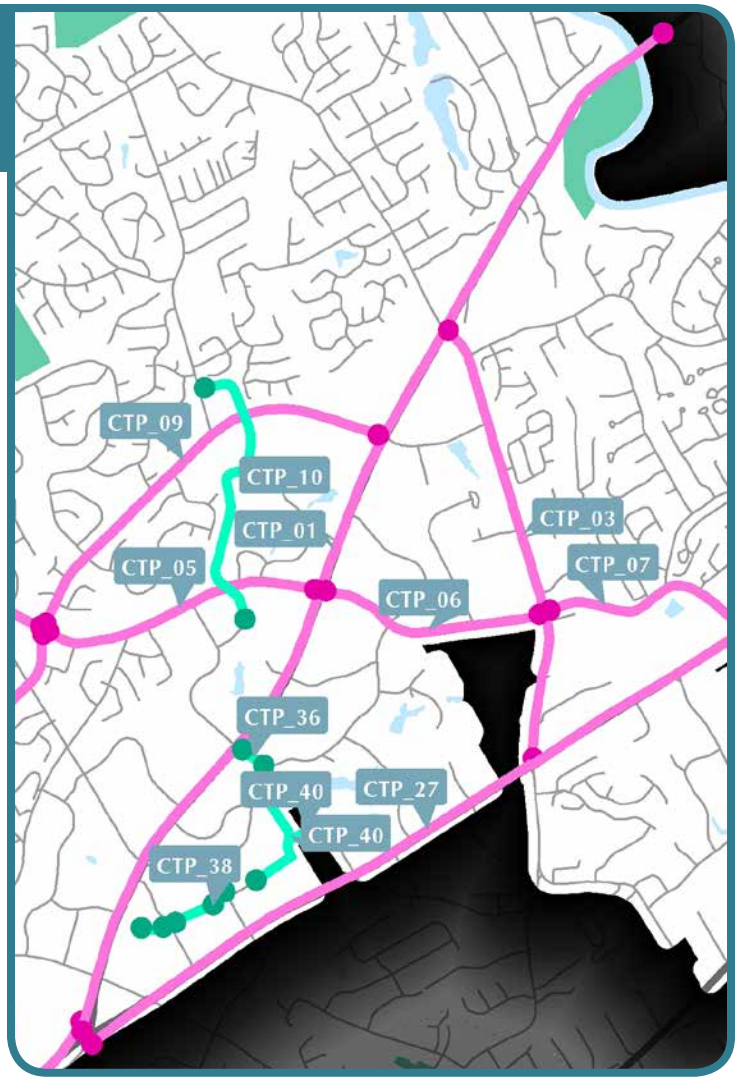
To: Northern extent of ongoing study; Johns Creek northern city limit

Existing Condition: 4-6 lanes

Proposed Condition: Consistent 6 lanes

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Implement recommendations of ongoing SR 141 joint study with Johns Creek to add capacity and improve operations on SR 141 from Peachtree Industrial Boulevard split north



Prioritization Scores

Technical Score (35%)	5.25
Feasibility Score (15%)	8.50
Project Type Score (10%)	6.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	10.00
Total Prioritization Score (out of 100)	69.13

Planning Level Cost Estimate

Preliminary Engineering	$7,819,000
Right of Way	$403,000
Construction	$51,794,000
Contingency	$15,538,000
Total Cost	$75,554,000

CTP_02 | Reconnect Jones Mill Road

Project Source: Peachtree Corners CTP

Project Category: New Roadway

Corridor: Jones Mill Road

Length (feet): 200

From: Eastern Jones Mill Road segment, just west of Green Pointe Parkway

To: Western Jones Mill Road segment, approximately 2200 feet east of Winters Chapel Road

Existing Condition: Approximately 200 foot gap between two segments of Jones Mill Road

Proposed Condition: Connected 2 lane road

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: Reconnect separated segments of Jones Mill Road to create connection between Peachtree Corners Circle and Winters Chapel Road

Prioritization Scores

Technical Score (35%)	4.25
Feasibility Score (15%)	10.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	3.50
Total Prioritization Score (out of 100)	52.38

Planning Level Cost Estimate

Preliminary Engineering	$59,000
Right of Way	$0
Construction	$297,000
Contingency	$89,000
Total Cost	$445,000

CTP_03 Widen Medlock Bridge Road

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: Medlock Bridge Road

Length (feet): 8,516

From: SR 141/Peachtree Parkway/Medlock Bridge Road

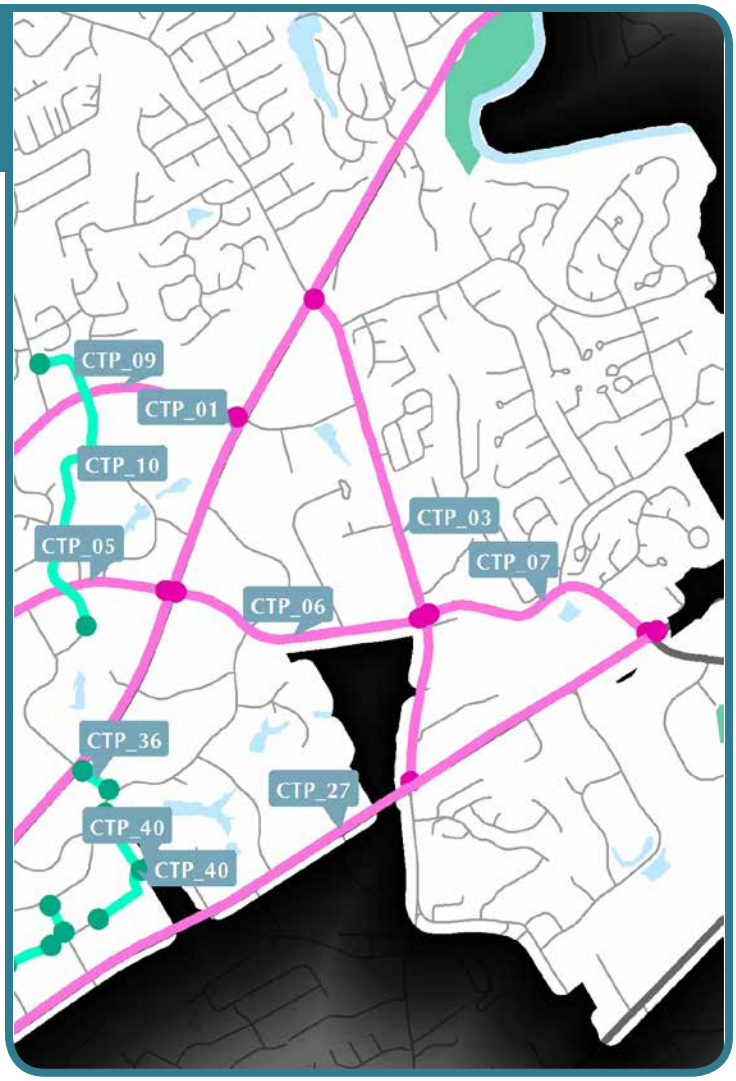
To: Peachtree Industrial Boulevard

Existing Condition: 2-4 lanes with center-running two-way left turn lane

Proposed Condition: Consistent 4 lanes with turn lanes

Implementation Phase: Long Term (2032-2040+)

Additional Notes:



Prioritization Scores

Technical Score (35%)	6.75
Feasibility Score (15%)	6.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	8.00
Total Prioritization Score (out of 100)	68.63

Planning Level Cost Estimate

Preliminary Engineering	$2,689,000
Right of Way	$782,000
Construction	$17,595,000
Contingency	$5,279,000
Total Cost	$26,345,000

CTP_04 — Widen Spalding Drive/S. Old Peachtree Road - Western Segment

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: Spalding Drive

Length (feet): 6,302

From: SR 140/Holcomb Bridge Road

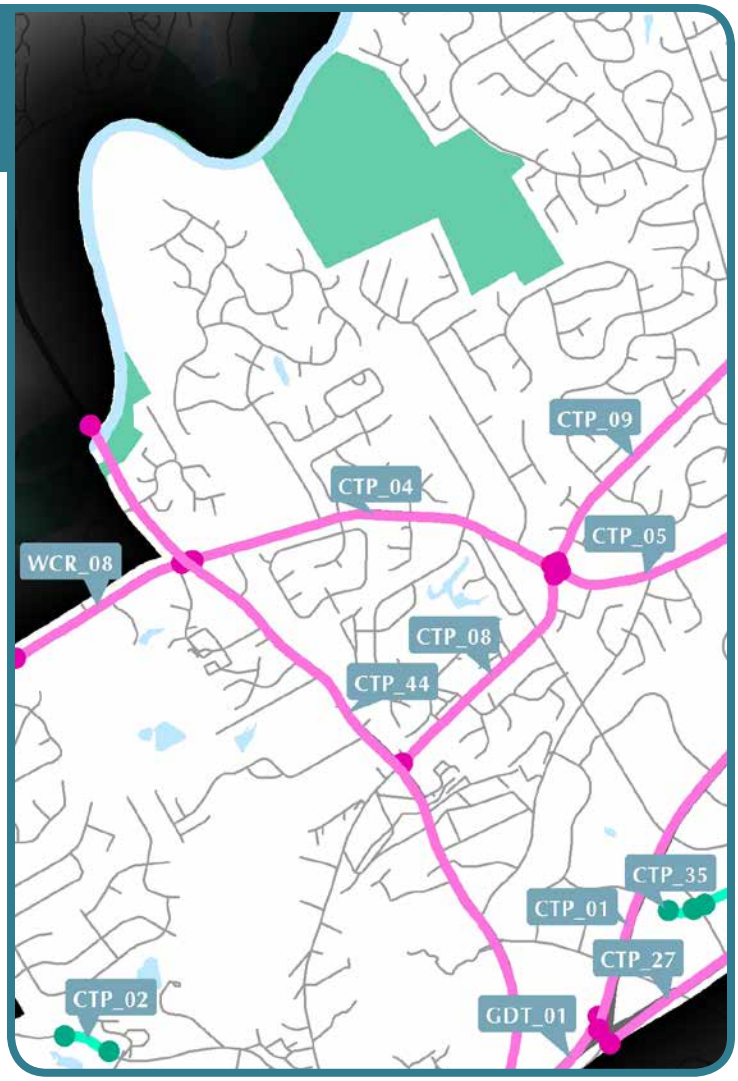
To: Peachtree Corners Circle

Existing Condition: 2-4 lanes with center turn lane in some places

Proposed Condition: Consistent 4 lanes with turn lanes

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Could build consistent center turn lane as intermediate improvement



Prioritization Scores

Technical Score (35%)	7.25
Feasibility Score (15%)	5.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	9.00
Total Prioritization Score (out of 100)	70.88

Planning Level Cost Estimate

Preliminary Engineering	$2,003,000
Right of Way	$2,919,000
Construction	$13,020,000
Contingency	$3,906,000
Total Cost	$21,848,000

CTP_05 Widen Spalding Drive/S. Old Peachtree Road - West Central Segment

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: Spalding Drive

Length (feet): 5,442

From: Peachtree Corners Circle

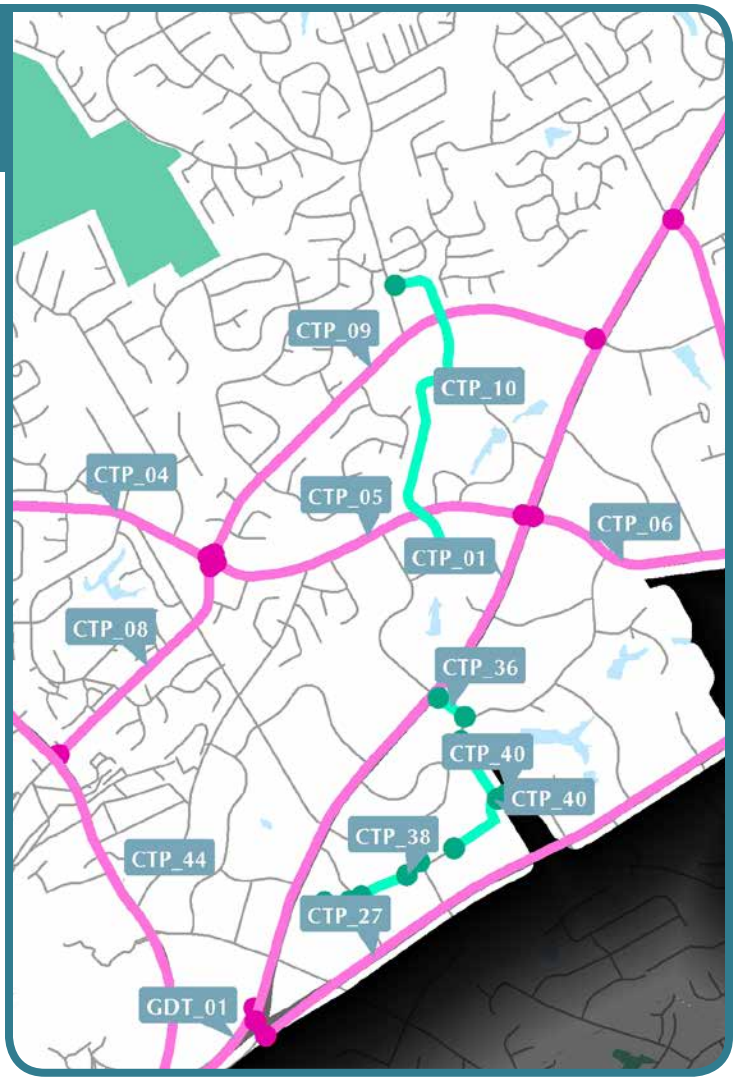
To: SR 141/Peachtree Parkway

Existing Condition: 2 lanes with center turn lane in some places

Proposed Condition: 4 lanes with center turn lane

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Could build consistent center turn lane as intermediate improvement



Prioritization Scores

Technical Score (35%)	5.25
Feasibility Score (15%)	4.50
Project Type Score (10%)	7.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	8.00
Total Prioritization Score (out of 100)	59.13

Planning Level Cost Estimate

Preliminary Engineering	$1,978,000
Right of Way	$750,000
Construction	$12,850,000
Contingency	$3,855,000
Total Cost	$19,433,000

CTP_06 — Widen Spalding Drive/S. Old Peachtree Road - East Central Segment

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: Spalding Drive

Length (feet): 4,413

From: SR 141/Peachtree Parkway

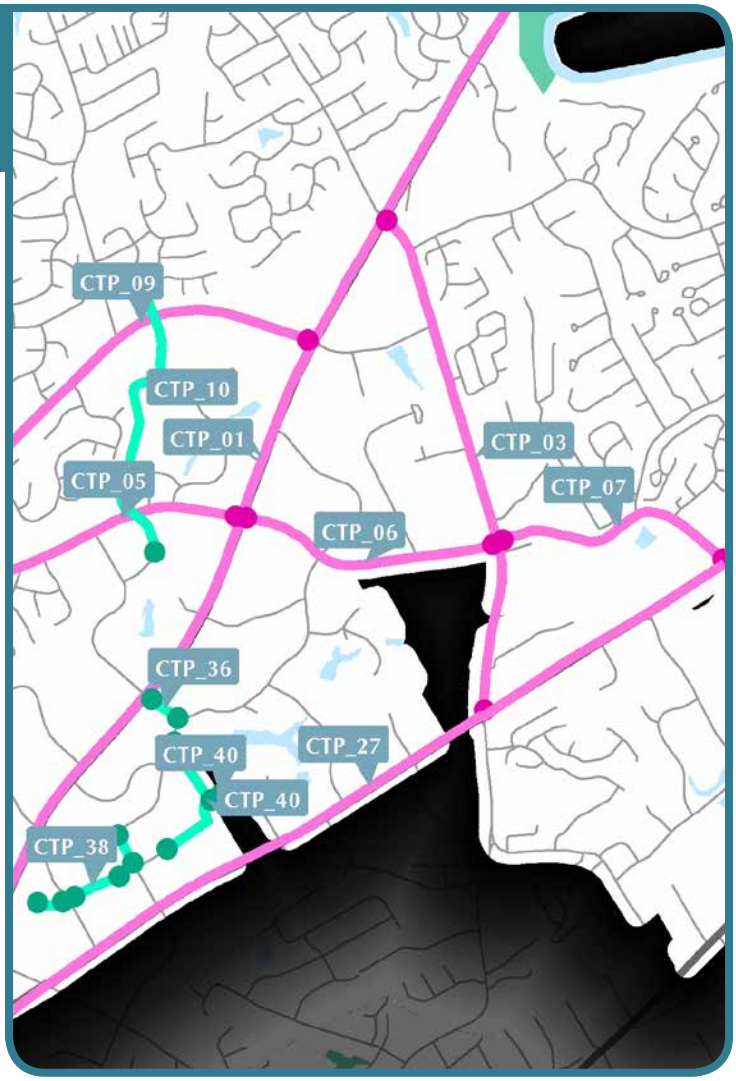
To: Medlock Bridge Road

Existing Condition: 2 lanes with center turn lane

Proposed Condition: 4 lanes with center turn lane

Implementation Phase: Long Term (2032-2040+)

Additional Notes:



Prioritization Scores

Technical Score (35%)	5.75
Feasibility Score (15%)	5.00
Project Type Score (10%)	7.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	8.00
Total Prioritization Score (out of 100)	61.63

Planning Level Cost Estimate

Preliminary Engineering	$1,613,000
Right of Way	$2,158,000
Construction	$10,420,000
Contingency	$3,126,000
Total Cost	$17,317,000

CTP_07 Widen Spalding Drive/S. Old Peachtree Road - Eastern Segment

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: S. Old Peachtree Road

Length (feet): 4,198

From: Medlock Bridge Road

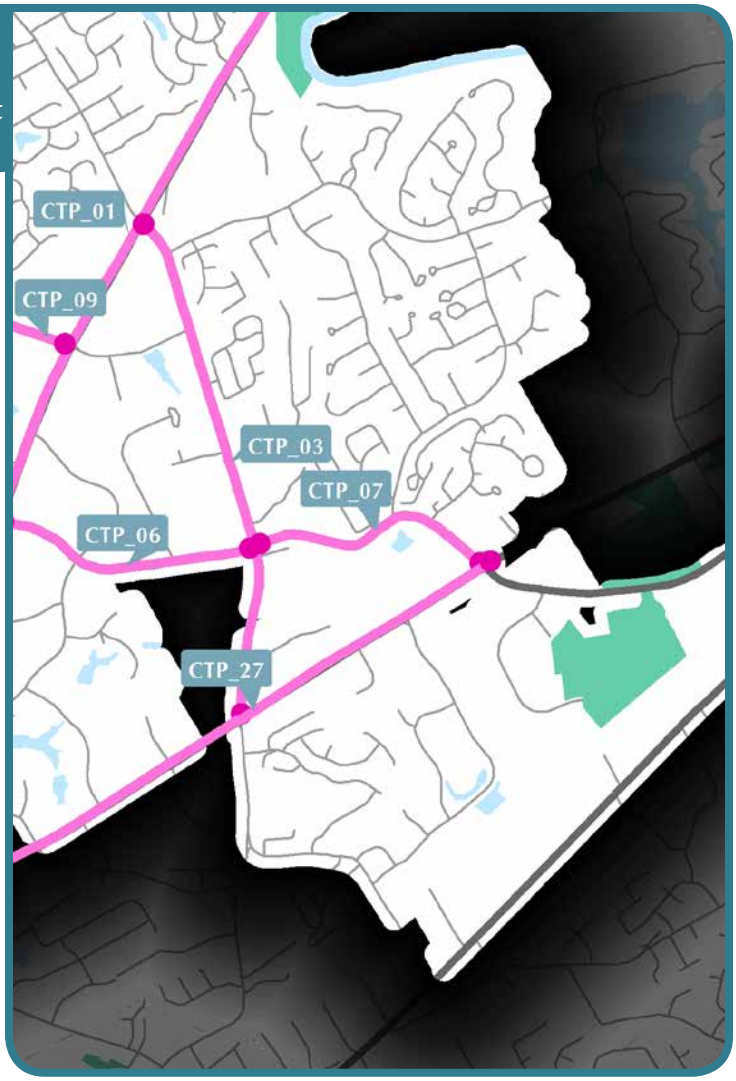
To: Peachtree Industrial Boulevard

Existing Condition: 2 lanes with center turn lane in some places

Proposed Condition: 4 lanes with center turn lane

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Could build consistent center turn lane as intermediate improvement



Prioritization Scores

Technical Score (35%)	5.00
Feasibility Score (15%)	5.50
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	2.50
Total Prioritization Score (out of 100)	44.25

Planning Level Cost Estimate

Preliminary Engineering	$1,537,000
Right of Way	$2,024,000
Construction	$9,913,000
Contingency	$2,974,000
Total Cost	$16,448,000

CTP_08 — Peachtree Corners Circle Capacity and Safety Improvements - Southwestern Segment

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: Peachtree Corners Circle

Length (feet): 4,257

From: SR 140/Holcomb Bridge Road

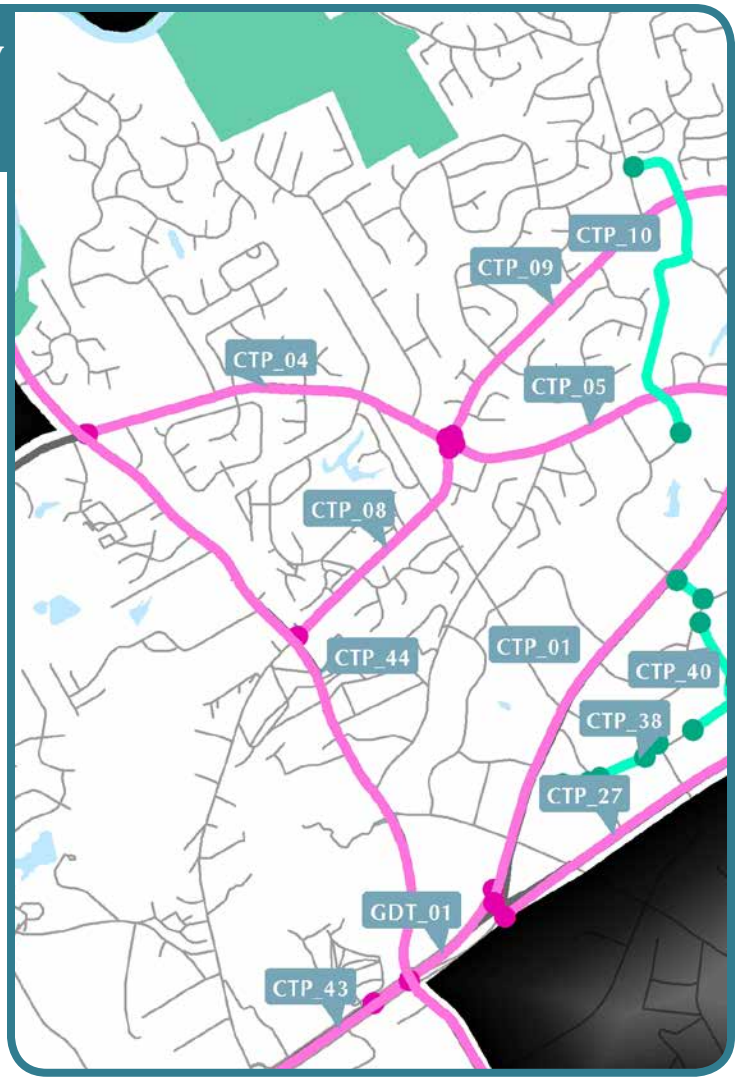
To: Spalding Drive

Existing Condition: 2 lanes with center turn lane

Proposed Condition: 4 lanes with center turn lane and possible additional safety improvements

Implementation Phase: Long Term (2032-2040+)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.75
Feasibility Score (15%)	6.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	6.50
Total Prioritization Score (out of 100)	56.13

Planning Level Cost Estimate

Preliminary Engineering	$1,558,000
Right of Way	$586,000
Construction	$10,051,000
Contingency	$3,015,000
Total Cost	$15,210,000

CTP_09 Peachtree Corners Circle Capacity and Safety Improvements - Northeastern Segment

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: Peachtree Corners Circle

Length (feet): 8,191

From: Spalding Drive

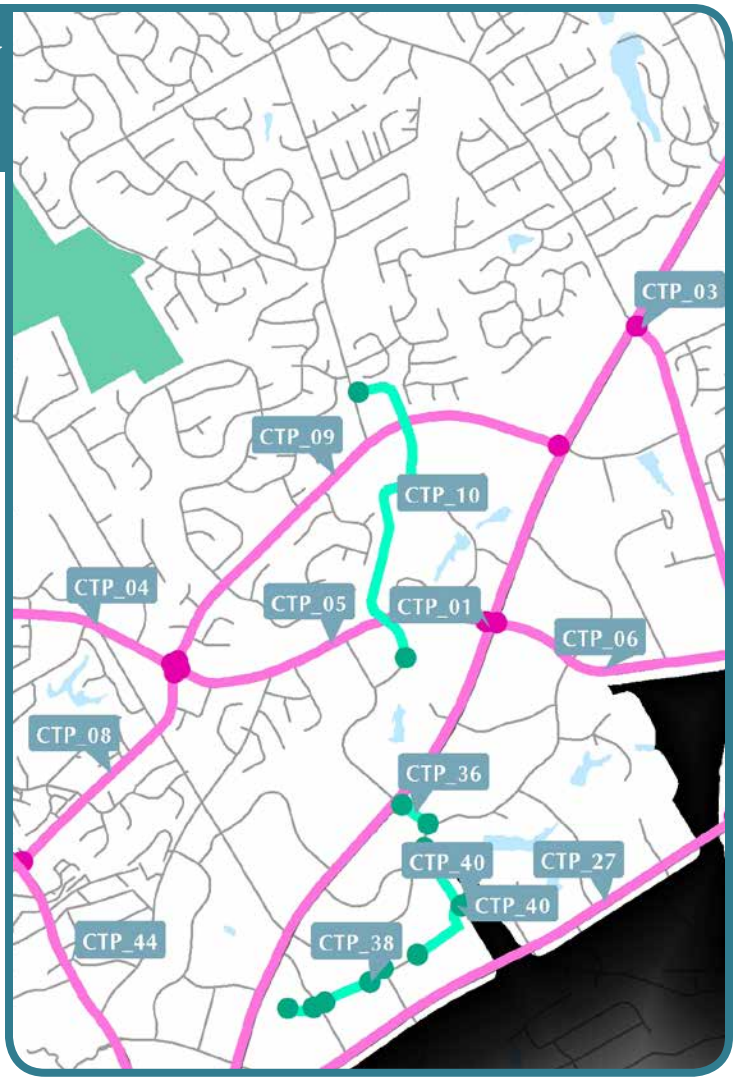
To: SR 141/Peachtree Parkway

Existing Condition: 2 lanes with center turn lane in some places

Proposed Condition: 4 lanes with center turn lane and possible additional safety improvements

Implementation Phase: Long Term (2032-2040+)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.25
Feasibility Score (15%)	5.50
Project Type Score (10%)	7.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	6.00
Total Prioritization Score (out of 100)	51.13

Planning Level Cost Estimate

Preliminary Engineering	$2,951,000
Right of Way	$2,482,000
Construction	$19,343,000
Contingency	$5,803,000
Total Cost	$30,579,000

CTP_10 West Jones Bridge Road Extension

Project Source: Peachtree Corners CTP

Project Category: New Roadway

Corridor: West Jones Bridge Road

Length (feet): 5,700

From: Peachtree Corners Circle

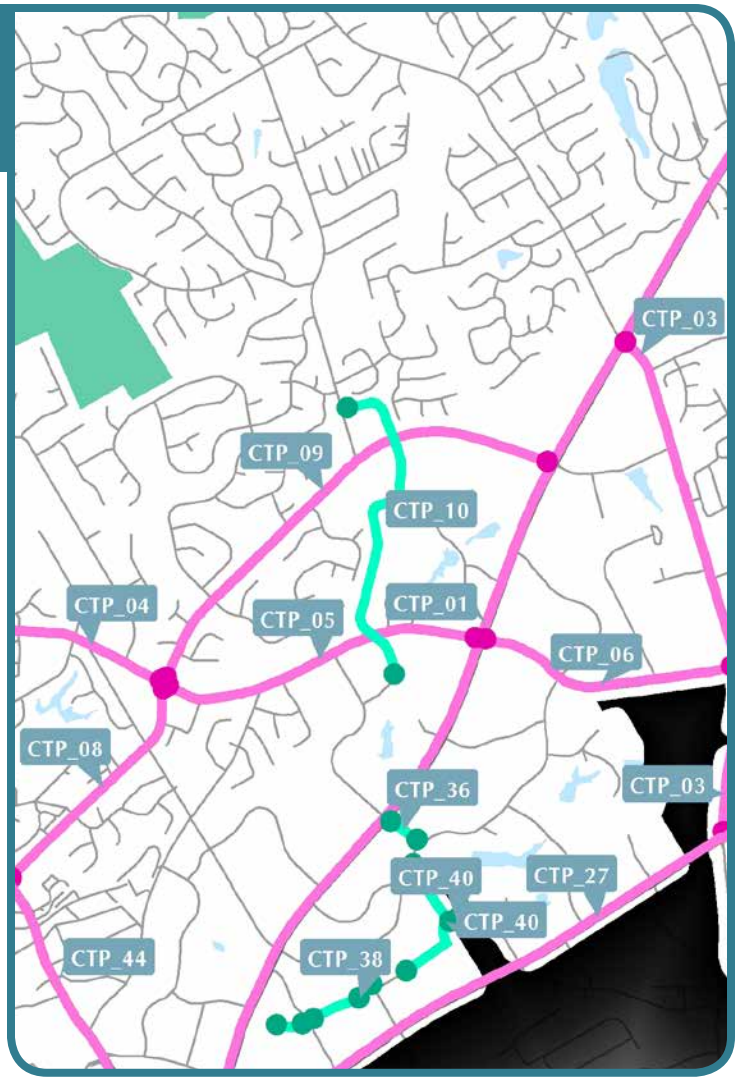
To: Sun Court

Existing Condition: N/A

Proposed Condition: 2 lane road with turn lanes and bike and pedestrian facilities

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Specific alignment may vary; project is envisioned as one that creates a direct connectinon between West Jones Bridge Road to SR 141/Peachtree Parkway



Prioritization Scores

Technical Score (35%)	4.25
Feasibility Score (15%)	3.50
Project Type Score (10%)	9.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	4.50
Total Prioritization Score (out of 100)	51.63

Planning Level Cost Estimate

Preliminary Engineering	$1,457,000
Right of Way	$3,271,000
Construction	$9,377,000
Contingency	$2,813,000
Total Cost	$16,918,000

CTP_11 East Jones Bridge Road Bike Improvement

Project Source: Peachtree Corners CTP

Project Category: Bike Improvement

Corridor: East Jones Bridge Road

Length (feet): 9,184

From: Medlock Bridge Road

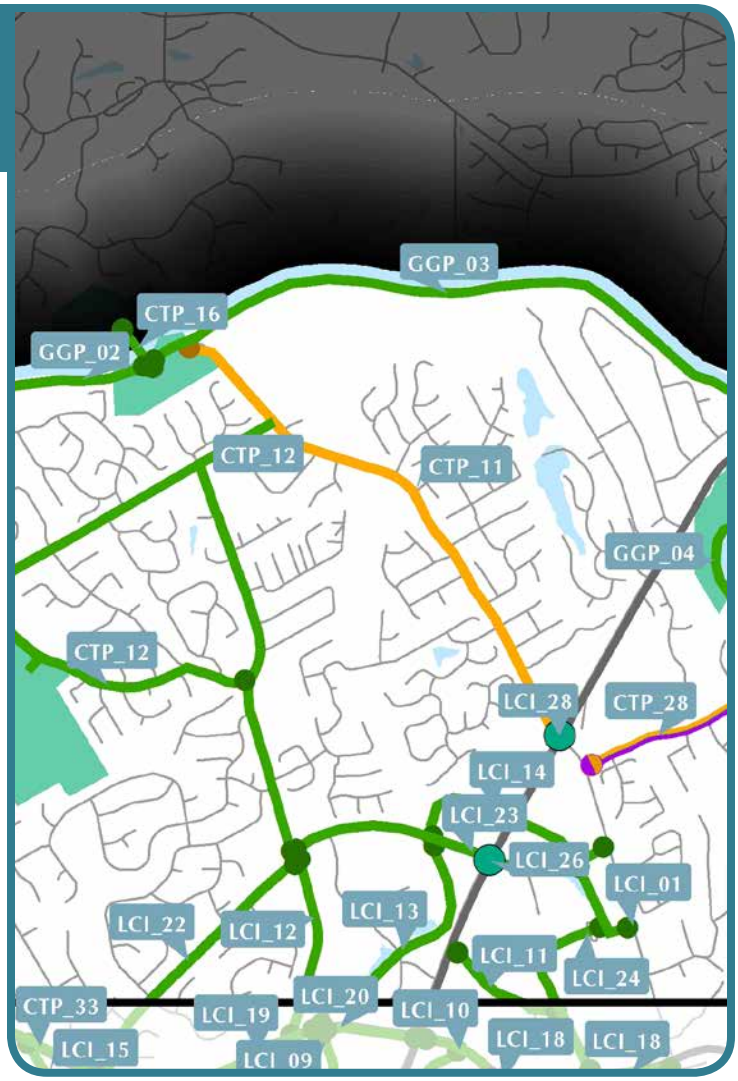
To: Jones Bridge Circle

Existing Condition: No bike facilities

Proposed Condition: Addition of bike facilities, specific type yet to be determined

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	9.00
Project Type Score (10%)	0.00
CTP Goals Score (10%)	6.00
Public Support Score (30%)	8.50
Total Prioritization Score (out of 100)	59.00

Planning Level Cost Estimate

Preliminary Engineering	$1,123,000
Right of Way	$369,000
Construction	$7,155,000
Contingency	$2,147,000
Total Cost	$10,794,000

CTP_12 — West Jones Bridge Road/Jones Bridge Circle - Simpsonwood Park Connecting Trail

Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: West Jones Bridge Road/Jones Bridge Circle

Length (feet): 18,980

From: West Jones Bridge Road

To: Peachtree Corners Circle

Existing Condition: Existing sidewalk on at least one side of road, no bike facilities

Proposed Condition: Continuous multi-use path adjacent to roadway on one side of road

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:

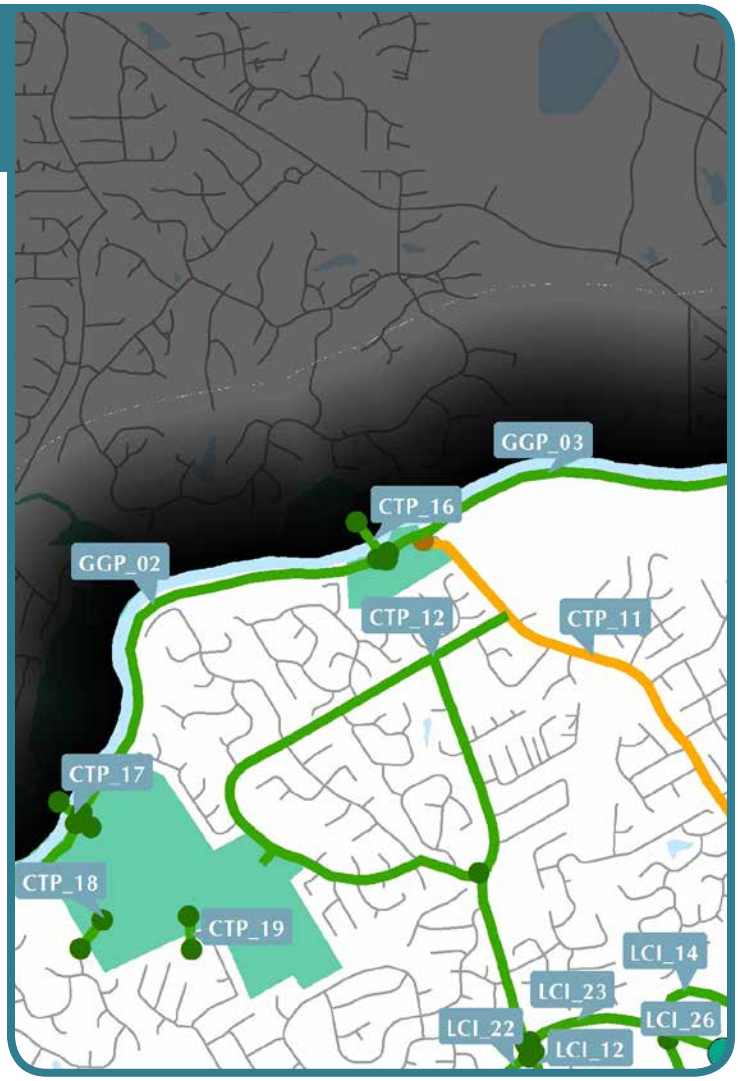
Prioritization Scores

Technical Score (35%)	5.50
Feasibility Score (15%)	9.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	3.00
Total Prioritization Score (out of 100)	49.75

Planning Level Cost Estimate

Preliminary Engineering	$215,000
Right of Way	$33,000
Construction	$1,101,000
Contingency	$330,000
Total Cost	$1,679,000

CTP_16 Jones Bridge Park Connector



Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: Chattahoochee River between Jones Bridge Park (Peachtree Corners) and Jones Bridge Unit of Chattahoochee River NRA

Length (feet): 984

From: Jones Bridge Park (Peachtree Corners)

To: Jones Bridge Unit of Chattahoochee River NRA (Johns Creek)

Existing Condition: None - parkland and river

Proposed Condition: Multi-use trail and bridge linking trail systems of parks across the Chattahoochee River

Implementation Phase: Long Term (2032-2040+)

Additional Notes:

Prioritization Scores

Technical Score (35%)	3.50
Feasibility Score (15%)	3.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	0.00
Total Prioritization Score (out of 100)	28.50

Planning Level Cost Estimate

Preliminary Engineering	$11,000
Right of Way	$0
Construction	$57,000
Contingency	$17,000
Total Cost	$85,000

CTP_17 Simpsonwood - Chattahoochee River Environmental Education Center Connector

Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: Chattahoochee River between Simpsonwood Park (Peachtree Corners) and Chattahoochee River Environmental Education Center (Johns Creek/Roswell)

Length (feet): 860

From: Simpsonwood Park (Peachtree Corners)

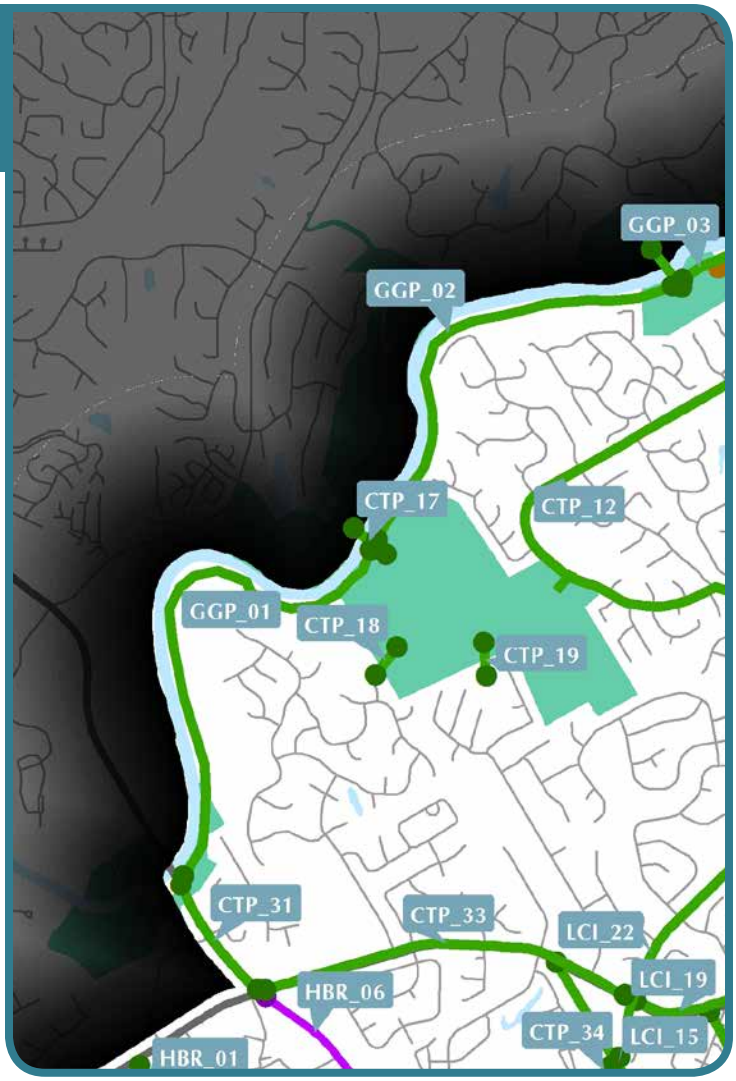
To: Chattahoochee River Environmental Education Center (Johns Creek/Roswell)

Existing Condition: None - parkland and river

Proposed Condition: Multi-use trail and bridge linking trail systems of parks across the Chattahoochee River

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Bike/Ped bridge over Chattahoochee River connecting Simpsonwood Park in Peachtree Corners with the Chattahoochee River Environmental Education Center



Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	3.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	3.00
Total Prioritization Score (out of 100)	39.25

Planning Level Cost Estimate

Preliminary Engineering	$10,000
Right of Way	$0
Construction	$50,000
Contingency	$15,000
Total Cost	$75,000

CTP_18 Simpsonwood Park - Neely Farm Connector

Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: No specific corridor dedicated, project refers to the connection between residential area and Simpsonwood Park

Length (feet): 772

From: Simpsonwood Park

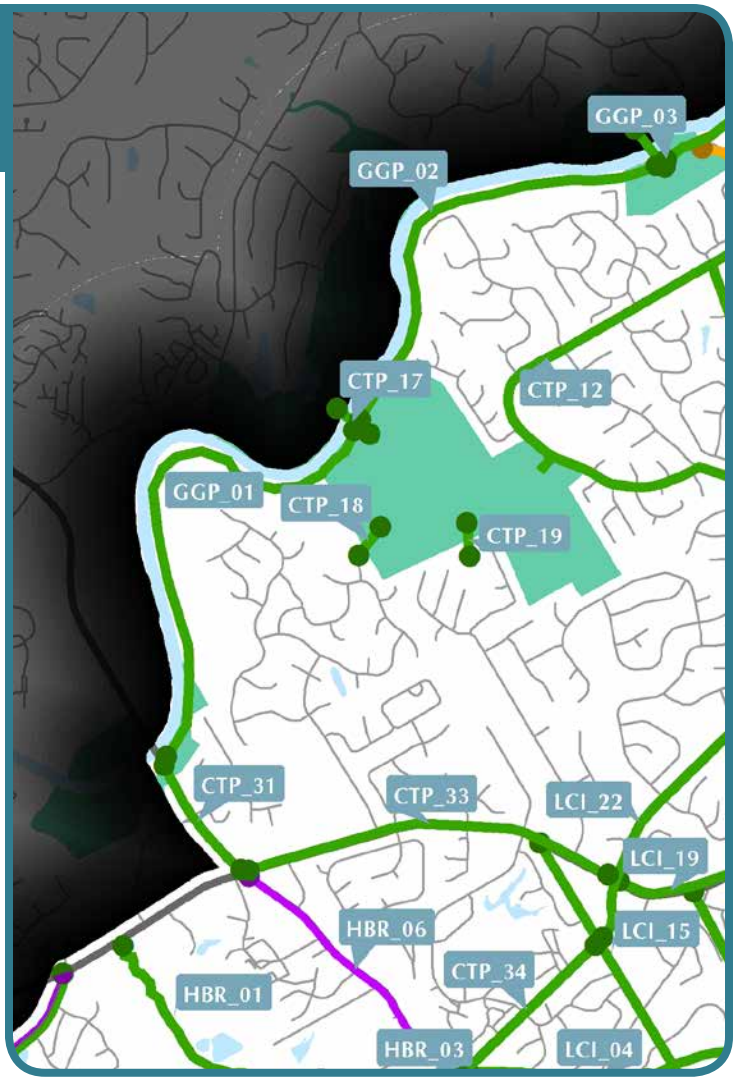
To: Neely Farm subdivision

Existing Condition: None

Proposed Condition: New pedestrian access point(s) to Simpsonwood Park in the Neely Farm subdivision

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	4.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	2.50
Total Prioritization Score (out of 100)	39.25

Planning Level Cost Estimate

Preliminary Engineering	$9,000
Right of Way	$53,000
Construction	$45,000
Contingency	$13,000
Total Cost	$120,000

CTP_19 Simpsonwood Park - River Valley Connector

Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: No specific corridor dedicated, project refers to the connection between residential area and Simpsonwood Park

Length (feet): 731

From: Simpsonwood Park

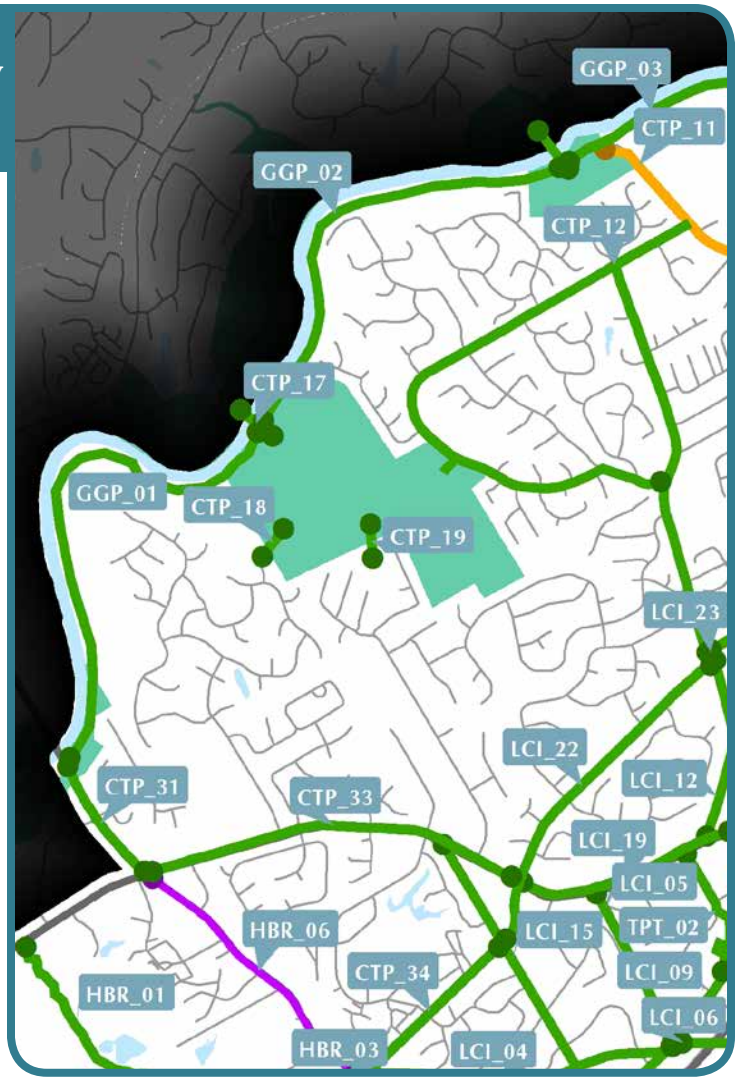
To: River Valley subdivision

Existing Condition: None

Proposed Condition: New pedestrian access point(s) to Simpsonwood Park in the River Valley subdivision

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



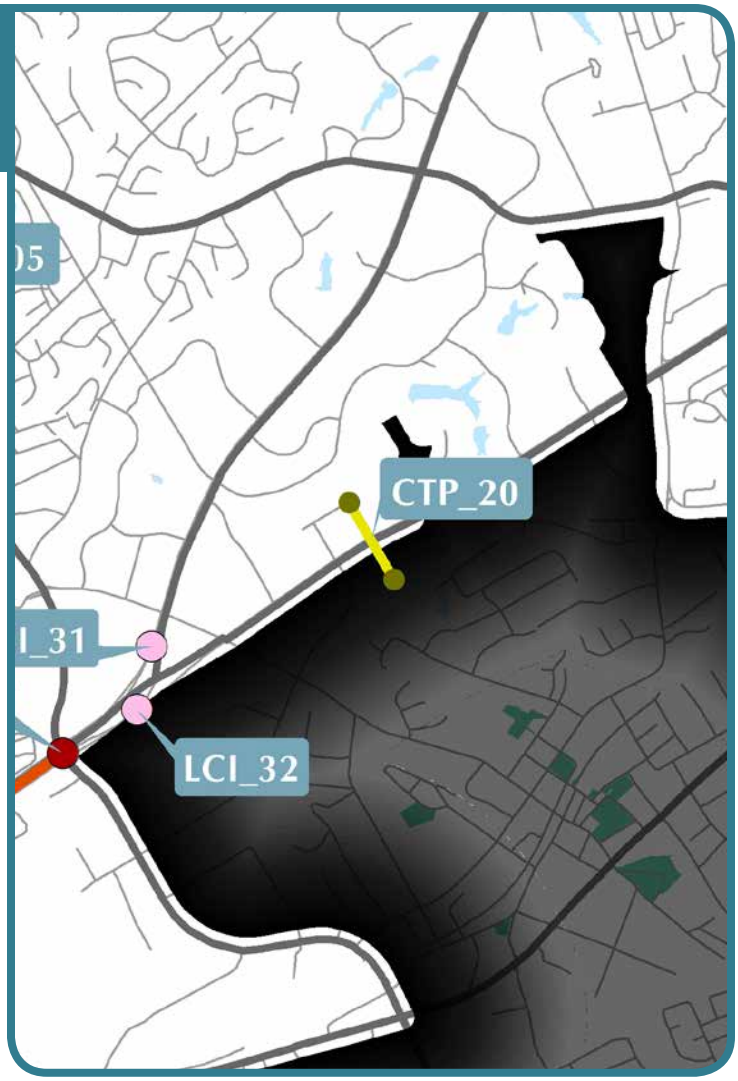
Prioritization Scores

Technical Score (35%)	6.75
Feasibility Score (15%)	4.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	3.50
Total Prioritization Score (out of 100)	51.88

Planning Level Cost Estimate

Preliminary Engineering	$8,000
Right of Way	$50,000
Construction	$42,000
Contingency	$13,000
Total Cost	$113,000

CTP_20 Norcross Bike and Pedestrian Connectivity



Project Source: Peachtree Corners CTP

Project Category: Other

Corridor: No specific corridor dedicated, project refers to the connection between Peachtree Corners and Norcross

Length (feet): -

From: N/A

To: N/A

Existing Condition: N/A

Proposed Condition: Increased bike and pedestrian facilities connecting Peachtree Corners with Norcross

Implementation Phase: Short Term (2017-2021)

Additional Notes: Coordinate with the City of Norcross to enhance bike and pedestrian connectivity to Downtown Norcross

Prioritization Scores

Technical Score (35%)	0.00
Feasibility Score (15%)	10.00
Project Type Score (10%)	7.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	5.50
Total Prioritization Score (out of 100)	38.50

Planning Level Cost Estimate

Preliminary Engineering	$0
Right of Way	$0
Construction	$0
Contingency	$0
Total Cost	$0

CTP_21 — Technology Parkway at Technology Parkway South Roundabout

Project Source: Peachtree Corners CTP

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: Technology Parkway

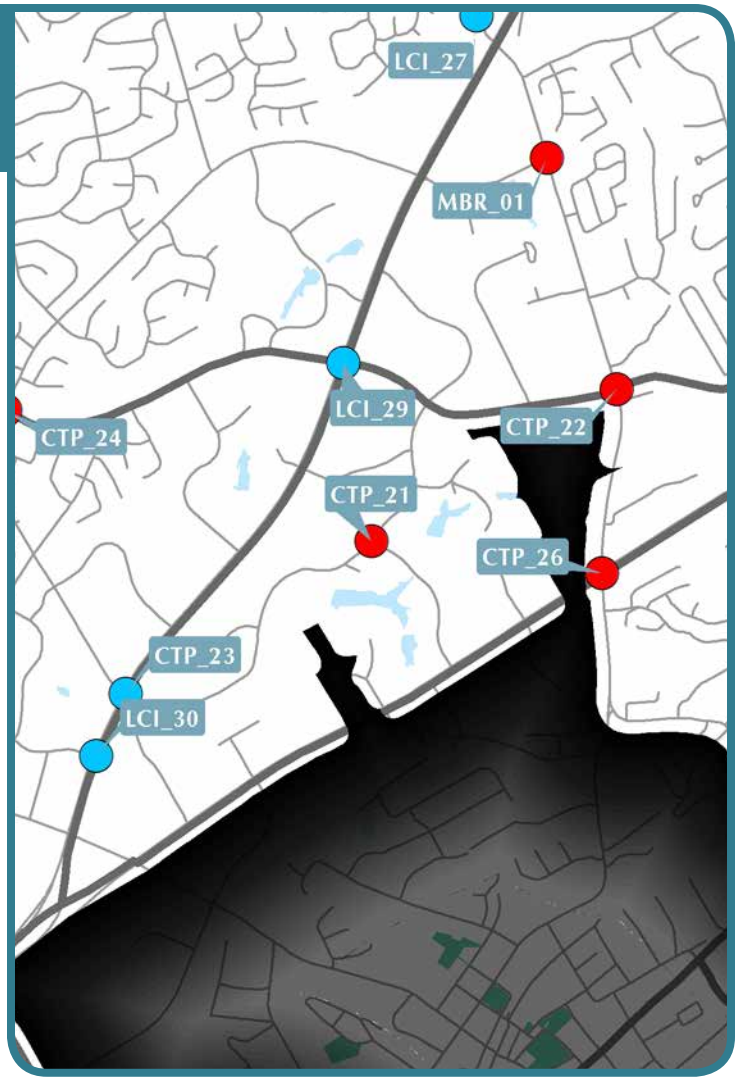
To: Technology Parkway South

Existing Condition: All-ways stop controlled intersection

Proposed Condition: Single-lane roundabout with an eastbound right-turn bypass

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	1.00
Feasibility Score (15%)	6.50
Project Type Score (10%)	7.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	3.00
Total Prioritization Score (out of 100)	32.25

Planning Level Cost Estimate

Preliminary Engineering	$185,000
Right of Way	$344,000
Construction	$927,000
Contingency	$278,000
Total Cost	$1,734,000

CTP_22 Medlock Bridge Road at Spalding Drive/S. Old Peachtree Road Intersection Improvement

Project Source: Peachtree Corners CTP

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: Medlock Bridge Road

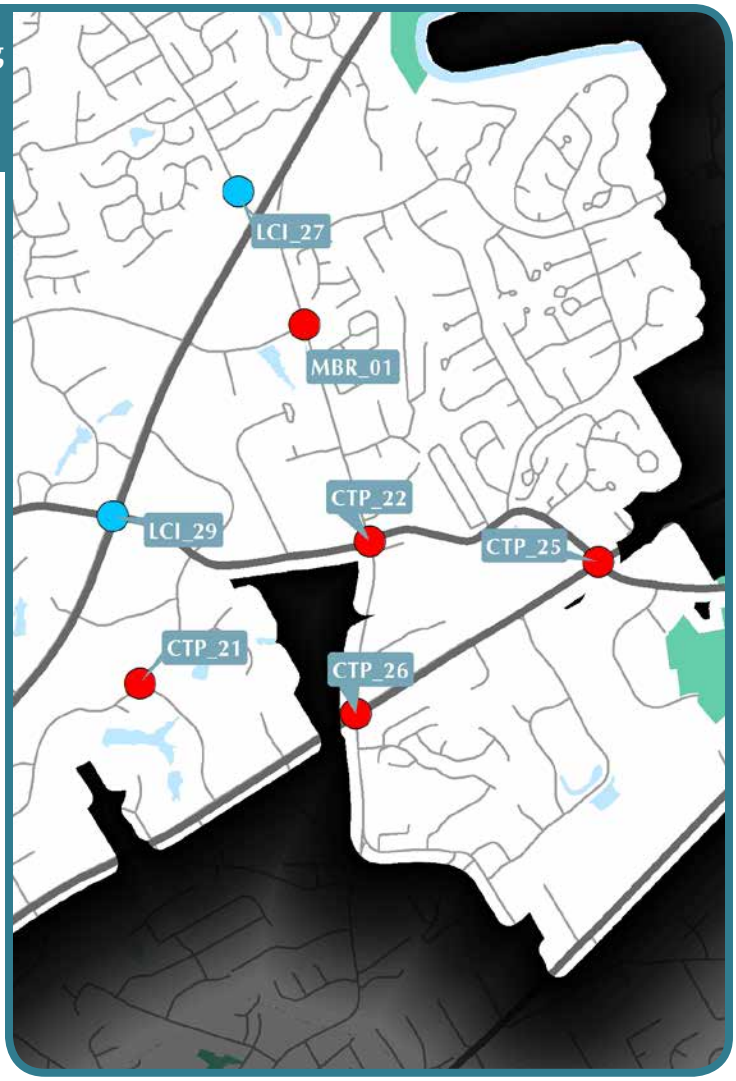
To: Spalding Drive/S. Old Peachtree Road

Existing Condition: Signalized intersection

Proposed Condition: Addition of second southbound left turn lane; removal of yield-controlled right turn lanes and addition of right turn overlaps

Implementation Phase: Short Term (2017-2021)

Additional Notes: SBL dual; remove yield-control on EBR and WBR and add overlaps



Prioritization Scores

Technical Score (35%)	4.33
Feasibility Score (15%)	7.50
Project Type Score (10%)	7.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	4.50
Total Prioritization Score (out of 100)	48.92

Planning Level Cost Estimate

Preliminary Engineering	$60,000
Right of Way	$41,000
Construction	$300,000
Contingency	$90,000
Total Cost	$491,000

CTP_23 Jay Bird Alley/Technology Parkway Lane Alignment

Project Source: Peachtree Corners CTP

Project Category: Intersection Safety Improvement

Corridor: Intersection

Length (feet): N/A

From: SR 141/Peachtree Parkway

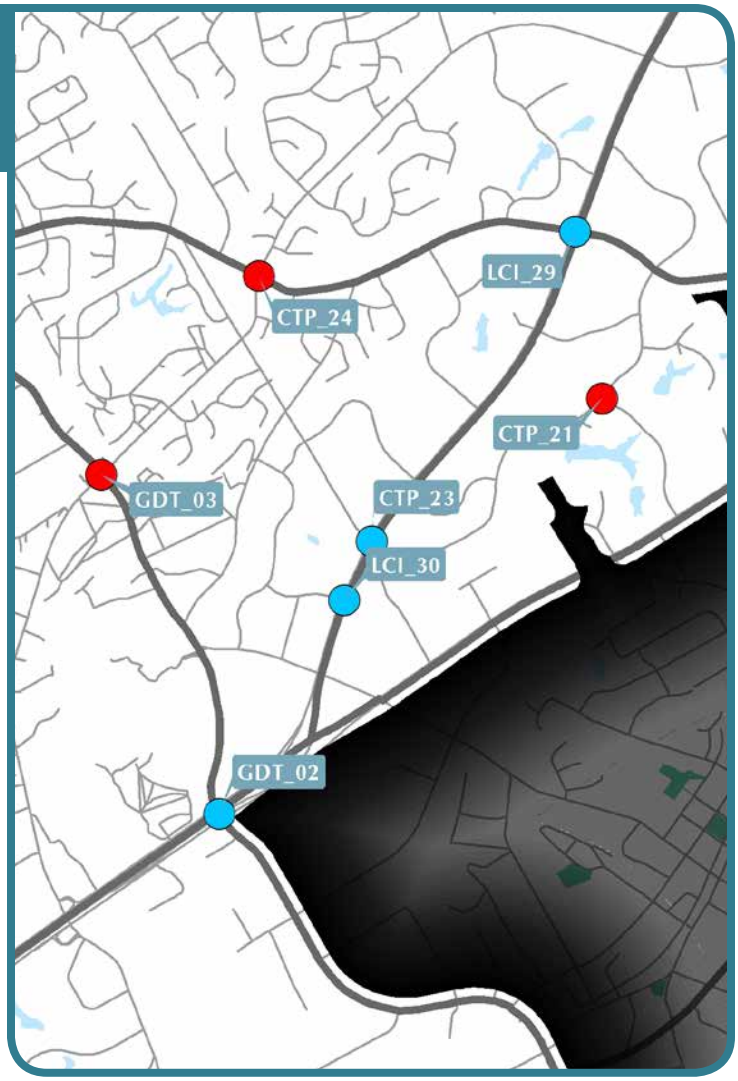
To: Jay Bird Alley/Technology Parkway

Existing Condition: Signalized intersection

Proposed Condition: Realignment of Jay Bird Alley and Technology Parkway to improve turn lane queuing and lining up through lanes

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: Realign lanes to line up with each other



Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	6.50
Project Type Score (10%)	7.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	5.50
Total Prioritization Score (out of 100)	49.25

Planning Level Cost Estimate

Preliminary Engineering	$187,000
Right of Way	$69,000
Construction	$935,000
Contingency	$281,000
Total Cost	$1,472,000

CTP_24 Peachtree Corners Circle at Spalding Drive Intersection Improvement

Project Source: Peachtree Corners CTP

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: Peachtree Corners Circle

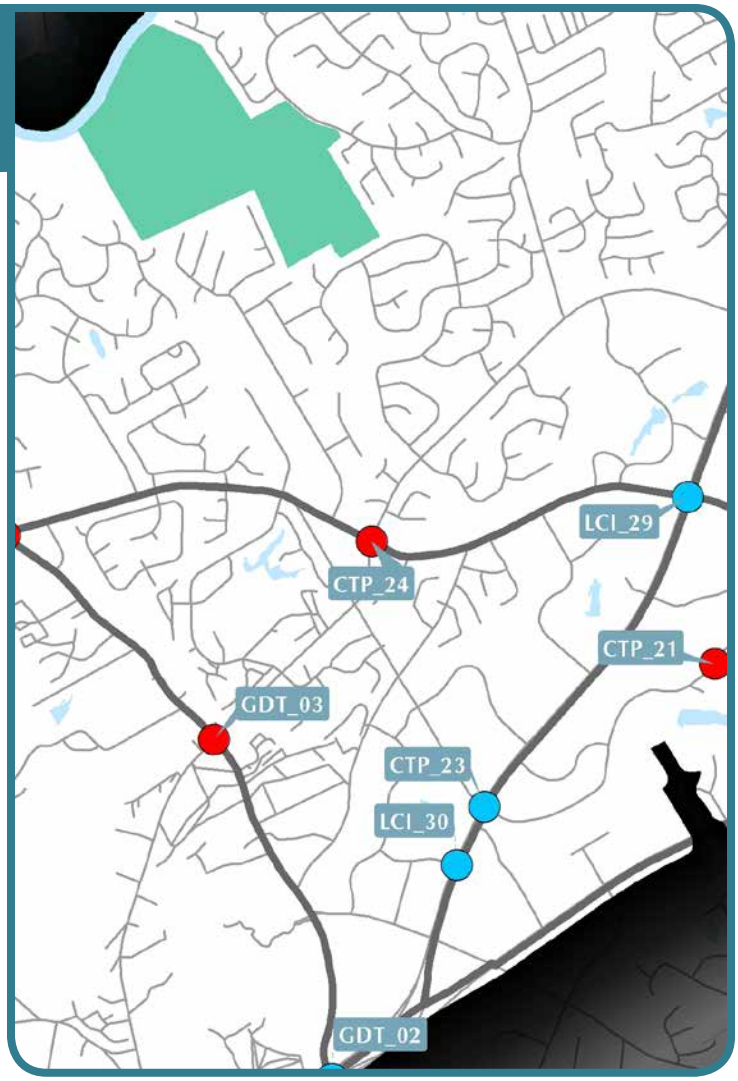
To: Spalding Drive

Existing Condition: Signalized intersection

Proposed Condition: 0

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: A more detailed traffic study will need to be completed at this location to determine the exact nature of the improvement and its likely cost.



Prioritization Scores

Technical Score (35%)	2.00
Feasibility Score (15%)	3.50
Project Type Score (10%)	7.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	6.50
Total Prioritization Score (out of 100)	40.75

Planning Level Cost Estimate

Preliminary Engineering	TBD
Right of Way	TBD
Construction	TBD
Contingency	TBD
Total Cost	TBD

CTP_25 — S. Old Peachtree Road at Peachtree Industrial Boulevard Intersection Improvement

Project Source: Peachtree Corners CTP

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: Peachtree Industrial Boulevard

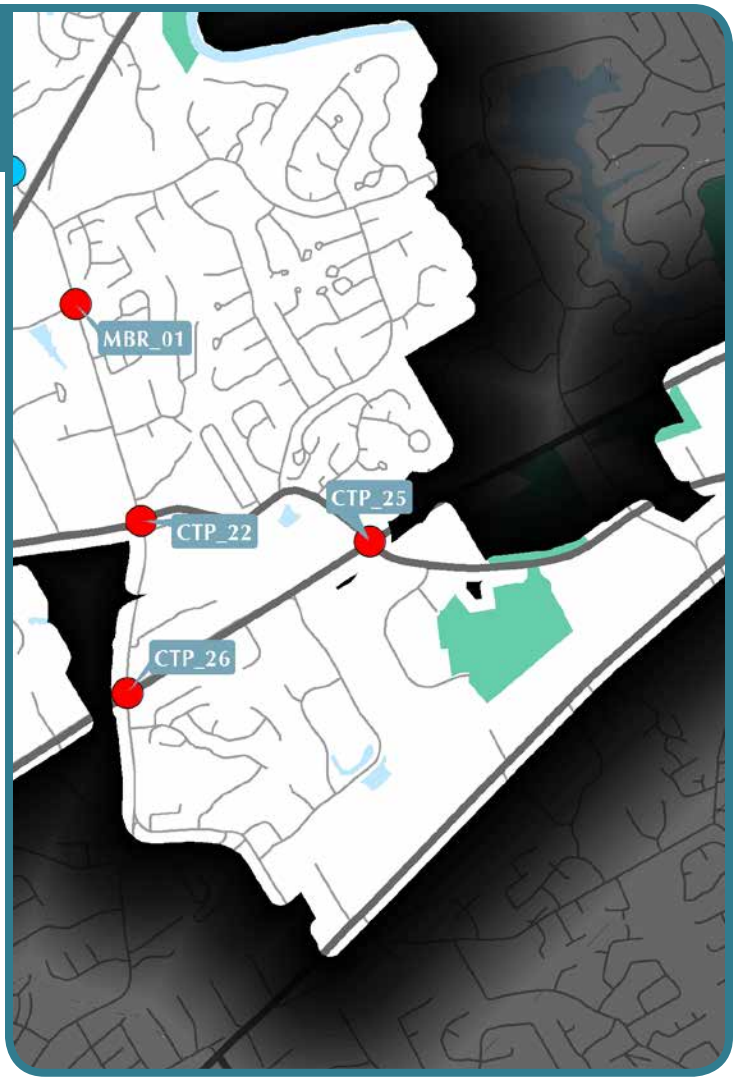
To: S. Old Peachtree Road

Existing Condition: Signalized intersection

Proposed Condition: Operational improvement to be defined by Peachtree Industrial Boulevard Study

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	3.67
Feasibility Score (15%)	5.50
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	4.00
Total Prioritization Score (out of 100)	44.08

Planning Level Cost Estimate

Preliminary Engineering	TBD
Right of Way	TBD
Construction	TBD
Contingency	TBD
Total Cost	TBD

CTP_26 Medlock Bridge Road at Peachtree Industrial Boulevard Intersection Improvement

Project Source: Peachtree Corners CTP

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: Peachtree Industrial Boulevard

To: Medlock Bridge Road

Existing Condition: Signalized intersection

Proposed Condition: Improvement to be defined by Peachtree Industrial Boulevard Study

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:

Prioritization Scores

Technical Score (35%)	3.00
Feasibility Score (15%)	5.50
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	5.50
Total Prioritization Score (out of 100)	46.25

Planning Level Cost Estimate

Preliminary Engineering	TBD
Right of Way	TBD
Construction	TBD
Contingency	TBD
Total Cost	TBD

CTP_27 Peachtree Industrial Boulevard Capacity Improvement

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: Peachtree Industrial Boulevard

Length (feet): 14,696

From: Peachtree Industrial Boulevard freeway split

To: City limit/S. Old Peachtree Road

Existing Condition: 4 or 6 lanes

Proposed Condition: Consistent 6 lanes

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Widen to 6 lanes

Prioritization Scores

Technical Score (35%)	5.50
Feasibility Score (15%)	8.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	7.50
Total Prioritization Score (out of 100)	65.75

Planning Level Cost Estimate

Preliminary Engineering	$5,255,000
Right of Way	$202,000
Construction	$34,703,000
Contingency	$10,411,000
Total Cost	$50,571,000

CTP_28 Bush Road Bike/Ped Improvements

Project Source: Peachtree Corners CTP

Project Category: Pedestrian Improvement/Bike Improvement

Corridor: Bush Road

Length (feet): 7,016

From: Medlock Bridge Road

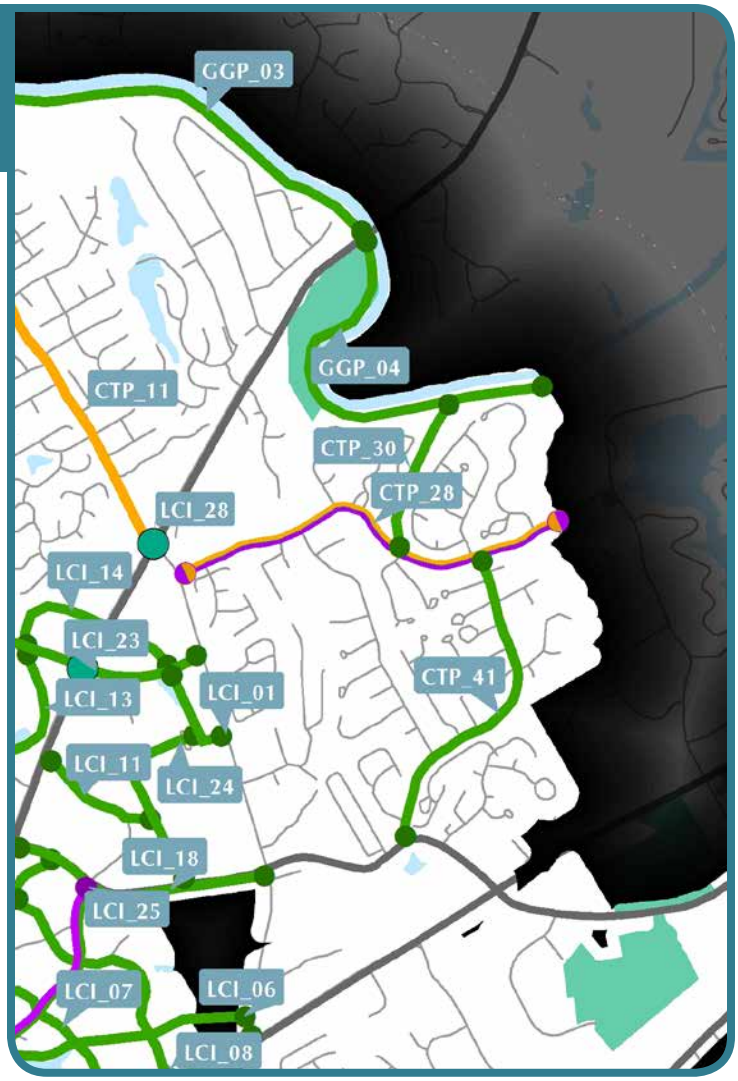
To: City limit/River Mansion Drive

Existing Condition: Sidewalk on one side or both sides, no bicycle facilities

Proposed Condition: Sidewalk on both sides and bike facility

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: Bike/Ped improvement; could be sharrows, bike lanes, a multi-use trail, enhanced sidewalks/ crossings



Prioritization Scores

Technical Score (35%)	1.25
Feasibility Score (15%)	8.50
Project Type Score (10%)	7.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	6.50
Total Prioritization Score (out of 100)	48.63

Planning Level Cost Estimate

Preliminary Engineering	$974,000
Right of Way	$0
Construction	$6,157,000
Contingency	$1,847,000
Total Cost	$8,978,000

CTP_30 | Chattahoochee River Greenway - Bush Road Connector

Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: Creekbed between Riveredge Drive and River Hollow Run

Length (feet): 2,678

From: Chattahoochee River Greenway (GGP_04)

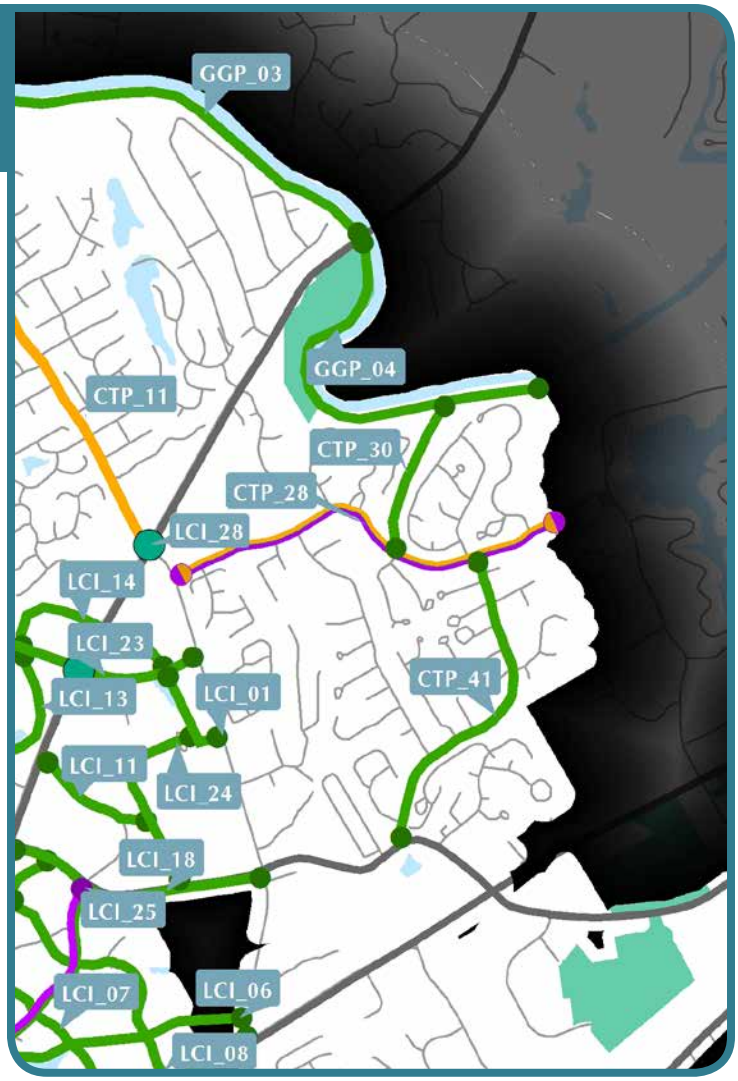
To: Bush Road

Existing Condition: Creekbed

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	0.50
Feasibility Score (15%)	6.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	3.50
Total Prioritization Score (out of 100)	33.00

Planning Level Cost Estimate

Preliminary Engineering	$31,000
Right of Way	$184,000
Construction	$155,000
Contingency	$47,000
Total Cost	$417,000

CTP_31 Chattahoochee River Greenway - Holcomb Bridge Road Connector

Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: SR 140/Holcomb Bridge Road

Length (feet): 2,306

From: Chattahoochee River Greenway (GGP_01)

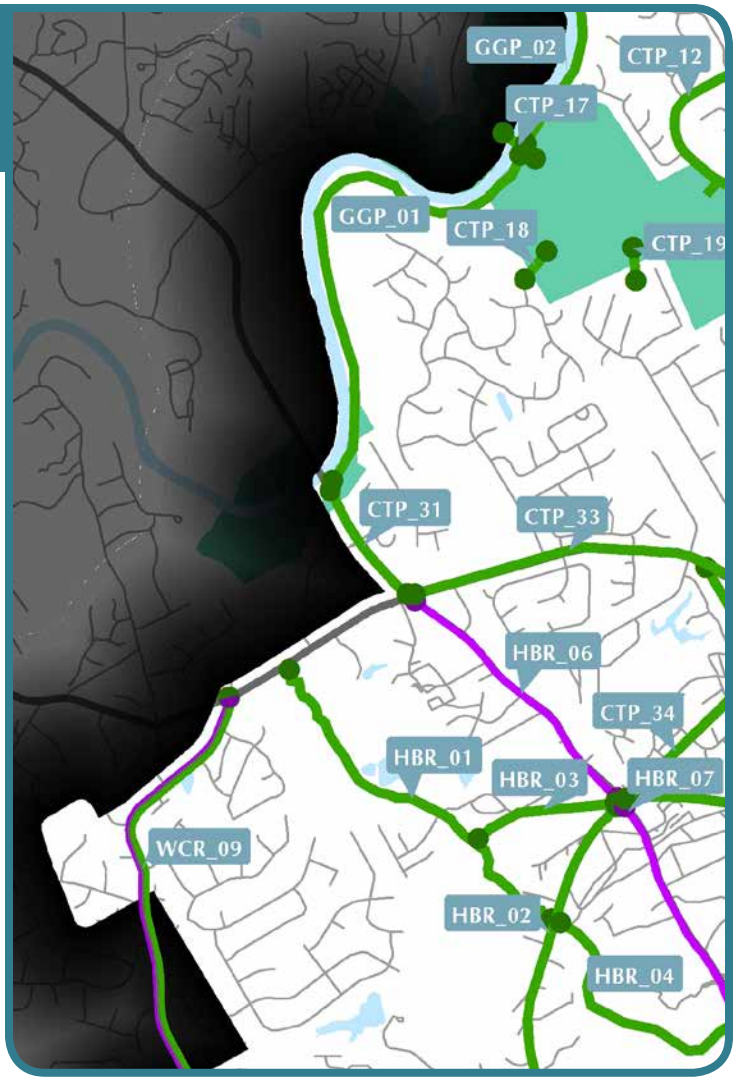
To: Spalding Drive

Existing Condition: Continuous sidewalk on east side with no access to river

Proposed Condition: Multi-use path on east side of roadway with access to Chattahoochee River Greenway (GGP_01)

Implementation Phase: Short Term (2017-2021)

Additional Notes:



Prioritization Scores

Technical Score (35%)	3.50
Feasibility Score (15%)	8.00
Project Type Score (10%)	5.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	4.50
Total Prioritization Score (out of 100)	50.75

Planning Level Cost Estimate

Preliminary Engineering	$27,000
Right of Way	$210,000
Construction	$134,000
Contingency	$40,000
Total Cost	$411,000

CTP_32 Holcomb Bridge Road at Spalding Drive and River Exchange Drive/Station Mill Drive Improvements

Project Source: Peachtree Corners CTP

Project Category: Additional Study

Corridor: Holcomb Bridge Road

Length (feet): 1,334

From: River Exchange Drive

To: Spalding Drive

Existing Condition: 2 through lanes in each direction, center turn lane and additional occasional right turn lanes

Proposed Condition: Modified based on results of study

Implementation Phase: Short Term (2017-2021)

Additional Notes: Study additional lanes and/or innovative operational and safety improvements to improve section of Holcomb Bridge Road between Spalding Drive and River Exchange Drive/ Station Mill Drive; may include encouraging indirect lefts away from Spalding Drive onto River Exchange Drive

Prioritization Scores

Technical Score (35%)	0.00
Feasibility Score (15%)	6.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	9.00
Total Prioritization Score (out of 100)	48.00

Planning Level Cost Estimate

Preliminary Engineering	$350,000
Right of Way	$0
Construction	$0
Contingency	$0
Total Cost	$350,000

CTP_33 Spalding Drive Multi-Use Trail from Peachtree Corners Circle to Holcomb Bridge Road

Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: Spalding Drive

Length (feet): 6,306

From: SR 140/Holcomb Bridge Road

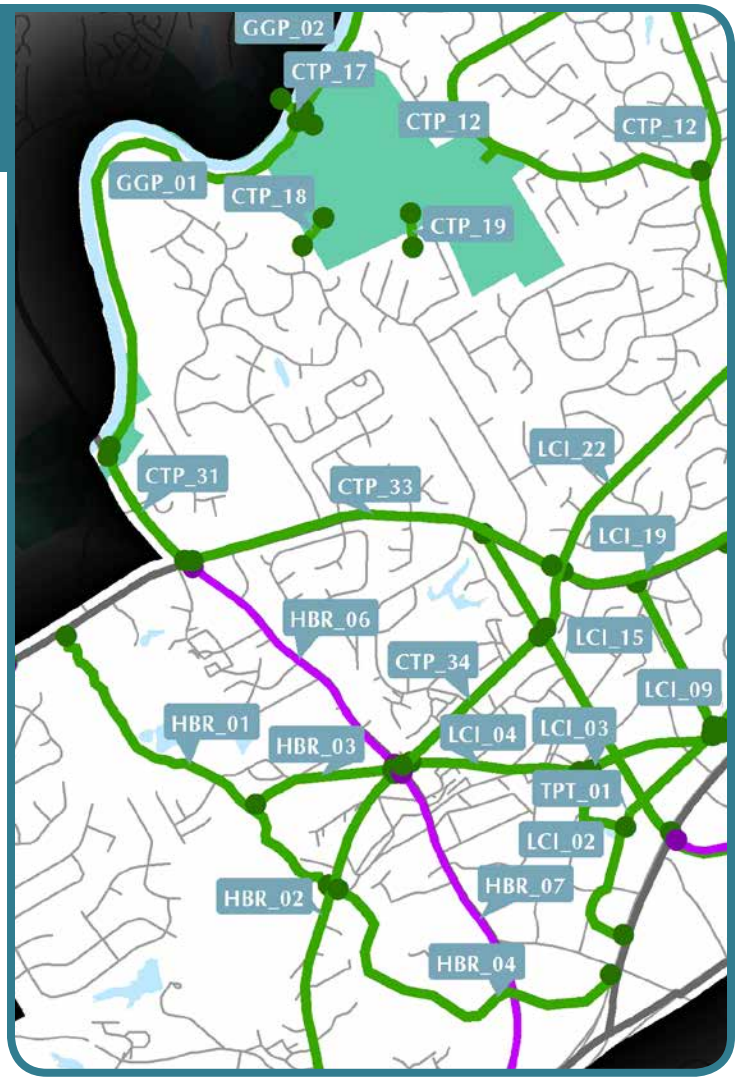
To: Peachtree Corners Circle

Existing Condition: Disconnected sections of sidewalk on north side of roadway

Proposed Condition: Continuous multi-use path on north side of roadway

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	5.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	7.50
Total Prioritization Score (out of 100)	54.75

Planning Level Cost Estimate

Preliminary Engineering	$73,000
Right of Way	$499,000
Construction	$366,000
Contingency	$110,000
Total Cost	$1,048,000

CTP_34 Peachtree Corners Circle Multi-Use Trail

Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: Peachtree Corners Circle

Length (feet): 3,221

From: SR 140/Holcomb Bridge Road

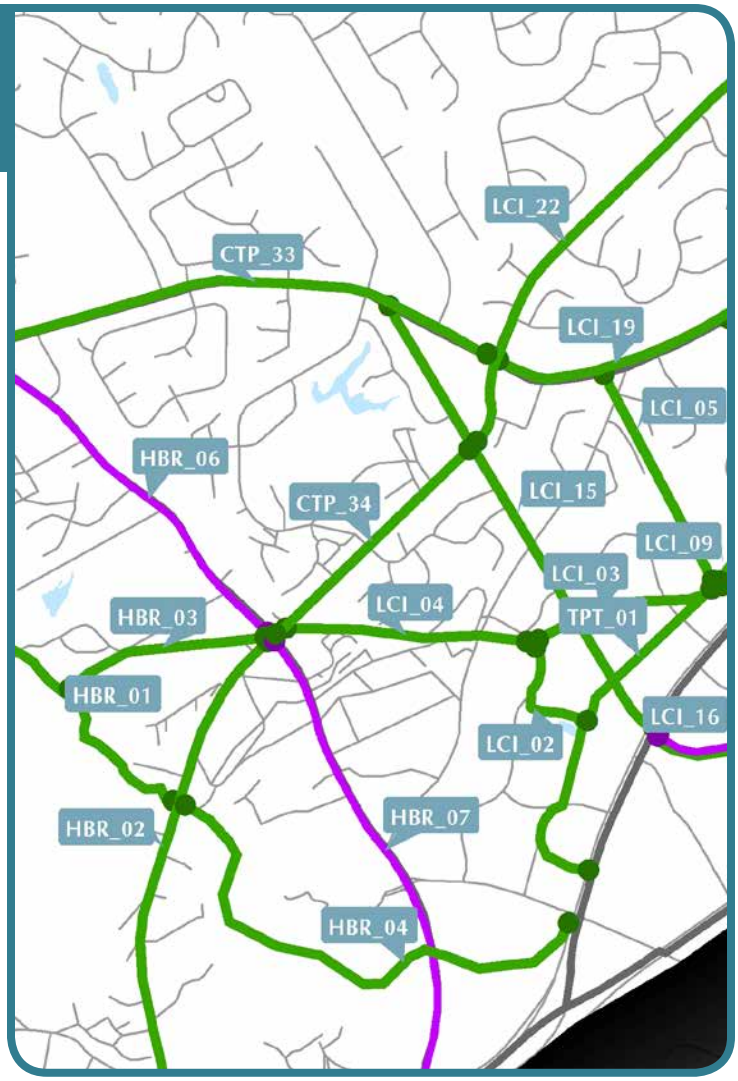
To: Jay Bird Alley

Existing Condition: Consistent sidewalk on both sides of roadway

Proposed Condition: Multi-use path on south side of roadway

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.75
Feasibility Score (15%)	6.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	5.00
Total Prioritization Score (out of 100)	51.38

Planning Level Cost Estimate

Preliminary Engineering	$37,000
Right of Way	$37,000
Construction	$187,000
Contingency	$56,000
Total Cost	$317,000

CTP_35 Woodhill Drive Extension

Project Source: Peachtree Corners CTP

Project Category: New Roadway

Corridor: Extension of Woodhill Drive east to Pointe Parkway

Length (feet): 632

From: Woodhill Drive at Publix/Dicks driveway

To: Pointe Parkway

Existing Condition: Private development and buffer space

Proposed Condition: 2 lane road with bike and pedestrian facilities

Implementation Phase: Long Term (2032-2040+)

Additional Notes:

Prioritization Scores

Technical Score (35%)	6.00
Feasibility Score (15%)	3.50
Project Type Score (10%)	9.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	1.50
Total Prioritization Score (out of 100)	48.75

Planning Level Cost Estimate

Preliminary Engineering	$283,000
Right of Way	$653,000
Construction	$1,554,000
Contingency	$466,000
Total Cost	$2,956,000

CTP_36 | Engineering Drive Extension

Project Source: Peachtree Corners CTP

Project Category: New Roadway

Corridor: Extension of Engineering Drive southeast to Technology Parkway

Length (feet): 707

From: SR 141/Peachtree Parkway

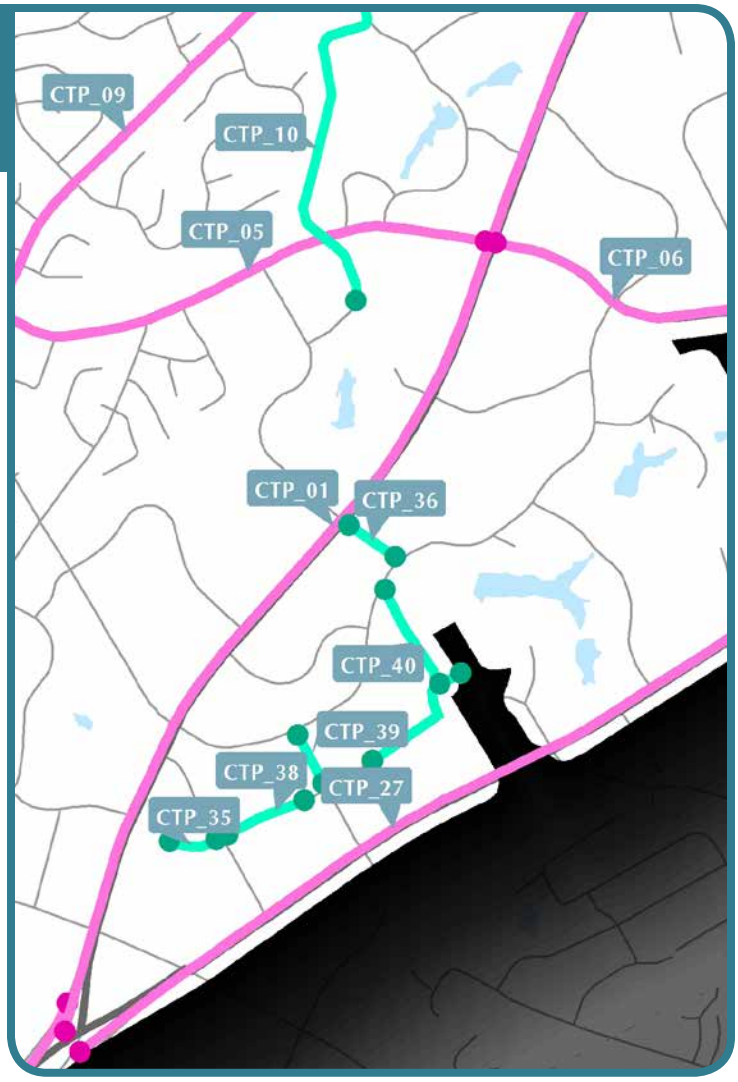
To: Technology Parkway

Existing Condition: Undeveloped land

Proposed Condition: 2 lane road with turn lanes and bike and pedestrian facilities

Implementation Phase: Long Term (2032-2040+)

Additional Notes:



Prioritization Scores

Technical Score (35%)	5.25
Feasibility Score (15%)	4.50
Project Type Score (10%)	9.00
CTP Goals Score (10%)	10.00
Public Support Score (30%)	0.50
Total Prioritization Score (out of 100)	45.63

Planning Level Cost Estimate

Preliminary Engineering	$311,000
Right of Way	$730,000
Construction	$1,737,000
Contingency	$521,000
Total Cost	$3,299,000

CTP_37 Atlantic Boulevard Extension

Project Source: Peachtree Corners CTP

Project Category: New Roadway

Corridor: Extension of Atlantic Drive southwest to Jones Mill Road

Length (feet): 1,957

From: Jones Mill Road

To: SR 140/Jimmy Carter Boulevard

Existing Condition: Development roads and landfill

Proposed Condition: 2 lane road with turn lanes and bike and pedestrian facilities

Implementation Phase: Long Term (2032-2040+)

Additional Notes:

Prioritization Scores

Technical Score (35%)	3.50
Feasibility Score (15%)	3.00
Project Type Score (10%)	10.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	0.00
Total Prioritization Score (out of 100)	35.75

Planning Level Cost Estimate

Preliminary Engineering	$772,000
Right of Way	$2,021,000
Construction	$4,811,000
Contingency	$1,443,000
Total Cost	$9,047,000

CTP_38 | Peachtree Corners East Extension West

Project Source: Peachtree Corners CTP

Project Category: New Roadway

Corridor: Extension of Peachtree Corners East southwest to Pointe Parkway

Length (feet): 1,005

From: Peachtree Corners East (Peachtree Technology Center)

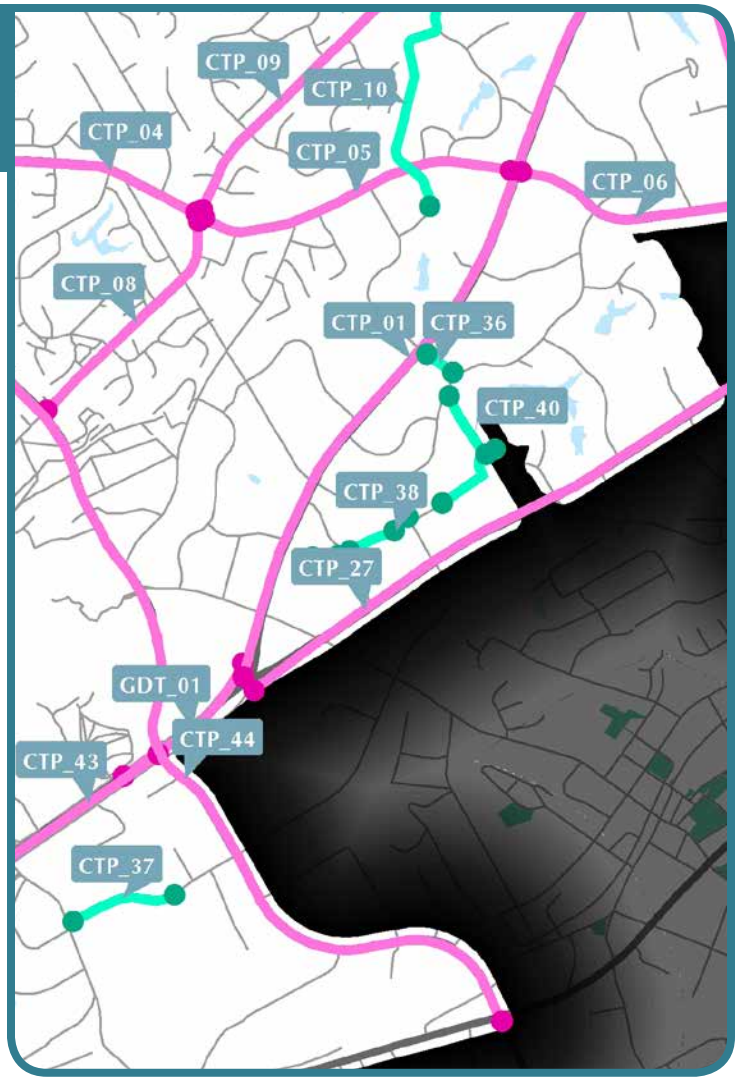
To: Pointe Parkway

Existing Condition: Development roads

Proposed Condition: 2 lane road with turn lanes and bike and pedestrian facilities

Implementation Phase: Long Term (2032-2040+)

Additional Notes:



Prioritization Scores

Technical Score (35%)	3.50
Feasibility Score (15%)	3.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	0.50
Total Prioritization Score (out of 100)	36.25

Planning Level Cost Estimate

Preliminary Engineering	$421,000
Right of Way	$1,038,000
Construction	$2,471,000
Contingency	$741,000
Total Cost	$4,671,000

CTP_39 Peachtree Corners East Extension North

Project Source: Peachtree Corners CTP

Project Category: New Roadway

Corridor: Extension of Peachtree Corners East northwest to Technology Parkway

Length (feet): 693

From: Peachtree Corners East (Peachtree Technology Center)

To: Technology Parkway

Existing Condition: Existing structures and development roads

Proposed Condition: 2 lane road with turn lanes and bike and pedestrian facilities

Implementation Phase: Long Term (2032-2040+)

Additional Notes:

Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	3.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	4.00
Total Prioritization Score (out of 100)	48.50

Planning Level Cost Estimate

Preliminary Engineering	$306,000
Right of Way	$716,000
Construction	$1,704,000
Contingency	$511,000
Total Cost	$3,237,000

CTP_40 | Peachtree Corners East Extension Connector

Project Source: Peachtree Corners CTP

Project Category: New Roadway

Corridor: Connection between CTP_40 and Glenwood Oak Drive

Length (feet): -

From: Peachtree Corner East Extension East (CTP_40)

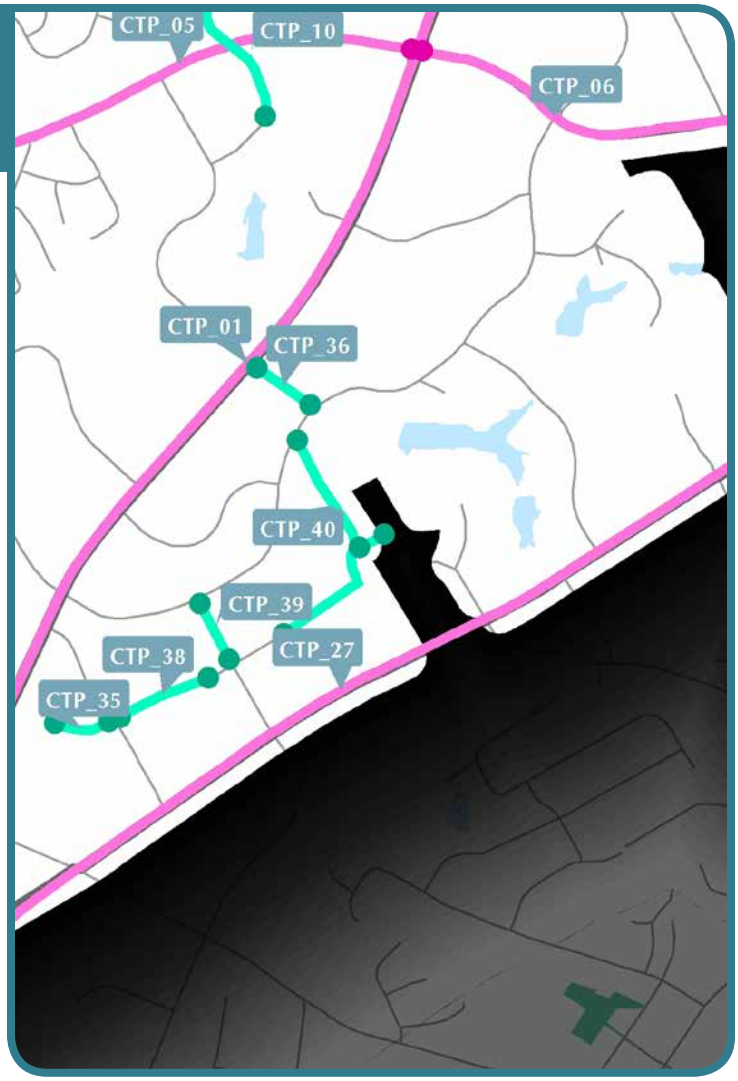
To: Glenwood Oak Drive

Existing Condition: Undeveloped buffer space

Proposed Condition: 2 lane road with turn lanes and bike and pedestrian facilities

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Coordinate with the City of Norcross to extend Peachtree Corners East to connect to Technology Parkway and Glenwood Oak Drive to the east



Prioritization Scores

Technical Score (35%)	3.50
Feasibility Score (15%)	3.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	4.00
Total Prioritization Score (out of 100)	46.75

Planning Level Cost Estimate

Preliminary Engineering	$945,000
Right of Way	$2,506,000
Construction	$5,965,000
Contingency	$1,789,000
Total Cost	$11,205,000

CTP_41 Lou Ivy Road Trail

Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: Lou Ivy Road

Length (feet): 5,564

From: S. Old Peachtree Road

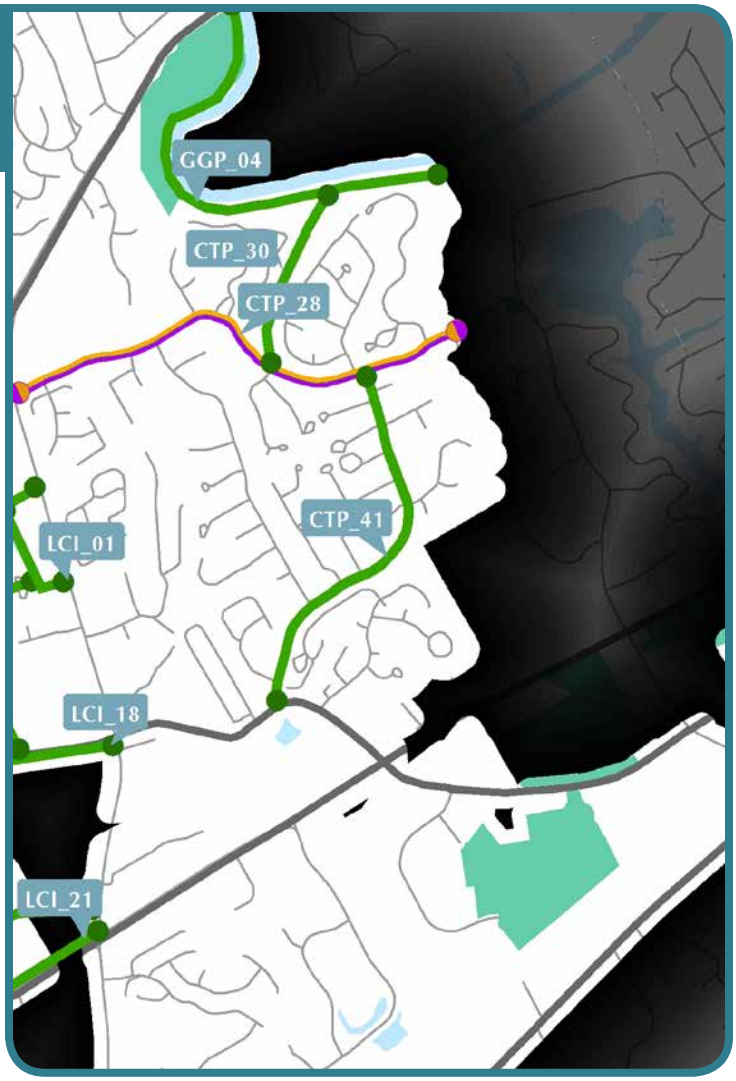
To: Bush Road

Existing Condition: Continuous sidewalk on west side, partial sidewalk on east

Proposed Condition: Multi-use path on one side of roadway

Implementation Phase: Short Term (2017-2021)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	7.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	2.00
Total Prioritization Score (out of 100)	41.25

Planning Level Cost Estimate

Preliminary Engineering	$65,000
Right of Way	$96,000
Construction	$323,000
Contingency	$97,000
Total Cost	$581,000

CTP_42 | Peachtree Industrial Boulevard Access Study

Project Source: Peachtree Corners CTP

Project Category: Additional Study

Corridor: Peachtree Industrial Boulevard

Length (feet): 8,953

From: City limits/Winters Chapel Road

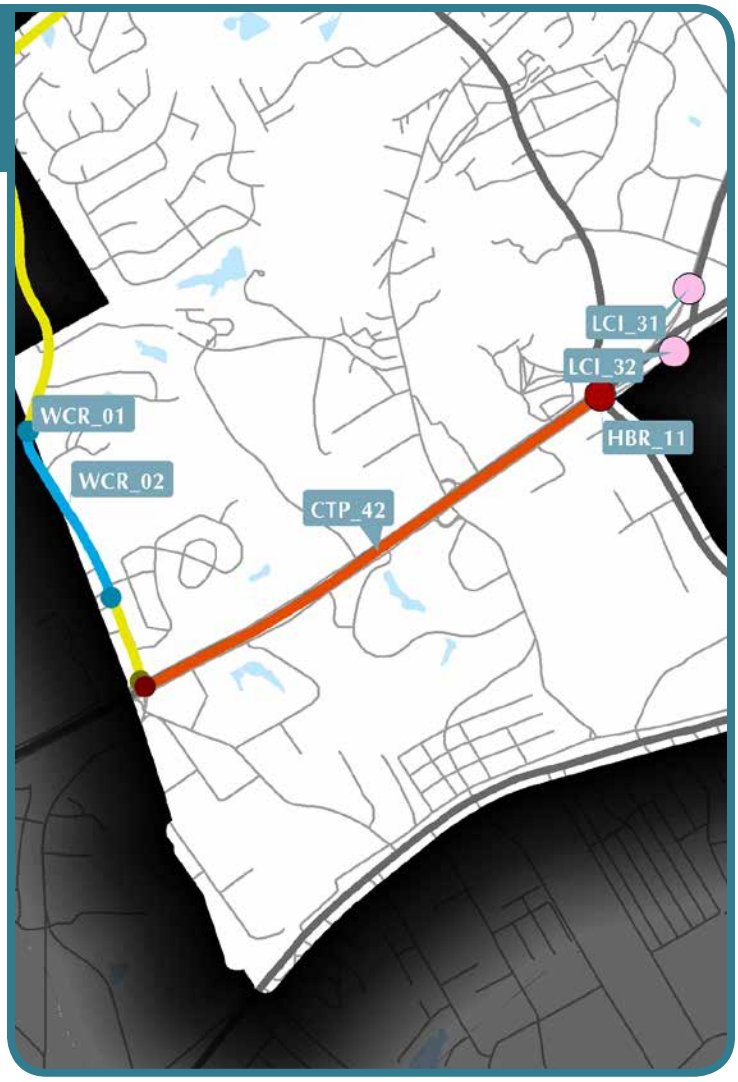
To: End of freeway section/Holcomb Bridge Road

Existing Condition: N/A

Proposed Condition: N/A

Implementation Phase: Short Term (2017-2021)

Additional Notes: Perform detailed study for freeway access points on SR 141 and SR 141 Connectors (Winters Chapel Road, Peachtree Corners Circle, Jimmy Carter Boulevard, etc.)



Prioritization Scores

Technical Score (35%)	0.00
Feasibility Score (15%)	10.00
Project Type Score (10%)	0.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	8.50
Total Prioritization Score (out of 100)	42.50

Planning Level Cost Estimate

Preliminary Engineering	$500,000
Right of Way	$0
Construction	$0
Contingency	$0
Total Cost	$500,000

CTP_43 SR 141/Peachtree Industrial Boulevard Major Capacity Improvement

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: SR 141/Peachtree Industrial Boulevard

Length (feet): 9,761

From: City limits/Winters Chapel Road

To: End of freeway section/Holcomb Bridge Road

Existing Condition: 6 freeway lanes with 2-lane CD system

Proposed Condition: To be determined by detailed study; likely additional lane in each direction on freeway

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Restripe limited-access portion of SR 141 to include 4 lanes in each direction, including improvements to on- and off-ramps as necessary

Prioritization Scores

Technical Score (35%)	3.50
Feasibility Score (15%)	3.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	8.00
Total Prioritization Score (out of 100)	51.75

Planning Level Cost Estimate

Preliminary Engineering	TBD
Right of Way	TBD
Construction	TBD
Contingency	TBD
Total Cost	TBD

CTP_44 SR 140/Jimmy Carter Boulevard/ Holcomb Bridge Road Major Capacity Improvement

Project Source: Peachtree Corners CTP

Project Category: Major Corridor Improvement

Corridor: SR 140/Jimmy Carter Boulevard/Holcomb Bridge

Length (feet): 21,555

From: City limits/Chattahoochee River

To: City limits/SR 13/Buford Highway

Existing Condition: 5 lanes (two through lanes in each direction with center left turn lane)

Proposed Condition: 7 lanes (three through lanes in each direction with center left turn lane)

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Widen SR 140 in both directions to six lanes

Prioritization Scores

Technical Score (35%)	6.00
Feasibility Score (15%)	3.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	7.50
Total Prioritization Score (out of 100)	59.00

Planning Level Cost Estimate

Preliminary Engineering	$7,685,000
Right of Way	$11,282,000
Construction	$50,900,000
Contingency	$15,270,000
Total Cost	$85,137,000

CTP_45 Peachtree Industrial Boulevard Northside Trail

Project Source: Peachtree Corners CTP

Project Category: Multi-Use Trail

Corridor: Peachtree Industrial Boulevard southbound collector road

Length (feet): -

From: Peachtree Corners Circle

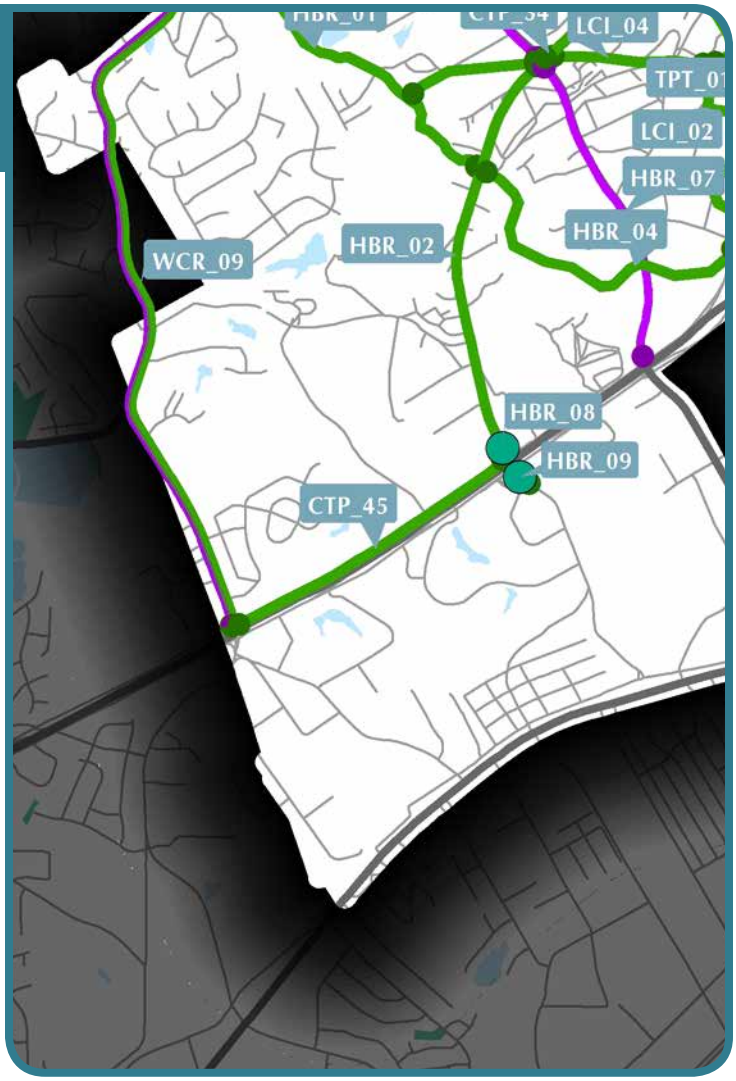
To: Winters Chapel Road

Existing Condition: Very few pedestrian facilities, all at southern end of corridor

Proposed Condition: Continuous multi-use path from Peachtree Corners Circle to Winters Chapel Road with connection to Peachtree Corners Circle

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Multi-Use trail on north side of PIB frontage roads, allowing for two-way bike and pedestrian travel



Prioritization Scores

Technical Score (35%)	3.50
Feasibility Score (15%)	2.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	3.00
Total Prioritization Score (out of 100)	35.00

Planning Level Cost Estimate

Preliminary Engineering	$68,000
Right of Way	$1,450,000
Construction	$339,000
Contingency	$102,000
Total Cost	$1,959,000

GDT_01 | SR 141 SB Ramp Widening

Project Source: GDOT

Project Category: Major Corridor Improvement

Corridor: SR 141/Peachtree Parkway ramp to SR 141/ Peachtree Industrial Boulevard

Length (feet): 2,911

From: Holcomb Bridge Road

To: South of Winters Chapel Road

Existing Condition: Single lane

Proposed Condition: Dual lanes, with new lane continued on Peachtree Industrial Boulevard until safe merging distance has been reached

Implementation Phase: Short Term (2017-2021)

Additional Notes: Widening the SB ramp from 1 lane to 2 lanes using existing structures; includes adding a fourth travel lane on SR 141/Peachtree Industrial Boulevard SB for a short distance

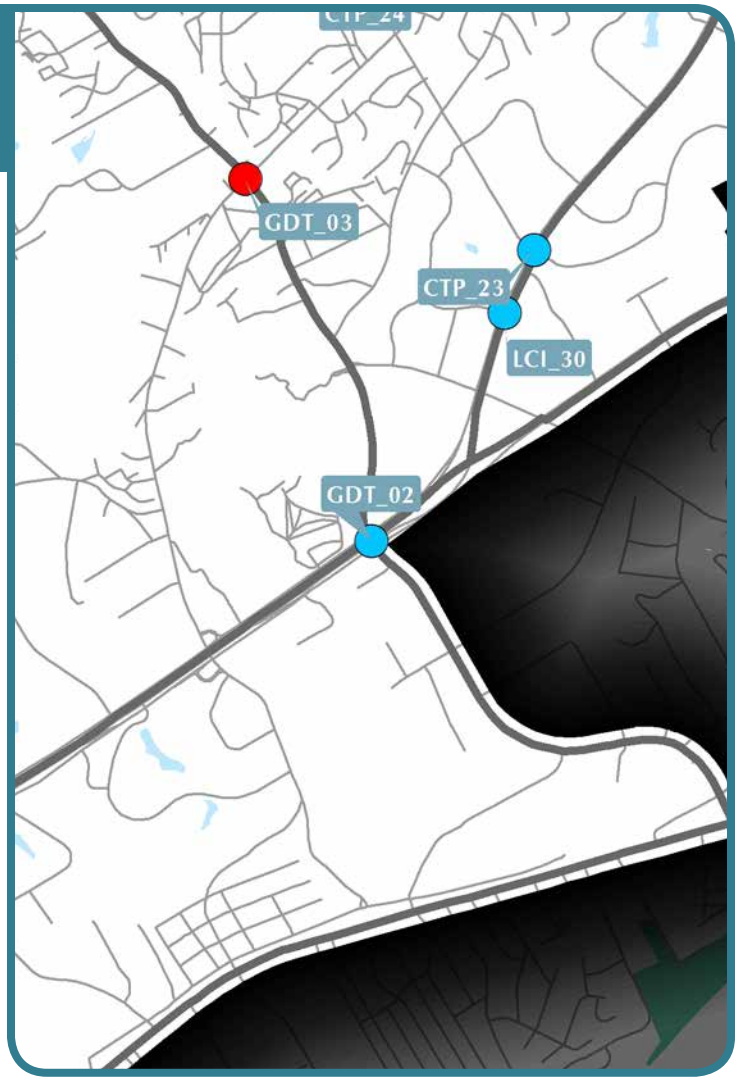
Prioritization Scores

Technical Score (35%)	5.75
Feasibility Score (15%)	9.50
Project Type Score (10%)	6.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	9.00
Total Prioritization Score (out of 100)	69.38

Planning Level Cost Estimate

Preliminary Engineering	$500,000
Right of Way	$500,000
Construction	$4,000,000
Contingency	$1,200,000
Total Cost	$6,200,000

GDT_02 Jimmy Carter Blvd at PIB Intersection Improvements



Project Source: GDOT

Project Category: Intersection Safety Improvement

Corridor: Intersection

Length (feet): N/A

From: SR 140/Jimmy Carter Boulevard

To: SR 141/Peachtree Industrial Boulevard CD roads

Existing Condition: Signalized intersection

Proposed Condition: Right turn lane improvements on Jimmy Carter Blvd

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:

Prioritization Scores

Technical Score (35%)	8.67
Feasibility Score (15%)	8.50
Project Type Score (10%)	9.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	7.00
Total Prioritization Score (out of 100)	73.08

Planning Level Cost Estimate

Preliminary Engineering	$331,000
Right of Way	$28,000
Construction	$1,870,000
Contingency	$561,000
Total Cost	$2,790,000

GDT_03 Holcomb Bridge Road at Peachtree Corners Circle Intersection Improvement

Project Source: GDOT

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: SR 140/Holcomb Bridge Road

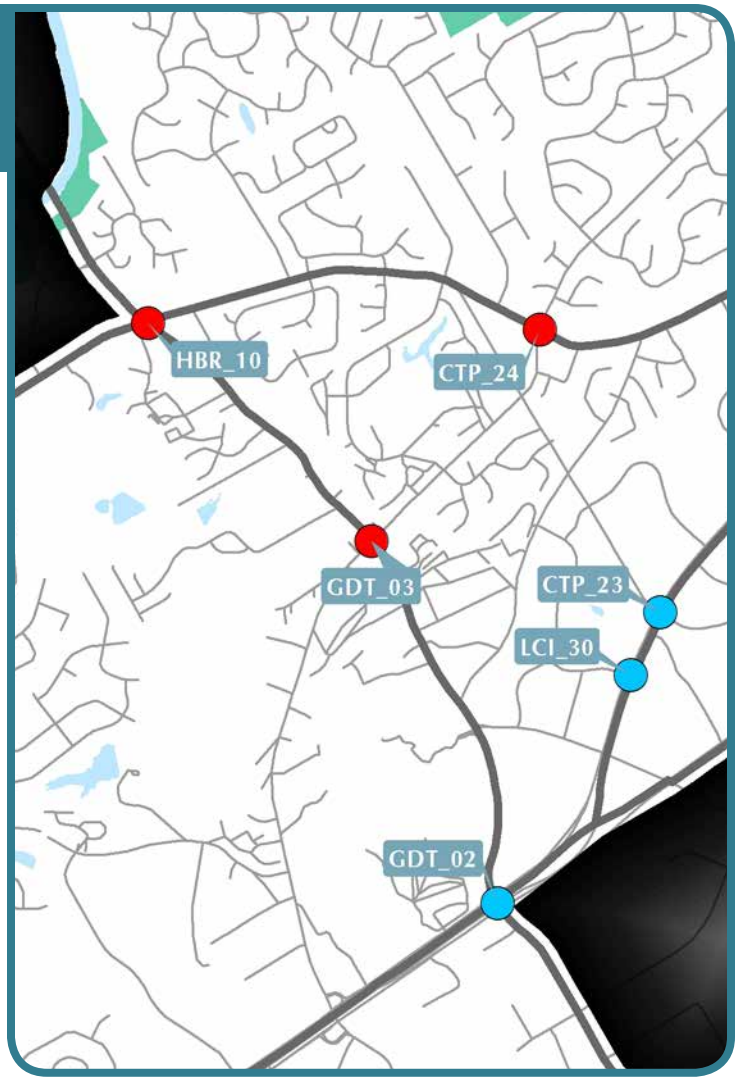
To: Peachtree Corners Circle

Existing Condition: Signalized intersection

Proposed Condition: EB and WB right turn lanes on Holcomb Bridge Road at Peachtree Corners Circle

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	6.67
Feasibility Score (15%)	4.50
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	6.50
Total Prioritization Score (out of 100)	60.58

Planning Level Cost Estimate

Preliminary Engineering	$218,000
Right of Way	$0
Construction	$1,122,000
Contingency	$337,000
Total Cost	$1,677,000

GGP_01 Chattahoochee River Greenway - Holcomb Bridge to Simpsonwood

Project Source: Gwinnett Greenways Plan

Project Category: Multi-Use Trail

Corridor: Chattahoochee River

Length (feet): 8,882

From: SR 140/Holcomb Bridge Road

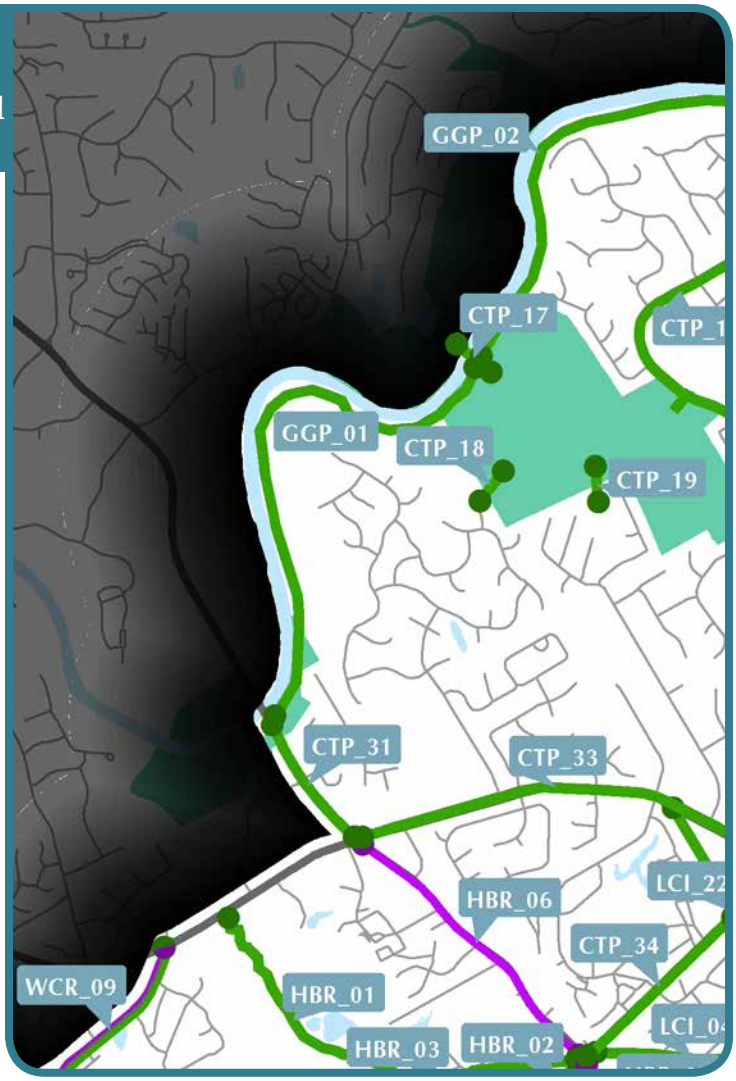
To: Simpsonwood Park

Existing Condition: Riverbed

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	3.50
Feasibility Score (15%)	7.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	5.00
Total Prioritization Score (out of 100)	49.50

Planning Level Cost Estimate

Preliminary Engineering	$103,000
Right of Way	$489,000
Construction	$515,000
Contingency	$155,000
Total Cost	$1,262,000

GGP_02 Chattahoochee River Greenway - Simpsonwood to Jones Bridge

Project Source: Gwinnett Greenways Plan

Project Category: Multi-Use Trail

Corridor: Chattahoochee River

Length (feet): 7,694

From: Simpsonwood Park

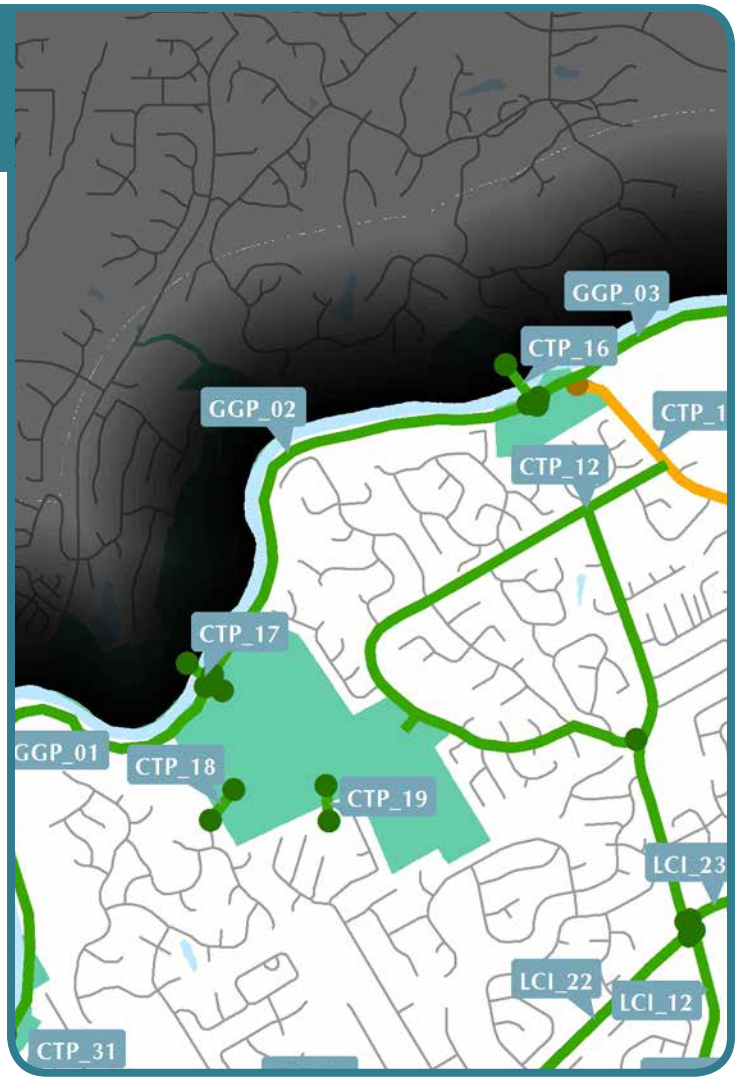
To: Jones Bridge Park

Existing Condition: Riverbed

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	3.75
Feasibility Score (15%)	6.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	2.50
Total Prioritization Score (out of 100)	40.63

Planning Level Cost Estimate

Preliminary Engineering	$89,000
Right of Way	$424,000
Construction	$447,000
Contingency	$134,000
Total Cost	$1,094,000

GGP_03 Chattahoochee River Greenway - Jones Bridge to Medlock Bridge

Project Source: Gwinnett Greenways Plan

Project Category: Multi-Use Trail

Corridor: Chattahoochee River

Length (feet): 11,296

From: Jones Bridge Park

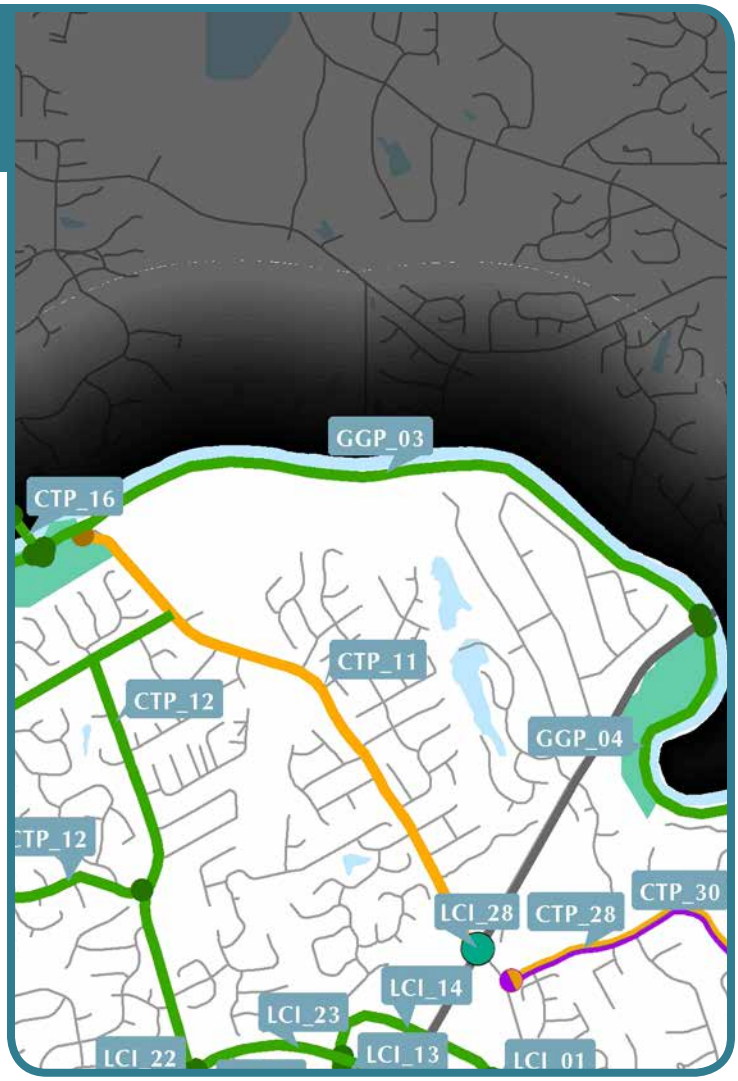
To: SR 141/Medlock Bridge Road

Existing Condition: Riverbed

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	1.75
Feasibility Score (15%)	7.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	1.50
Total Prioritization Score (out of 100)	33.13

Planning Level Cost Estimate

Preliminary Engineering	$131,000
Right of Way	$778,000
Construction	$656,000
Contingency	$197,000
Total Cost	$1,762,000

GGP_04 Chattahoochee River Greenway - Medlock Bridge to Berkley Lake

Project Source: Gwinnett Greenways Plan

Project Category: Multi-Use Trail

Corridor: Chattahoochee River

Length (feet): 6,983

From: SR 141/Medlock Bridge Road

To: City limits/Berkeley Lake Road

Existing Condition: Riverbed

Proposed Condition: Multi-use trail

Implementation Phase: Short Term (2017-2021)

Additional Notes:

Prioritization Scores

Technical Score (35%)	1.50
Feasibility Score (15%)	7.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	1.50
Total Prioritization Score (out of 100)	32.25

Planning Level Cost Estimate

Preliminary Engineering	$81,000
Right of Way	$289,000
Construction	$405,000
Contingency	$122,000
Total Cost	$897,000

HBR_01 Crooked Creek Trail from Spalding Drive to Peachtree Corners Circle

Project Source: HBR Study

Project Category: Multi-Use Trail

Corridor: Crooked Creek

Length (feet): 6,546

From: Spalding Drive

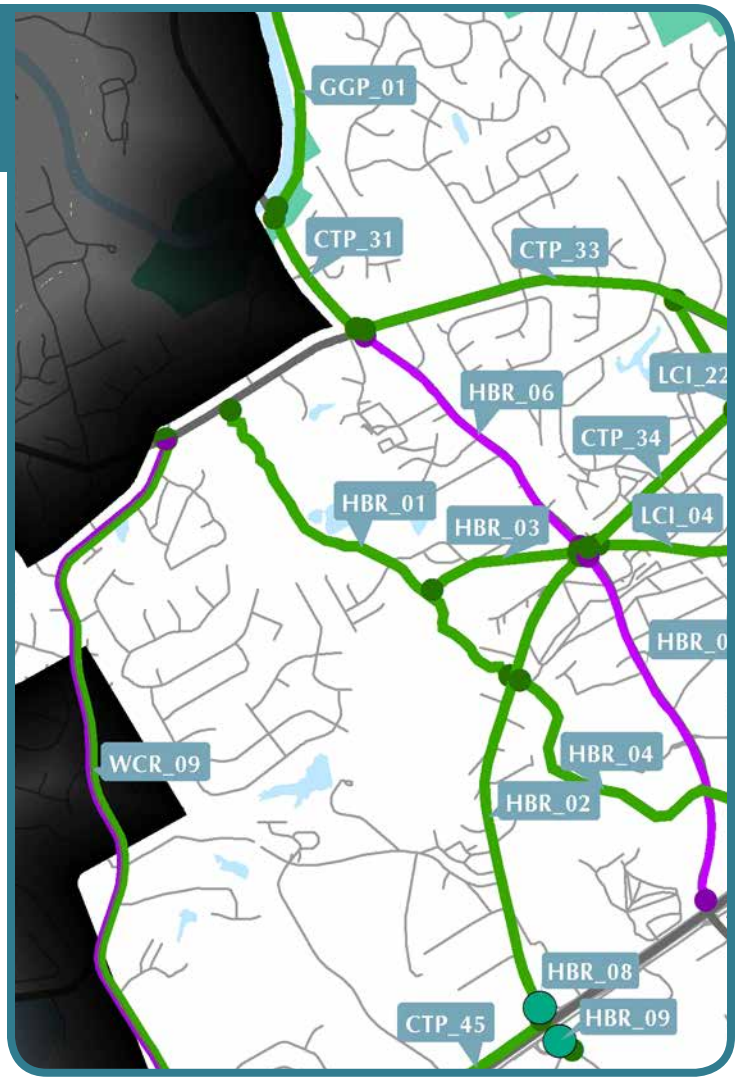
To: Peachtree Corners Circle

Existing Condition: Riverbed

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: Should include opportunities to connect to nearby streets/communities



Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	6.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	6.00
Total Prioritization Score (out of 100)	52.75

Planning Level Cost Estimate

Preliminary Engineering	$316,000
Right of Way	$100,000
Construction	$1,580,000
Contingency	$474,000
Total Cost	$2,470,000

HBR_02 — Peachtree Corners Circle Trail from Holcomb Bridge Road to Peachtree Industrial Boulevard

Project Source: HBR Study

Project Category: Multi-Use Trail

Corridor: Peachtree Corners Circle

Length (feet): 8,365

From: SR 140/Holcomb Bridge Road

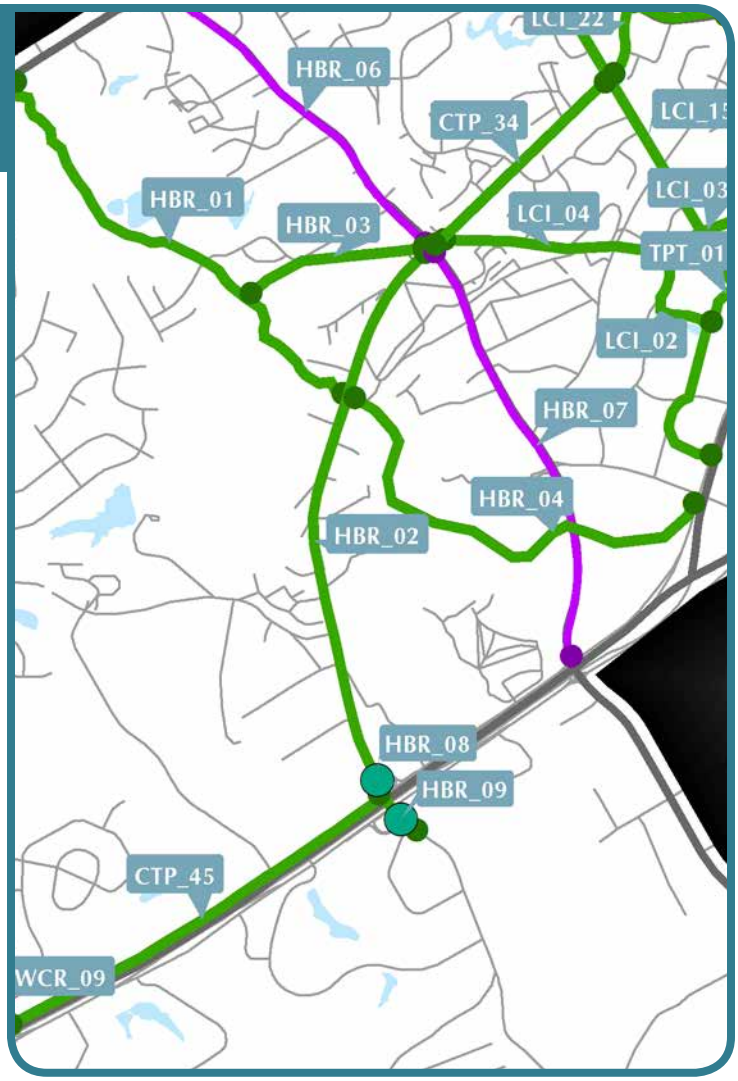
To: SR 141/Peachtree Industrial Boulevard

Existing Condition: Continuous sidewalk on east side, partial sidewalk on west side

Proposed Condition: Multi-use path on one side of roadway

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: Alternatives presented with and without road diet in HBR Study



Prioritization Scores

Technical Score (35%)	5.25
Feasibility Score (15%)	5.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	3.00
Total Prioritization Score (out of 100)	45.63

Planning Level Cost Estimate

Preliminary Engineering	$388,000
Right of Way	$40,000
Construction	$1,940,000
Contingency	$582,000
Total Cost	$2,950,000

HBR_03 Gas Easement Trail - Crooked Creek to Holcomb Bridge Road

Project Source: HBR Study

Project Category: Multi-Use Trail

Corridor: Gas easement

Length (feet): 2,546

From: Peachtree Corners Circle and SR 140/Holcomb Bridge Road

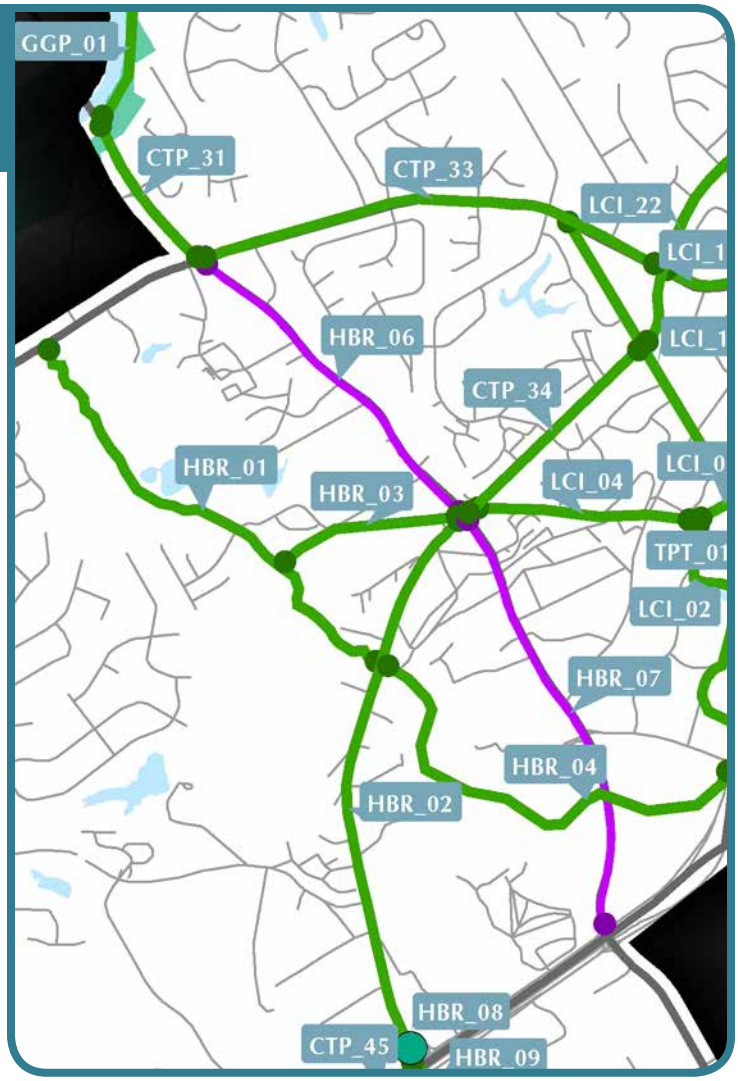
To: Crooked Creek Trail (HBR_01)

Existing Condition: Gas easement with no pedestrian facilities

Proposed Condition: Multi-use trail

Implementation Phase: Long Term (2032-2040+)

Additional Notes:



Prioritization Scores

Technical Score (35%)	5.50
Feasibility Score (15%)	3.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	6.00
Total Prioritization Score (out of 100)	53.50

Planning Level Cost Estimate

Preliminary Engineering	$200,000
Right of Way	$40,000
Construction	$1,000,000
Contingency	$300,000
Total Cost	$1,540,000

HBR_04 | Crooked Creek Trail South

Project Source: HBR Study

Project Category: Multi-Use Trail

Corridor: Crooked Creek

Length (feet): 6,316

From: Peachtree Corners Circle

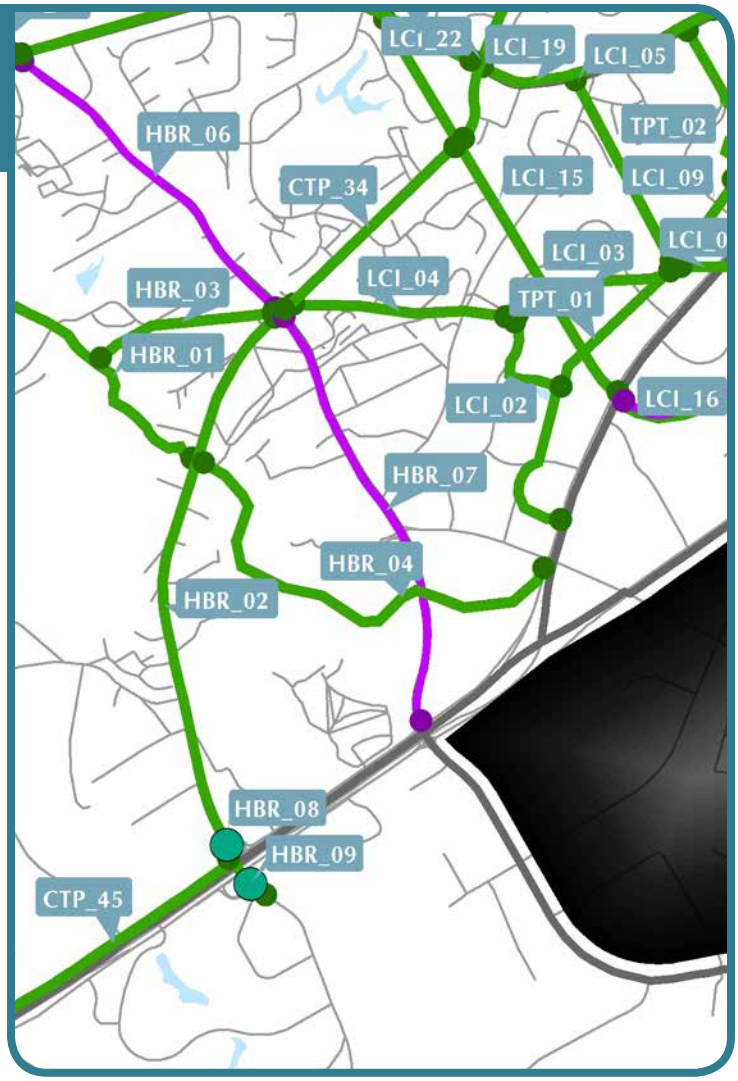
To: Holcomb Bridge Road and SR 141/Peachtree Parkway

Existing Condition: Riverbed

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



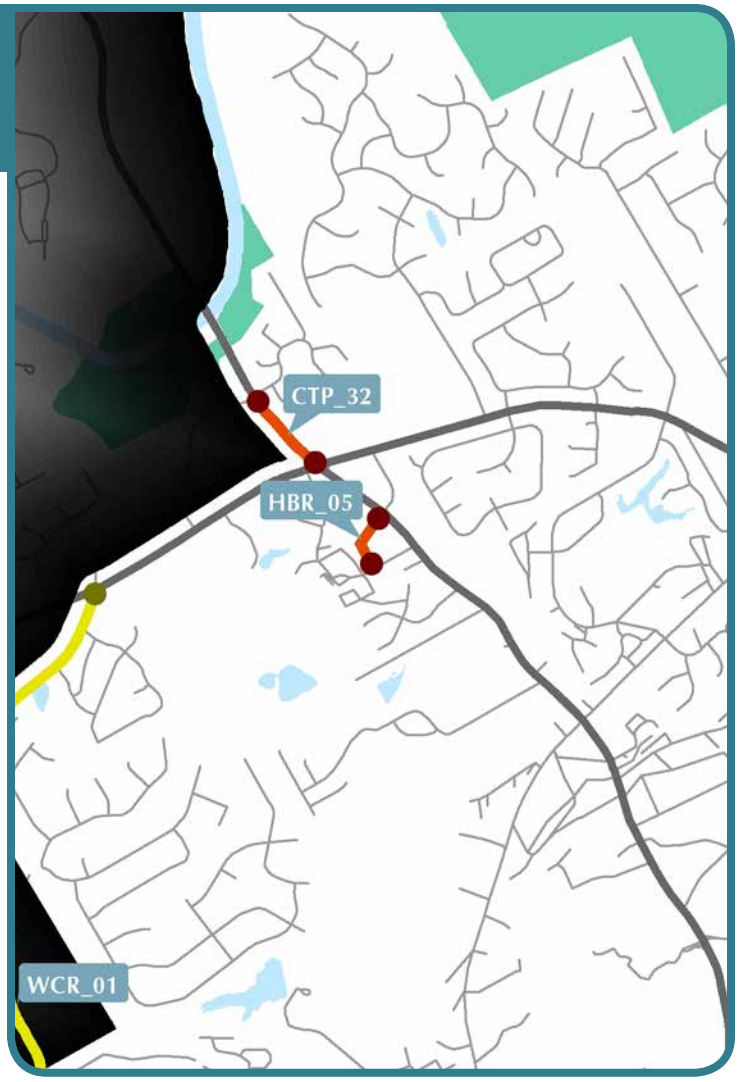
Prioritization Scores

Technical Score (35%)	6.75
Feasibility Score (15%)	6.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	7.00
Total Prioritization Score (out of 100)	64.63

Planning Level Cost Estimate

Preliminary Engineering	$368,000
Right of Way	$100,000
Construction	$1,840,000
Contingency	$552,000
Total Cost	$2,860,000

HBR_05 Deerings Lane Access



Project Source: HBR Study

Project Category: Additional Study

Corridor: Deerings Lane

Length (feet): N/A

From: Deerings Lane

To: SR 140/Holcomb Bridge Road at Wetherburn Way

Existing Condition: Poor access for Deerings Lane residents onto Holcomb Bridge Road

Proposed Condition: Improved access between Deerings Lane community and Holcomb Bridge Road

Implementation Phase: Long Term (2032-2040+)

Additional Notes: A study to determine the necessary actions to improve access to Holcomb Bridge Road for Deerings Lane community. Cost shown under Preliminary Engineering below reflects the cost of the access study.

Prioritization Scores

Technical Score (35%)	0.00
Feasibility Score (15%)	1.50
Project Type Score (10%)	0.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	8.00
Total Prioritization Score (out of 100)	26.25

Planning Level Cost Estimate

Preliminary Engineering	$30,000
Right of Way	$0
Construction	$0
Contingency	$0
Total Cost	$30,000

HBR_06 Holcomb Bridge Road Pedestrian Improvements, Spalding Drive to Peachtree Corners Circle

Project Source: HBR Study

Project Category: Pedestrian Improvement

Corridor: SR 140/Holcomb Bridge Road

Length (feet): 4,806

From: Spalding Drive

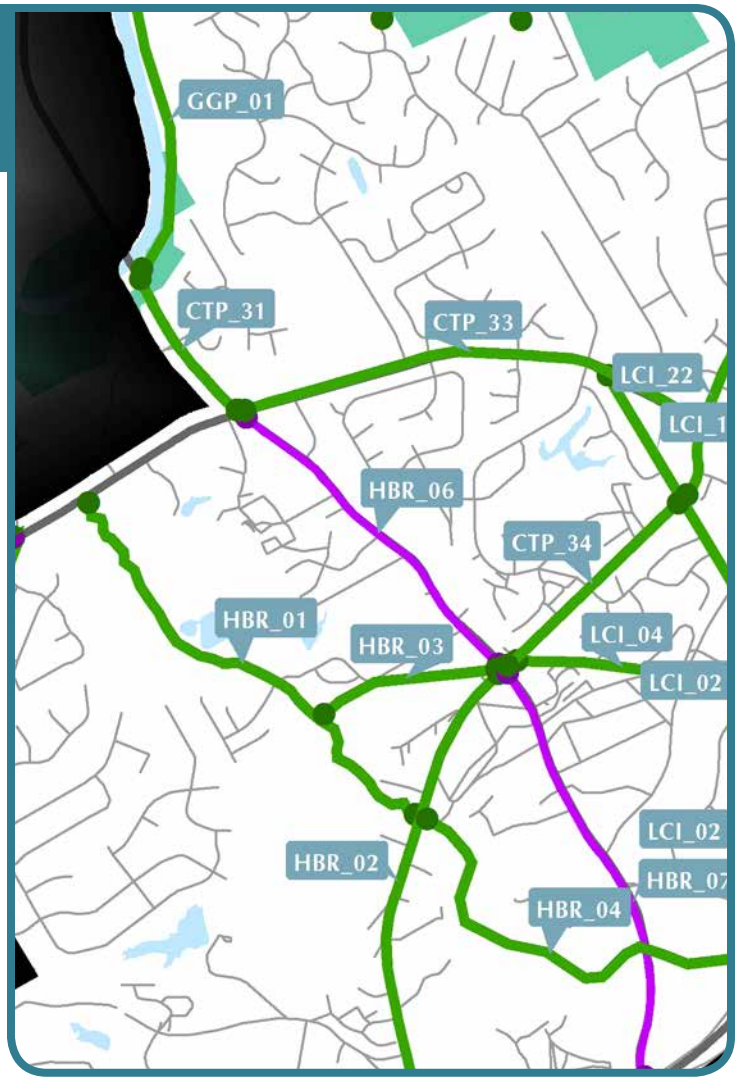
To: Peachtree Corners Circle

Existing Condition: Consistent sidewalk on south side of roadway, partial sidewalk on north

Proposed Condition: Consistent sidewalks on both sides of roadway; installation of shade trees and pedestrian lighting, and a mid-block HAWK pedestrian crossing

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: T3 from Holcomb Bridge Road study



Prioritization Scores

Technical Score (35%)	4.75
Feasibility Score (15%)	7.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	7.00
Total Prioritization Score (out of 100)	58.88

Planning Level Cost Estimate

Preliminary Engineering	$298,000
Right of Way	$40,000
Construction	$1,490,000
Contingency	$447,000
Total Cost	$2,275,000

HBR_07 Holcomb Bridge Road Pedestrian Improvements, Peachtree Corners Circle to SR 141/Peachtree Industrial Boulevard

Project Source: HBR Study

Project Category: Pedestrian Improvement

Corridor: SR 140/Holcomb Bridge Road

Length (feet): 5,901

From: Peachtree Corners Circle

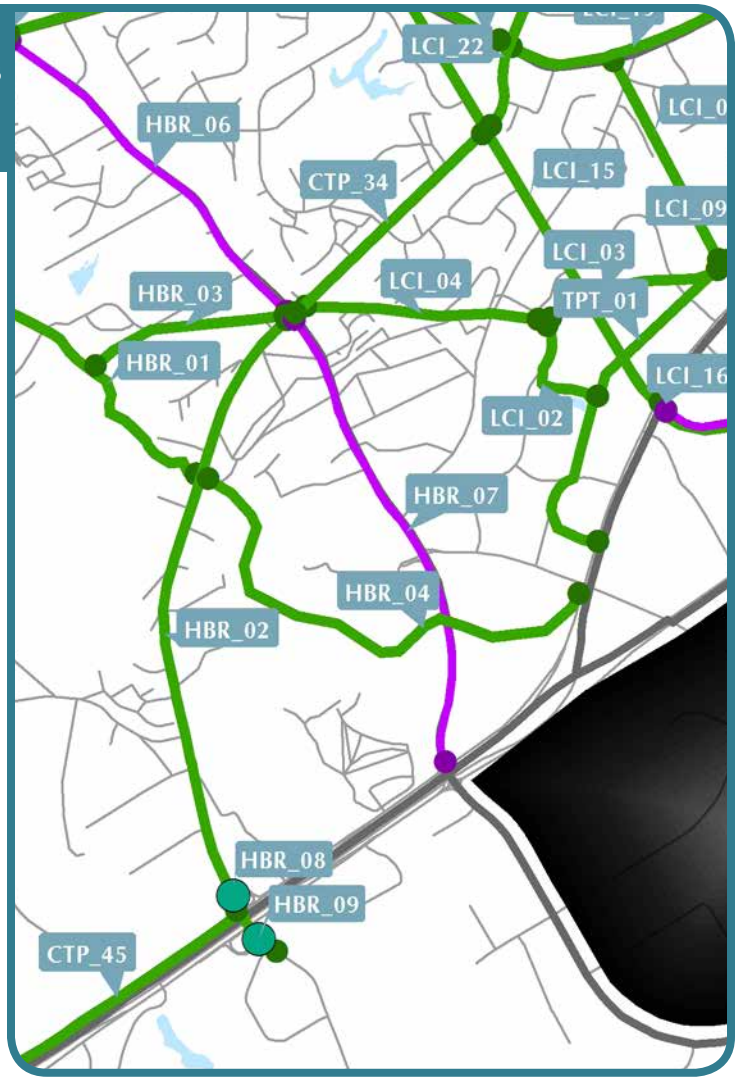
To: SR 141/Peachtree Industrial Boulevard

Existing Condition: Inconsistent sidewalk on both sides of roadway

Proposed Condition: Consistent sidewalks on both sides of roadway; installation of shade trees and pedestrian lighting, and a mid-block HAWK pedestrian crossing

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: T8/T9 from Holcomb Bridge Road study



Prioritization Scores

Technical Score (35%)	6.25
Feasibility Score (15%)	5.00
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	7.00
Total Prioritization Score (out of 100)	60.38

Planning Level Cost Estimate

Preliminary Engineering	$388,000
Right of Way	$40,000
Construction	$1,940,000
Contingency	$582,000
Total Cost	$2,950,000

HBR_08 Peachtree Corners Circle at PIB SB Intersection Improvements

Project Source: HBR Study

Project Category: Pedestrian Improvement/Operational Improvement

Corridor: Intersection

Length (feet): N/A

From: SR 141/Peachtree Industrial Boulevard southbound ramp

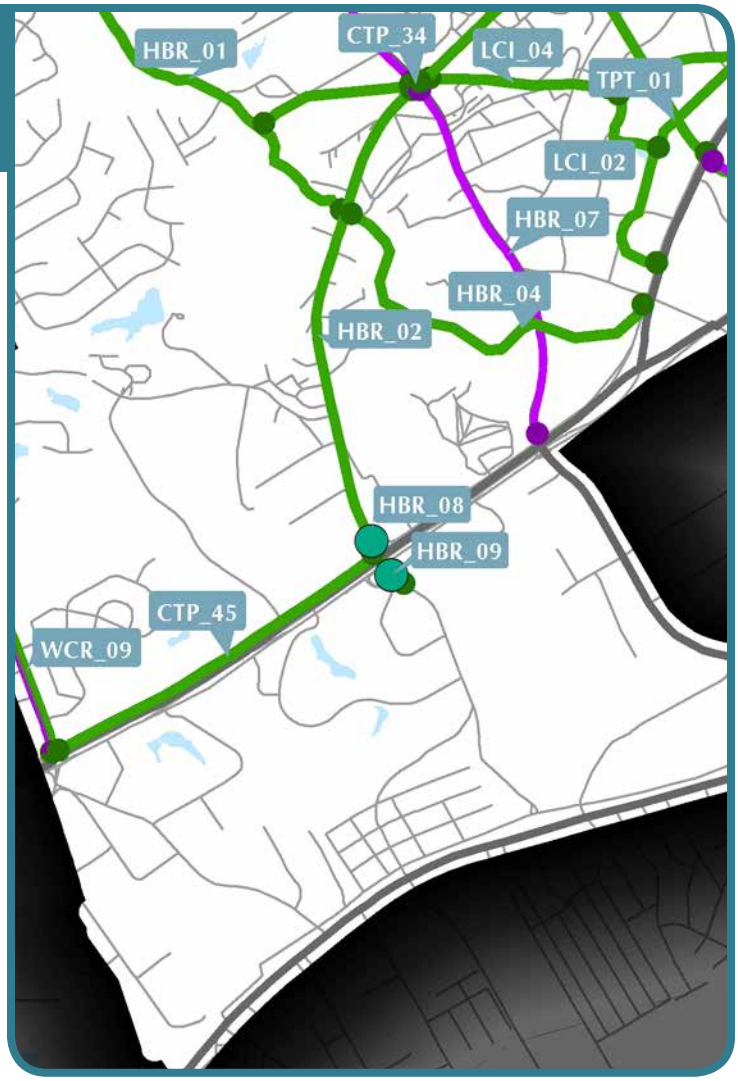
To: Peachtree Corners Circle

Existing Condition: Signalized intersection

Proposed Condition: Upgraded signal including pedestrian ramps and crosswalks, timing improvements

Implementation Phase: Short Term (2017-2021)

Additional Notes: T10 from Holcomb Bridge Road Study



Prioritization Scores

Technical Score (35%)	6.75
Feasibility Score (15%)	8.50
Project Type Score (10%)	6.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	1.50
Total Prioritization Score (out of 100)	55.88

Planning Level Cost Estimate

Preliminary Engineering	$75,000
Right of Way	$0
Construction	$400,000
Contingency	$120,000
Total Cost	$595,000

HBR_09 Peachtree Corners Circle at PIB NB Intersection Improvements

Project Source: HBR Study

Project Category: Pedestrian Improvement/Operational Improvement

Corridor: Intersection

Length (feet): N/A

From: SR 141/Peachtree Industrial Boulevard northbound ramp

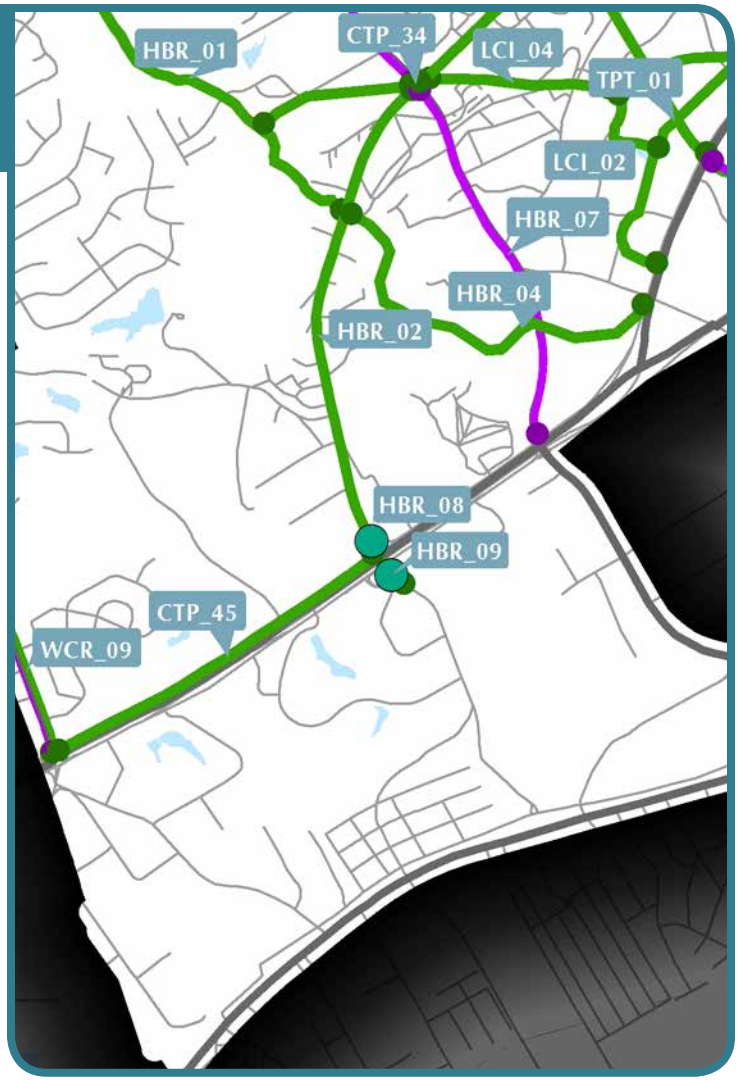
To: Peachtree Corners Circle

Existing Condition: Signalized intersection

Proposed Condition: Upgraded signal including pedestrian ramps and crosswalks, timing improvements

Implementation Phase: Short Term (2017-2021)

Additional Notes: T10 from Holcomb Bridge Road Study



Prioritization Scores

Technical Score (35%)	6.75
Feasibility Score (15%)	9.00
Project Type Score (10%)	6.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	1.50
Total Prioritization Score (out of 100)	56.63

Planning Level Cost Estimate

Preliminary Engineering	$75,000
Right of Way	$0
Construction	$400,000
Contingency	$120,000
Total Cost	$595,000

HBR_10 Spalding Drive at Holcomb Bridge Rd Intersection Improvements

Project Source: HBR Study

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: SR 140/Holcomb Bridge Road

To: Spalding Drive

Existing Condition: Signalized intersection

Proposed Condition: Upgraded signal, including right turn lanes on northbound, southbound, and eastbound approaches, and extended left turn lanes. Also should include improved access management in area around intersection.

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: T5 from Holcomb Bridge Road Study

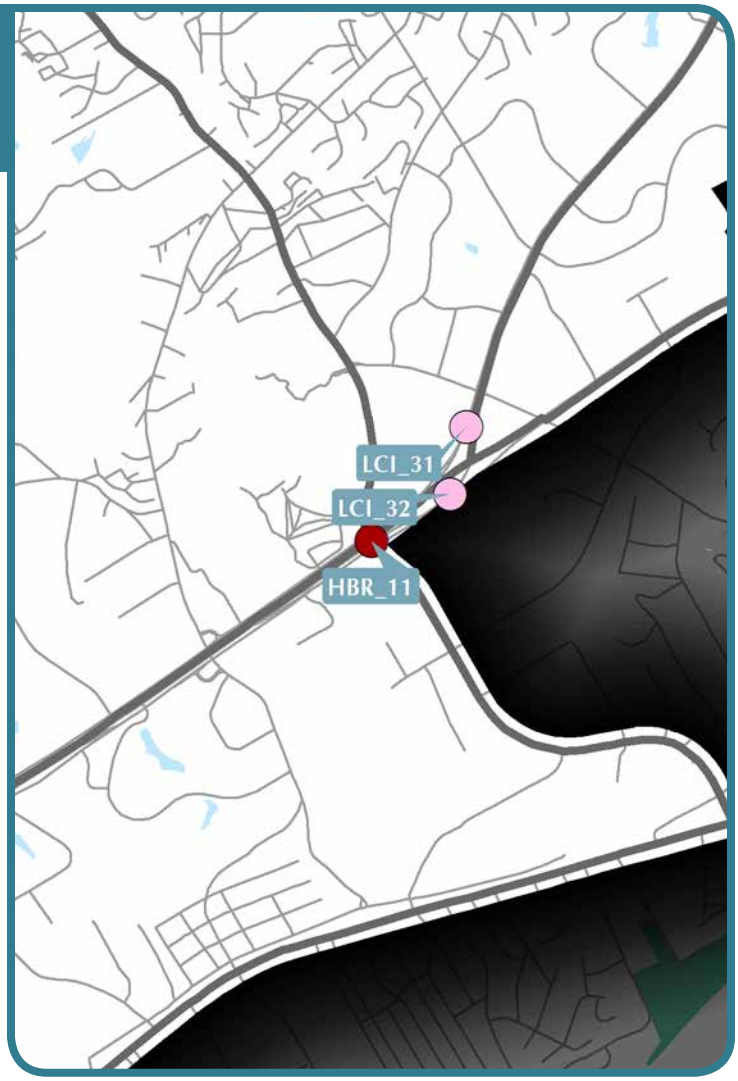
Prioritization Scores

Technical Score (35%)	4.67
Feasibility Score (15%)	5.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	8.50
Total Prioritization Score (out of 100)	60.33

Planning Level Cost Estimate

Preliminary Engineering	$100,000
Right of Way	$0
Construction	$550,000
Contingency	$165,000
Total Cost	$815,000

HBR_11 Jimmy Carter Blvd at PIB Intersection Improvements



Project Source: HBR Study

Project Category: Additional Study

Corridor: Intersection

Length (feet): N/A

From: SR 140/Jimmy Carter Boulevard

To: SR 141/Peachtree Industrial Boulevard

Existing Condition: Signalized intersection

Proposed Condition: Study and implement innovative improvement

Implementation Phase: Short Term (2017-2021)

Additional Notes: T11 from Holcomb Bridge Road Study

Prioritization Scores

Technical Score (35%)	0.00
Feasibility Score (15%)	10.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	8.00
Total Prioritization Score (out of 100)	51.00

Planning Level Cost Estimate

Preliminary Engineering	$250,000
Right of Way	$0
Construction	$1,200,000
Contingency	$360,000
Total Cost	$1,810,000

LCI_01 Town Center Southeast Connector

Project Source: LCI Study

Project Category: Multi-Use Trail

Corridor: Various water features and space between buildings

Length (feet): 1,659

From: Medlock Bridge Road

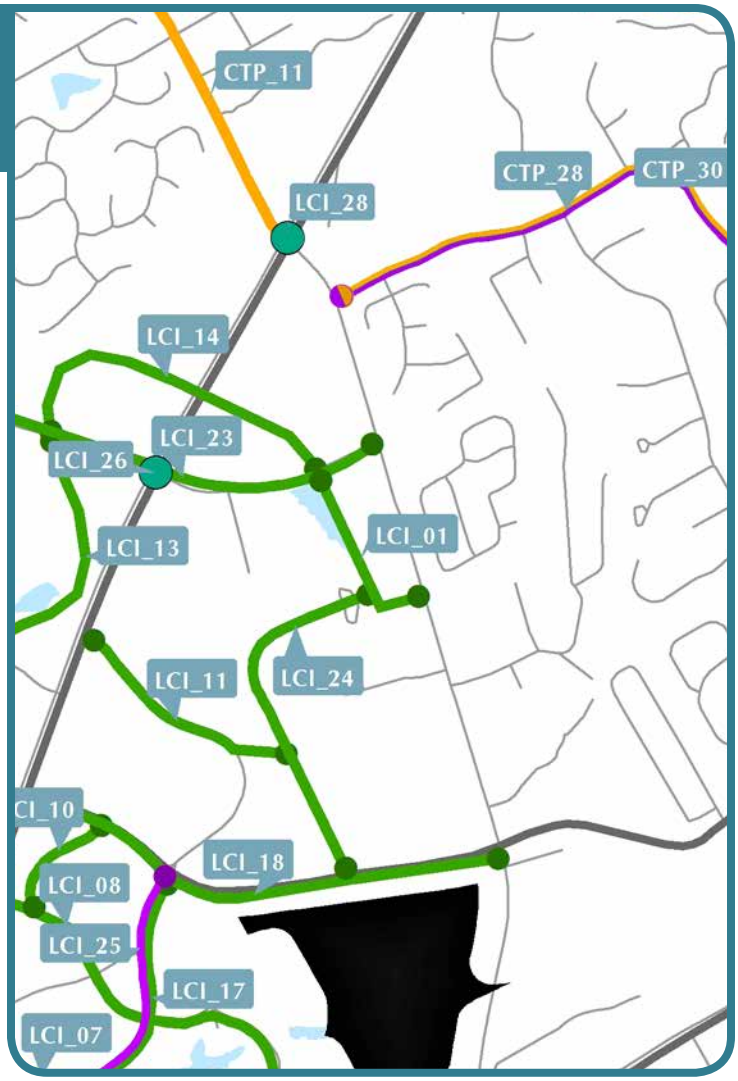
To: Peachtree Corners Circle

Existing Condition: Vacant

Proposed Condition: Multi-use trail

Implementation Phase: Long Term (2032-2040+)

Additional Notes: "Low Paved Trail Feasibility" in Technology Park Multi-Use Trail Study



Prioritization Scores

Technical Score (35%)	3.50
Feasibility Score (15%)	3.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	4.50
Total Prioritization Score (out of 100)	42.00

Planning Level Cost Estimate

Preliminary Engineering	$19,000
Right of Way	$457,000
Construction	$96,000
Contingency	$29,000
Total Cost	$601,000

LCI_02

Multi-Use Trail connecting Peachtree Parkway to the Corners Parkway via alleys, easements, and creekbeds

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: The Corners Parkway; greenspace connecting to Woodhill Drive

Length (feet): 3,724

From: Crooked Creek Road

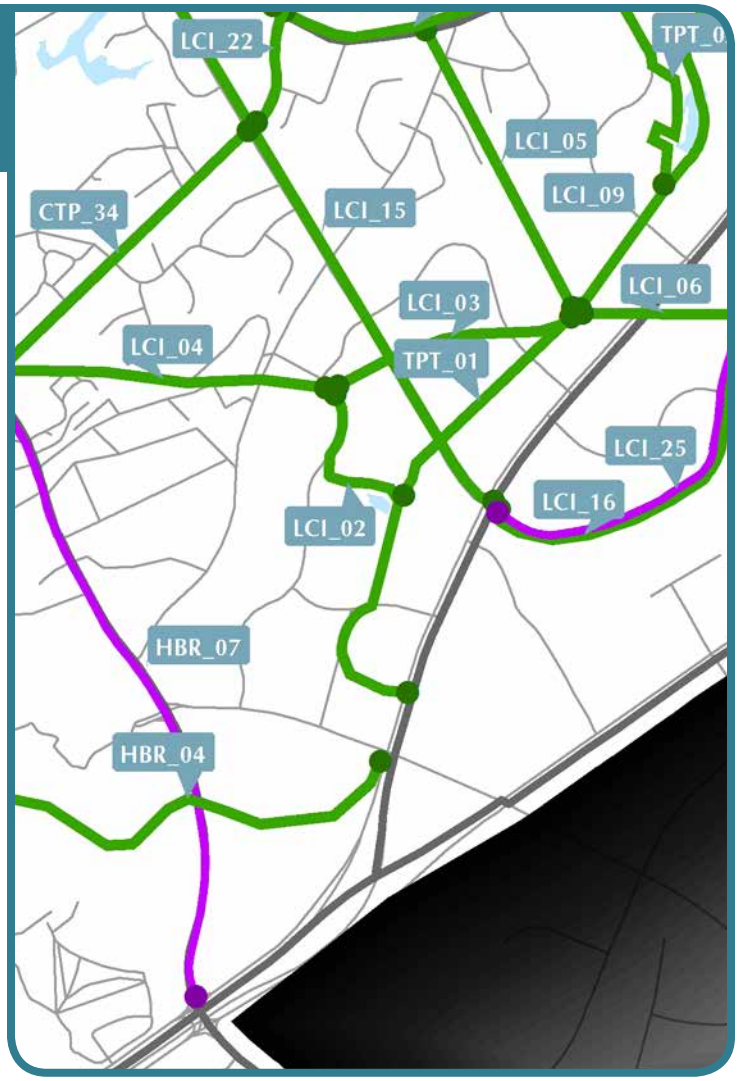
To: SR 141/Peachtree Parkway

Existing Condition: No pedestrian facilities on The Corners Parkway; vacant greenspace

Proposed Condition: Multi-use path on east side of The Corners Parkway and then through greenspace

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	6.50
Feasibility Score (15%)	4.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	5.00
Total Prioritization Score (out of 100)	55.50

Planning Level Cost Estimate

Preliminary Engineering	$43,000
Right of Way	$359,000
Construction	$216,000
Contingency	$65,000
Total Cost	$683,000

LCI_03 — Gas Easement Trail - The Corners Parkway to east of Parkway Lane

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Gas easement

Length (feet): 2,267

From: The Corners Parkway

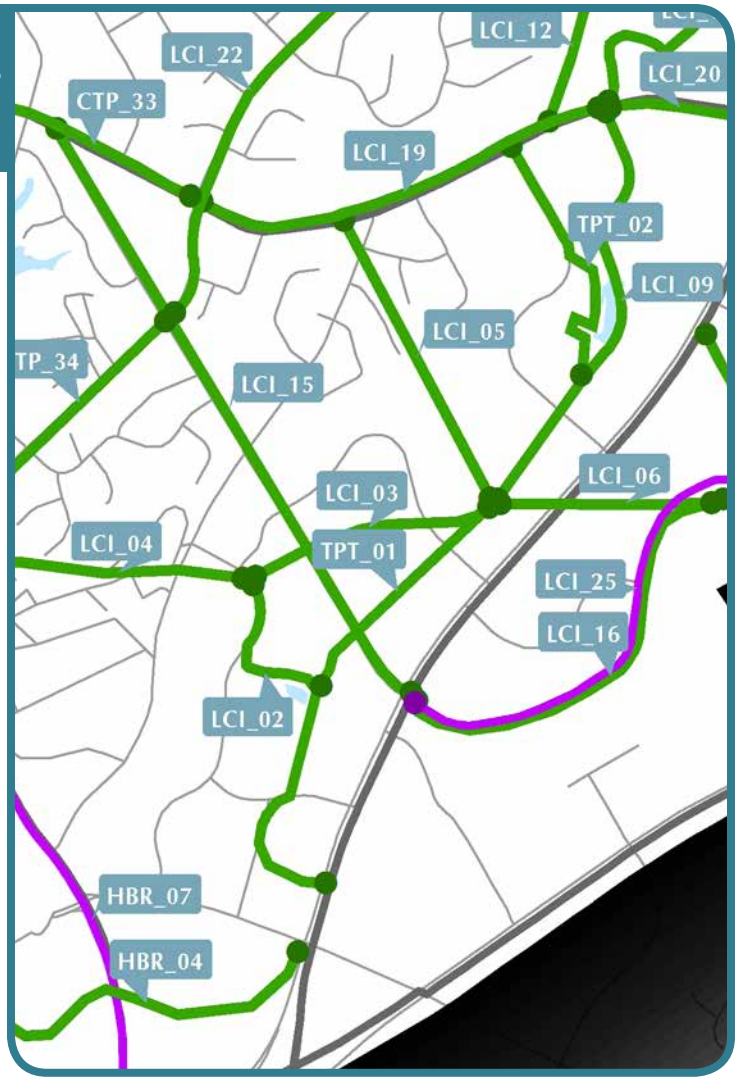
To: Junction of LCI_05, TPT_01, LCI_06, and LCI_09 east of Parkway lane and north of SR 141/Peachtree Parkway

Existing Condition: Gas easement with no pedestrian facilities

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	6.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	3.50
Total Prioritization Score (out of 100)	44.50

Planning Level Cost Estimate

Preliminary Engineering	$26,000
Right of Way	$624,000
Construction	$132,000
Contingency	$39,000
Total Cost	$821,000

LCI_04 Gas Easement Trail - Holcomb Bridge Road to The Corners Parkway

Project Source: LCI Study, Technology Park Multi-Use Trails Study, & HBR Study

Project Category: Multi-Use Trail

Corridor: Gas easement

Length (feet): 2,925

From: Peachtree Corners Circle and SR 140/Holcomb Bridge Road

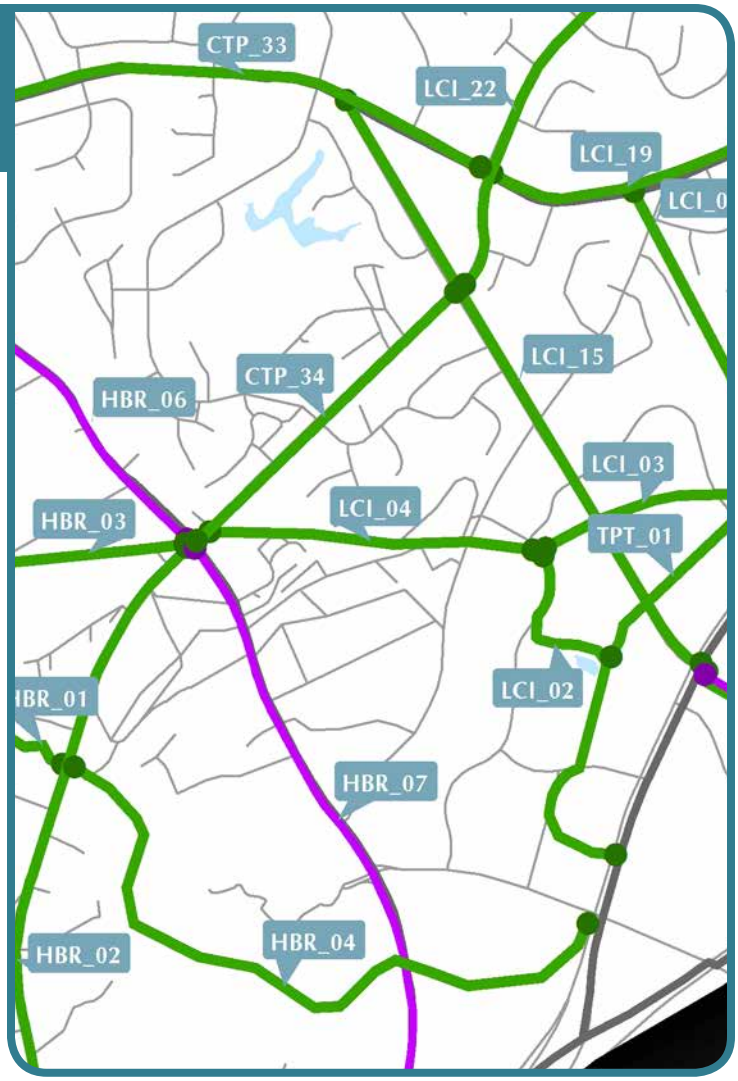
To: The Corners Parkway

Existing Condition: Gas easement with no pedestrian facilities

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.75
Feasibility Score (15%)	4.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	6.00
Total Prioritization Score (out of 100)	51.63

Planning Level Cost Estimate

Preliminary Engineering	$34,000
Right of Way	$806,000
Construction	$170,000
Contingency	$51,000
Total Cost	$1,061,000

LCI_05 — Trail connecting Spalding Drive to gas easement trail north of Peachtree Parkway

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Greenspace roughly parallel to Jay Bird Alley, just east of Centennial Square

Length (feet): 2,833

From: Spalding Drive

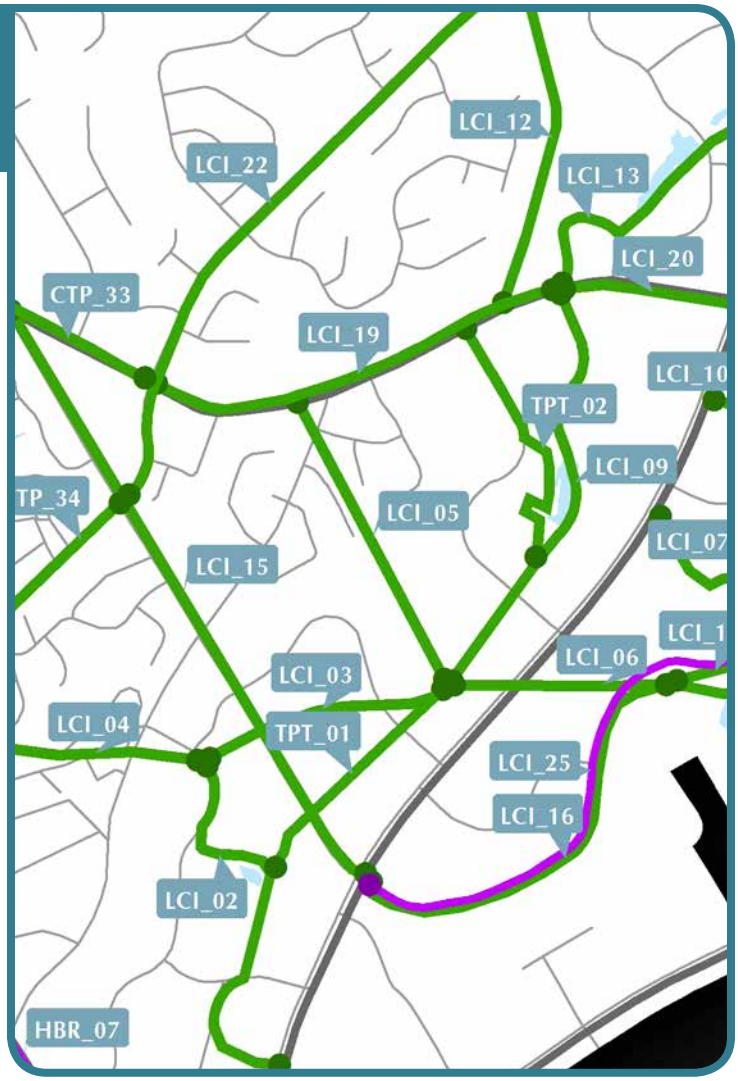
To: Junction of LCI_03, TPT_01, LCI_06, and LCI_09 east of Parkway lane and north of SR 141/Peachtree Parkway

Existing Condition: Vacant

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	3.50
Feasibility Score (15%)	5.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	1.50
Total Prioritization Score (out of 100)	35.25

Planning Level Cost Estimate

Preliminary Engineering	$155,000
Right of Way	$780,000
Construction	$775,000
Contingency	$233,000
Total Cost	$1,943,000

LCI_06 Gas Easement Trail - Peachtree parkway to Medlock Bridge Road

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Gas easement

Length (feet): 6,547

From: Parkway Lane just north of SR 141/Peachtree Parkway

To: Medlock Bridge Road

Existing Condition: Vacant

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:

Prioritization Scores

Technical Score (35%)	3.00
Feasibility Score (15%)	5.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	5.50
Total Prioritization Score (out of 100)	47.25

Planning Level Cost Estimate

Preliminary Engineering	$180,000
Right of Way	$100,000
Construction	$1,395,000
Contingency	$209,000
Total Cost	$1,884,000

LCI_07

Trail from Peachtree Parkway to Peachtree Industrial Boulevard along Technology Parkway South and buffer areas between buildings

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Developer roads and vacant buffer space north of Technology Parkway, then along Technology Parkway South

Length (feet): 4,051

From: SR 141/Peachtree Parkway

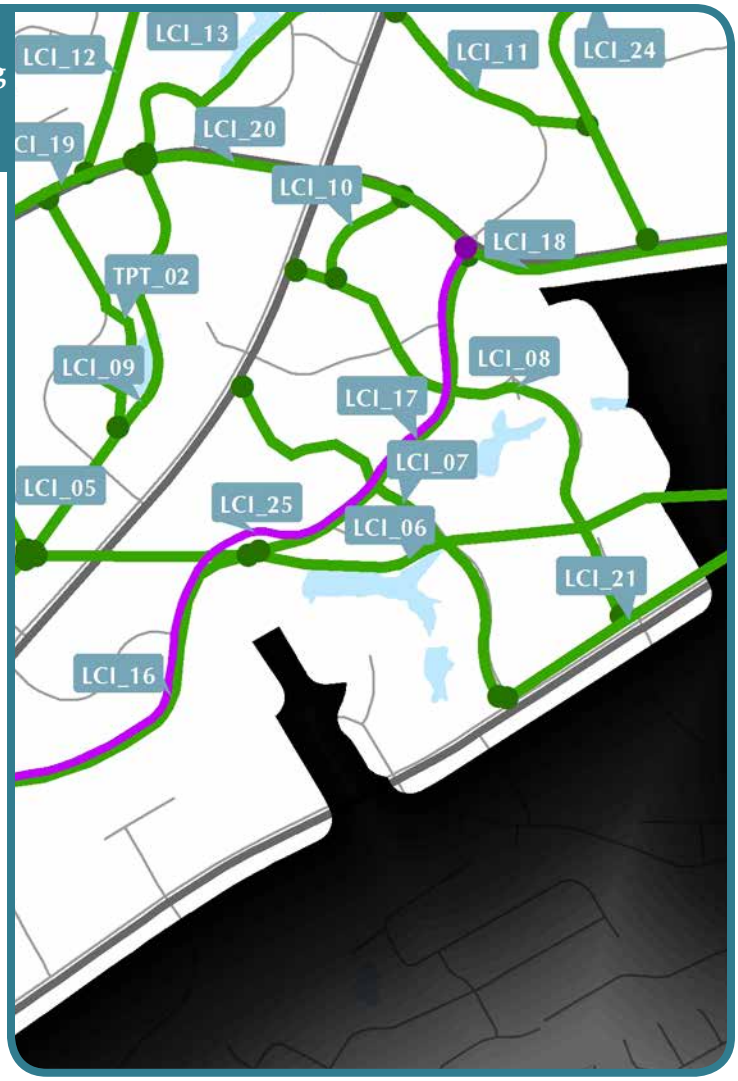
To: Peachtree Industrial Boulevard

Existing Condition: Technology Parkway South has no pedestrian facilities; northern area is vacant

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: "Low Paved Trail Feasibility" in Technology Park Multi-Use Trail Study



Prioritization Scores

Technical Score (35%)	3.25
Feasibility Score (15%)	4.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	2.50
Total Prioritization Score (out of 100)	35.88

Planning Level Cost Estimate

Preliminary Engineering	$47,000
Right of Way	$1,116,000
Construction	$235,000
Contingency	$71,000
Total Cost	$1,469,000

LCI_08

Trail from Peachtree Parkway to Peachtree Industrial Boulevard along Saturn Court, private roadways, and buffer areas between buildings

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Saturn Court, development roadways, and buffer areas between buildings

Length (feet): 4,867

From: SR 141/Peachtree Parkway

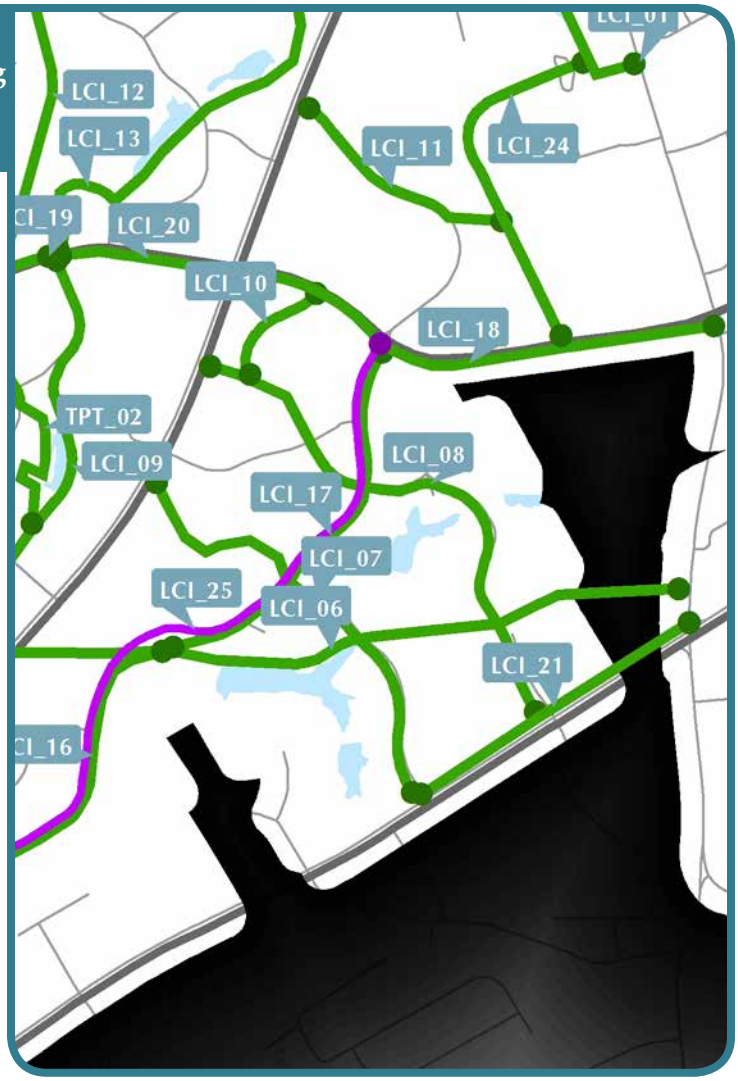
To: Peachtree Industrial Boulevard

Existing Condition: Streets with no pedestrian facilities and vacant space

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	3.75
Feasibility Score (15%)	4.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	3.00
Total Prioritization Score (out of 100)	36.13

Planning Level Cost Estimate

Preliminary Engineering	$56,000
Right of Way	$1,341,000
Construction	$282,000
Contingency	$85,000
Total Cost	$1,764,000

LCI_09

Trail connecting Spalding Drive to gas easement trail north of Peachtree Parkway via waterways and Sun Court

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Creekbed and vacant land

Length (feet): 3,925

From: Peachtree Corners Circle

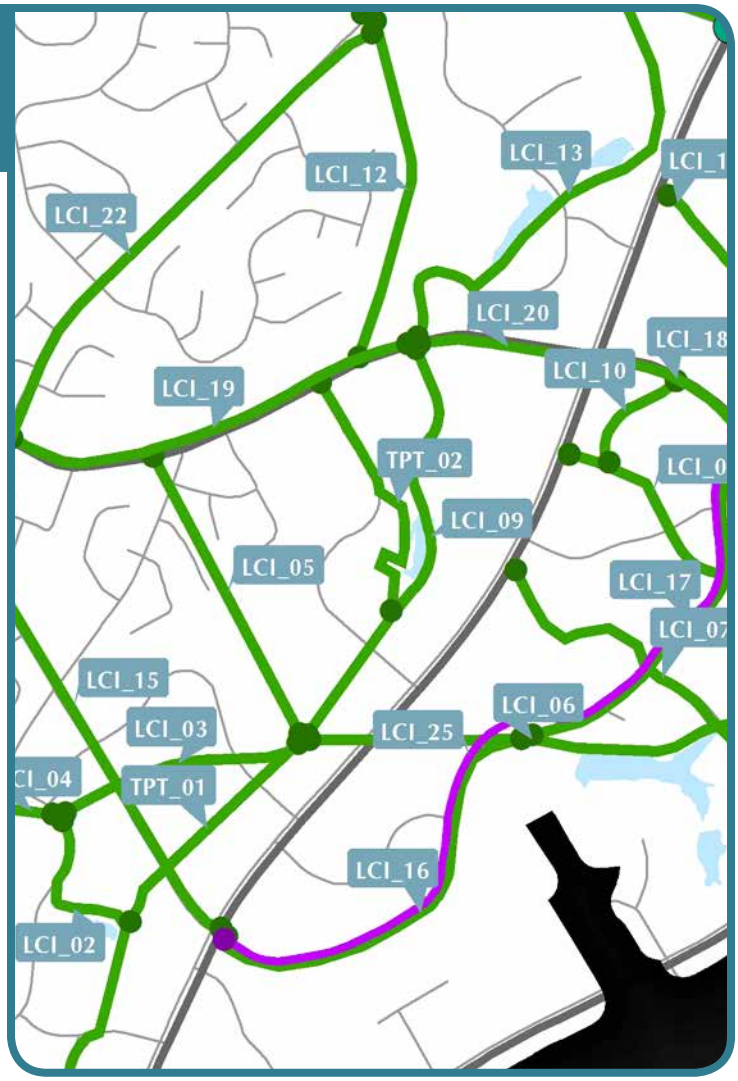
To: Junction of LCI_03, TPT_01, LCI_06, and LCI_05 east of Parkway lane and north of SR 141/Peachtree Parkway

Existing Condition: Adjacent to some buildings, vacant

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.75
Feasibility Score (15%)	4.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	2.50
Total Prioritization Score (out of 100)	41.13

Planning Level Cost Estimate

Preliminary Engineering	$46,000
Right of Way	$1,081,000
Construction	$228,000
Contingency	$68,000
Total Cost	$1,423,000

LCI_10

Connecting trail between Spalding Drive and LCI_08

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Undeveloped space east of SR 141/Peachtree Parkway

Length (feet): 1,136

From: Peachtree Corners Circle

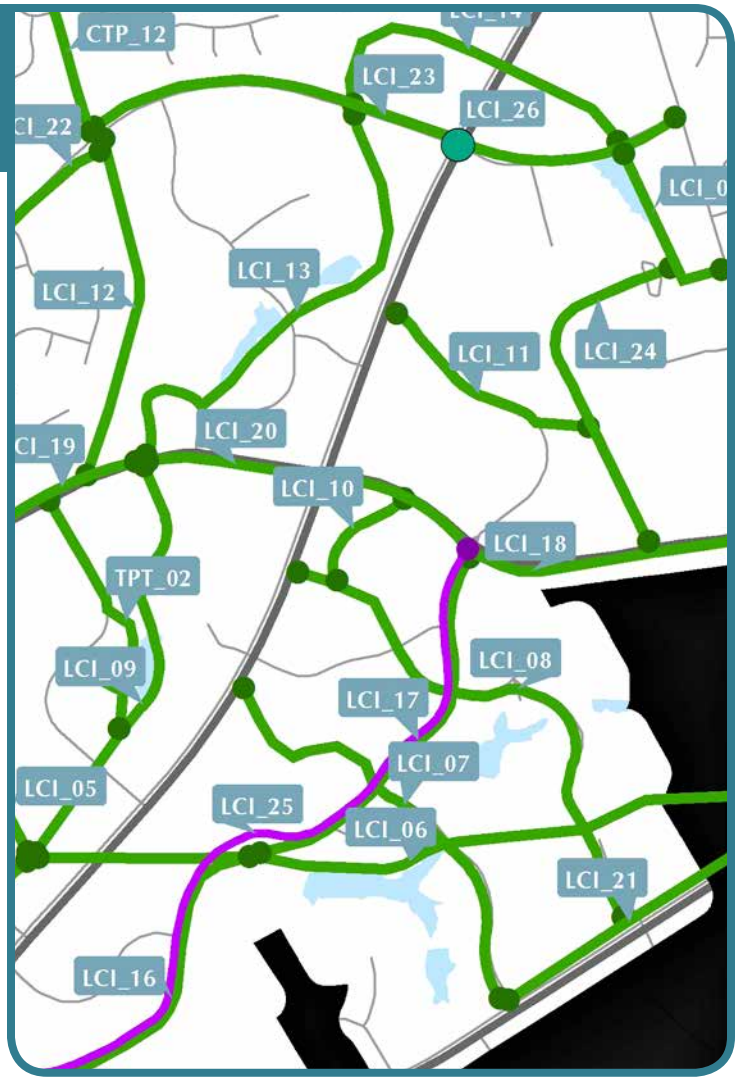
To: LCI_08

Existing Condition: Undeveloped space

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	5.00
Feasibility Score (15%)	6.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	3.00
Total Prioritization Score (out of 100)	43.50

Planning Level Cost Estimate

Preliminary Engineering	$13,000
Right of Way	$313,000
Construction	$66,000
Contingency	$20,000
Total Cost	$412,000

LCI_11 Wesleyan Campus Trail

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Technology Parkway and short section of creekbed

Length (feet): 2,140

From: SR 141/Peachtree Parkway

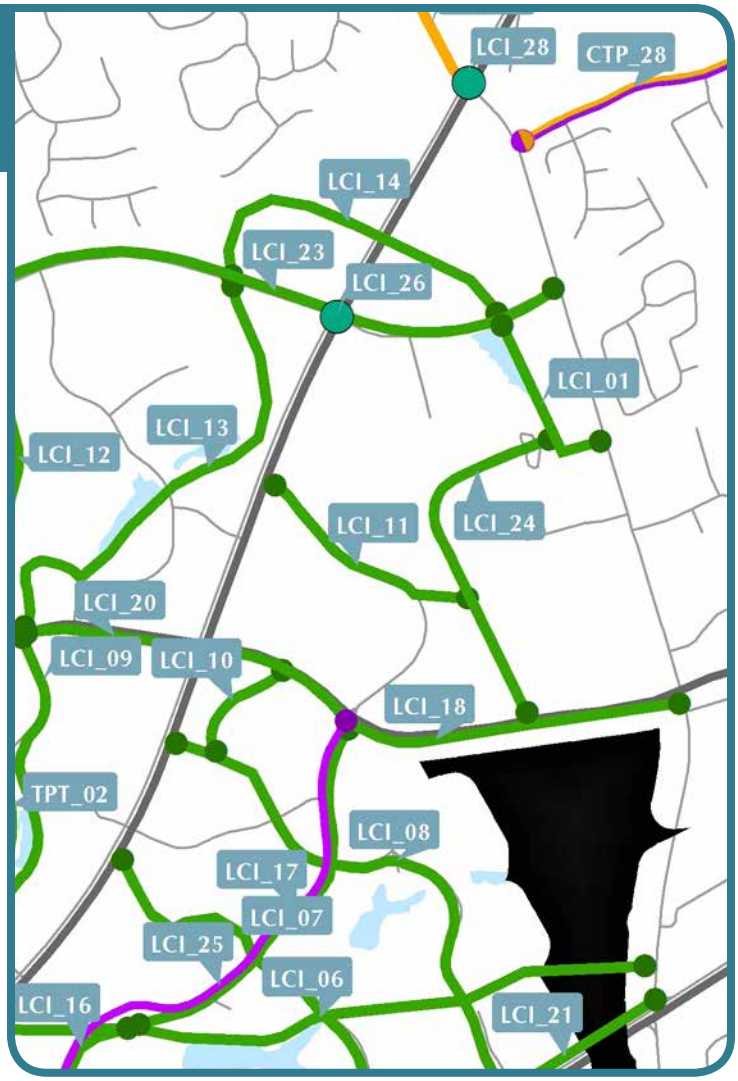
To: Spalding Terrace

Existing Condition: Technology Parkway has consistent sidewalk on north, partial sidewalk on south

Proposed Condition: Multi-use trail on north side of Technology Parkway and along creekbed to Spalding Terrace

Implementation Phase: Short Term (2017-2021)

Additional Notes: "Low Paved Trail Feasibility" in Technology Park Multi-Use Trail Study



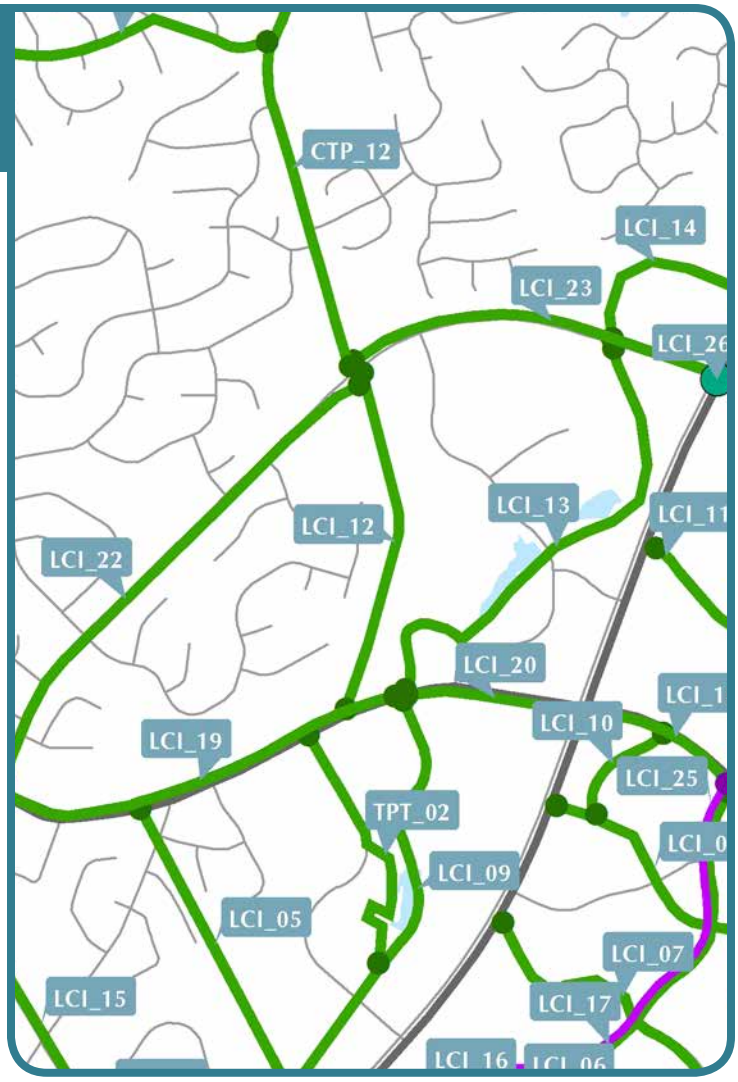
Prioritization Scores

Technical Score (35%)	4.50
Feasibility Score (15%)	7.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	2.00
Total Prioritization Score (out of 100)	41.00

Planning Level Cost Estimate

Preliminary Engineering	$25,000
Right of Way	$590,000
Construction	$124,000
Contingency	$37,000
Total Cost	$776,000

LCI_12 West Jones Bridge extension trail



Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Undeveloped buffer extending from West Jones Bridge Road between Peachtree Corners Circle and Spalding Drive

Length (feet): 3,129

From: Peachtree Corners Circle

To: Spalding Drive

Existing Condition: Undeveloped space

Proposed Condition: Multi-use trail either along undeveloped space, or as part of West Jones Bridge Road extension (CTP_10)

Implementation Phase: Long Term (2032-2040+)

Additional Notes: Could be built along with roadway in CTP_10, or could be replaced by complete streets elements in CTP_10. As drawn, this trail would conflict with the master plan of the Cornerstone Christian Academy; alignment could be changed to the CTP_10 alignment

Prioritization Scores

Technical Score (35%)	6.00
Feasibility Score (15%)	2.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	1.50
Total Prioritization Score (out of 100)	40.25

Planning Level Cost Estimate

Preliminary Engineering	$162,000
Right of Way	$862,000
Construction	$812,000
Contingency	$244,000
Total Cost	$2,080,000

LCI_13 — Trail along buffer space and local waterways connecting Spalding Drive near Post Office with Forum

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Undeveloped lane near water features, Data Drive, and some development roadways

Length (feet): 4,526

From: Peachtree Corners Circle

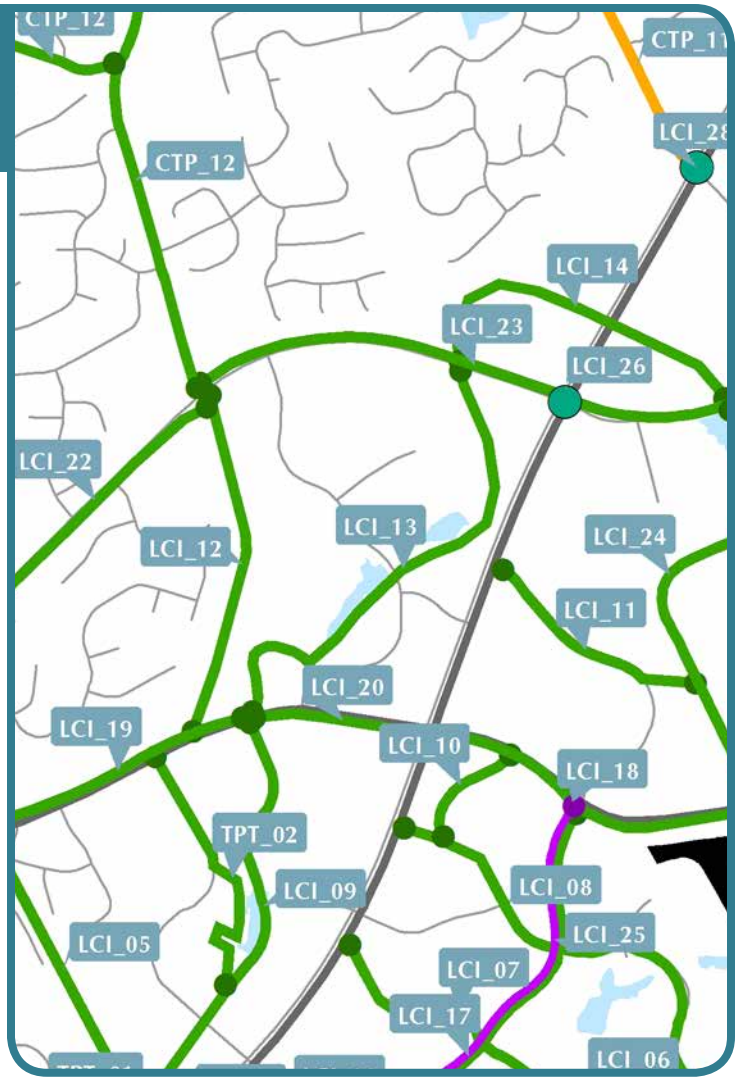
To: Spalding Drive

Existing Condition: Data Drive has no pedestrian facilities; other parts of corridor are creekbeds, edges of ponds, and other undeveloped spaces

Proposed Condition: Multi-use trail

Implementation Phase: Long Term (2032-2040+)

Additional Notes: "Low Paved Trail Feasibility" in Technology Park Multi-Use Trail Study



Prioritization Scores

Technical Score (35%)	6.00
Feasibility Score (15%)	3.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	6.00
Total Prioritization Score (out of 100)	55.25

Planning Level Cost Estimate

Preliminary Engineering	$53,000
Right of Way	$1,247,000
Construction	$263,000
Contingency	$79,000
Total Cost	$1,642,000

LCI_14 Multi-Use Trail near the Forum and Town Center, including a grade-separated crossing of Peachtree Parkway

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Areas within Forum and Town Center developments

Length (feet): 3,205

From: Peachtree Corners Circle

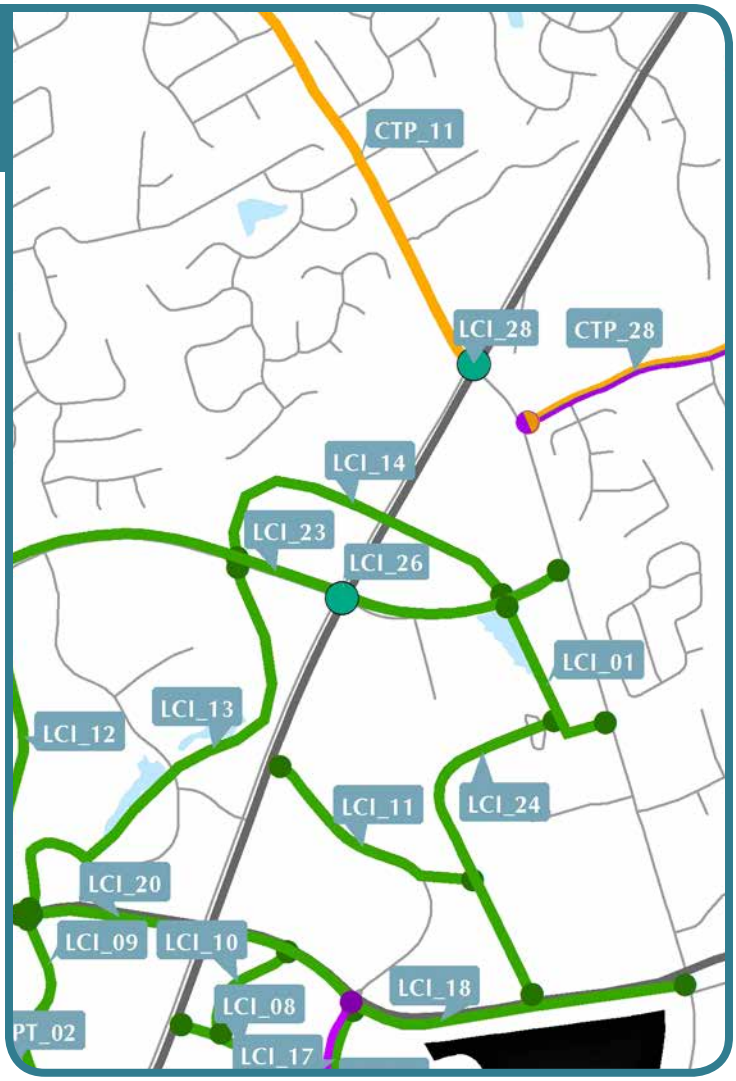
To: Peachtree Corners Circle

Existing Condition: Various walkways within the developments

Proposed Condition: Multi-use trail, included a grade-separated crossing of Peachtree Parkway

Implementation Phase: Short Term (2017-2021)

Additional Notes: Exact alignment may change; position on map should be considered an illustrative idea of where the connection could exist



Prioritization Scores

Technical Score (35%)	5.50
Feasibility Score (15%)	5.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	9.00
Public Support Score (30%)	6.00
Total Prioritization Score (out of 100)	57.50

Planning Level Cost Estimate

Preliminary Engineering	$712,000
Right of Way	$100,000
Construction	$4,413,000
Contingency	$1,324,000
Total Cost	$6,549,000

LCI_15 | Jay Bird Alley multi-use trail

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Jay Bird Alley

Length (feet): 5,914

From: Spalding Drive

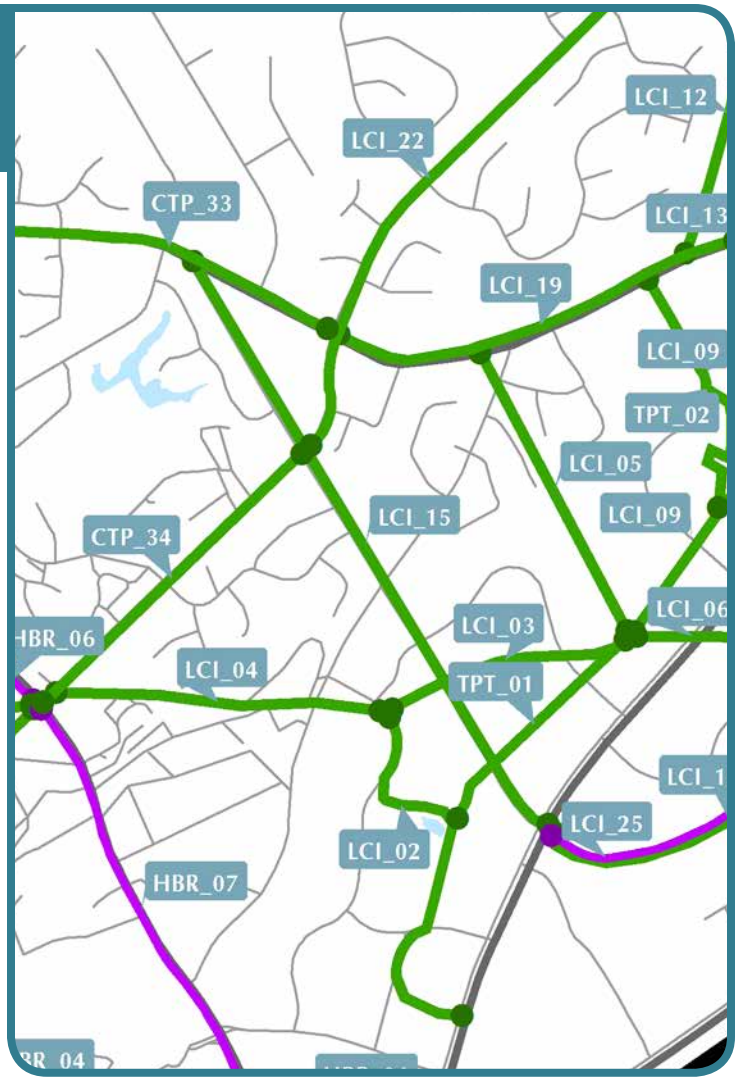
To: SR 141/Peachtree Parkway

Existing Condition: Inconsistent sidewalk on both sides of roadway

Proposed Condition: Multi-use trail on east side of roadway

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: Portion south of LCI_003/LCI_004 deemed "Low Paved Trail Feasibility" in Technology Park Multi-Use Trail Study



Prioritization Scores

Technical Score (35%)	3.25
Feasibility Score (15%)	7.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	6.00
Public Support Score (30%)	2.50
Total Prioritization Score (out of 100)	41.13

Planning Level Cost Estimate

Preliminary Engineering	$69,000
Right of Way	$543,000
Construction	$343,000
Contingency	$103,000
Total Cost	$1,058,000

LCI_16 Technology Parkway multi-use trail west

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Technology Parkway

Length (feet): 3,921

From: SR 141/Peachtree Parkway

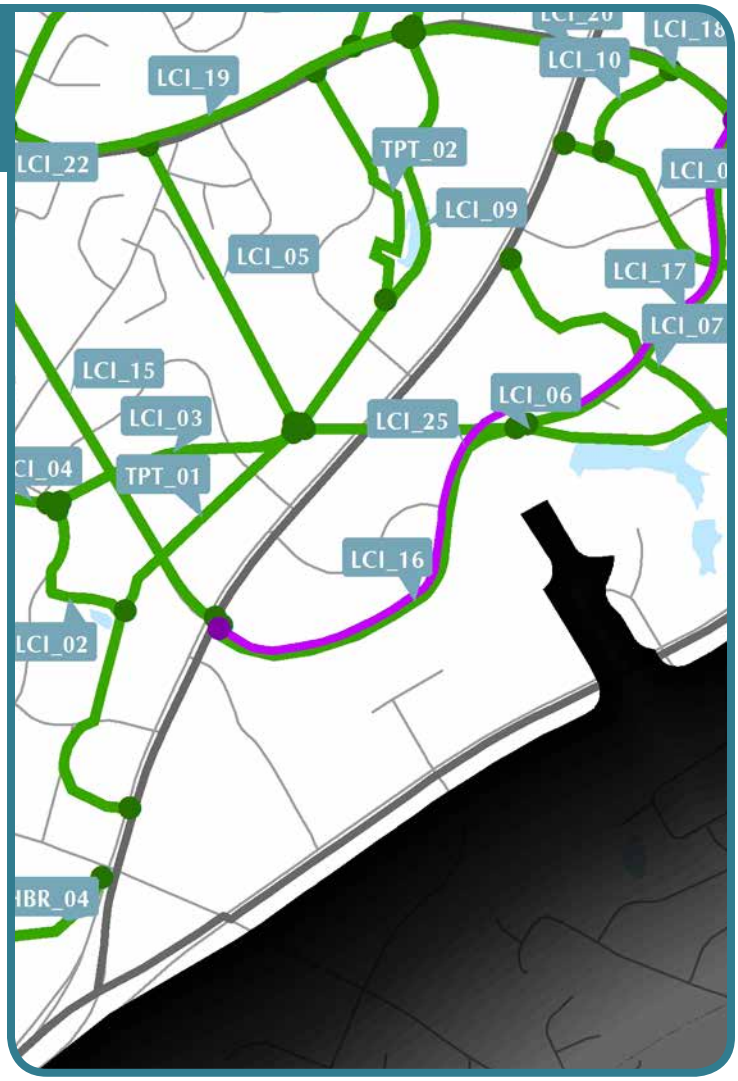
To: Intersection with gas easement

Existing Condition: Inconsistent sidewalk on both sides of roadway

Proposed Condition: Multi-use trail on south side of roadway

Implementation Phase: Short Term (2017-2021)

Additional Notes: "Low Paved Trail Feasibility" in Technology Park Multi-Use Trail Study



Prioritization Scores

Technical Score (35%)	2.50
Feasibility Score (15%)	6.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	2.00
Total Prioritization Score (out of 100)	34.50

Planning Level Cost Estimate

Preliminary Engineering	$46,000
Right of Way	$540,000
Construction	$228,000
Contingency	$68,000
Total Cost	$882,000

LCI_17 — Technology Parkway multi-use trail east

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Technology Parkway

Length (feet): 3,572

From: Intersection with gas easement

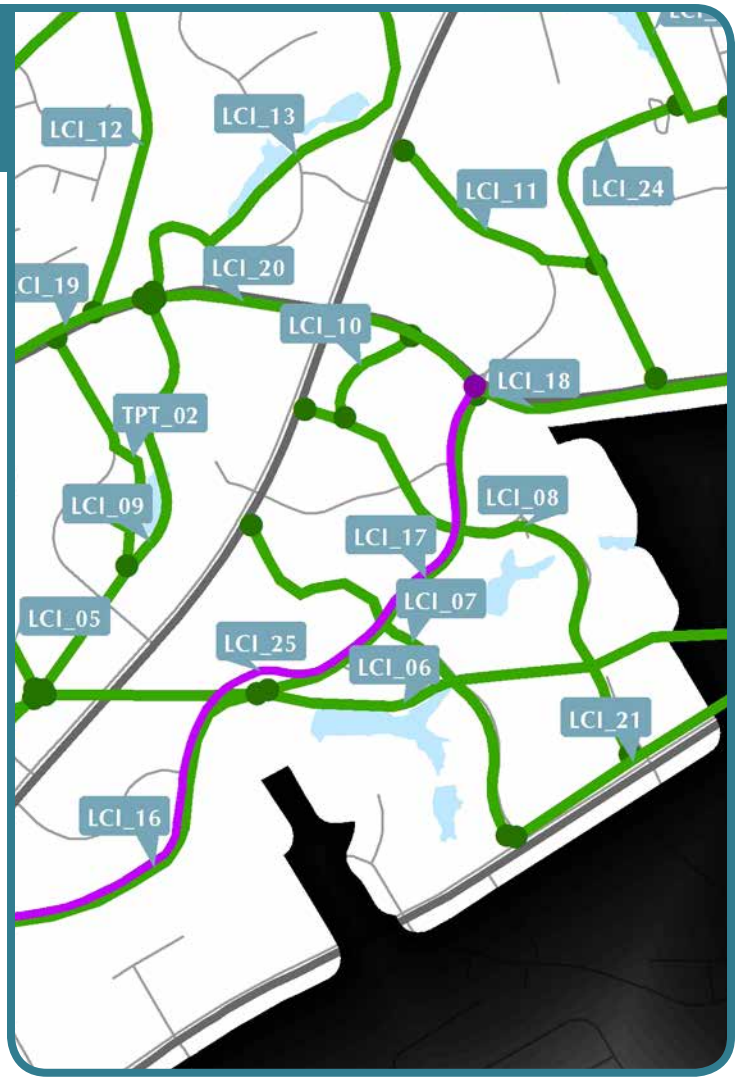
To: Spalding Drive

Existing Condition: No sidewalk on south side of roadway, inconsistent sidewalk on north side of roadway

Proposed Condition: Multi-use trail on south side of roadway

Implementation Phase: Short Term (2017-2021)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.50
Feasibility Score (15%)	6.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	2.00
Total Prioritization Score (out of 100)	41.50

Planning Level Cost Estimate

Preliminary Engineering	$41,000
Right of Way	$492,000
Construction	$207,000
Contingency	$62,000
Total Cost	$802,000

LCI_18 Spalding Drive Trail East

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Spalding Drive

Length (feet): 4,396

From: SR 141/Peachtree Parkway

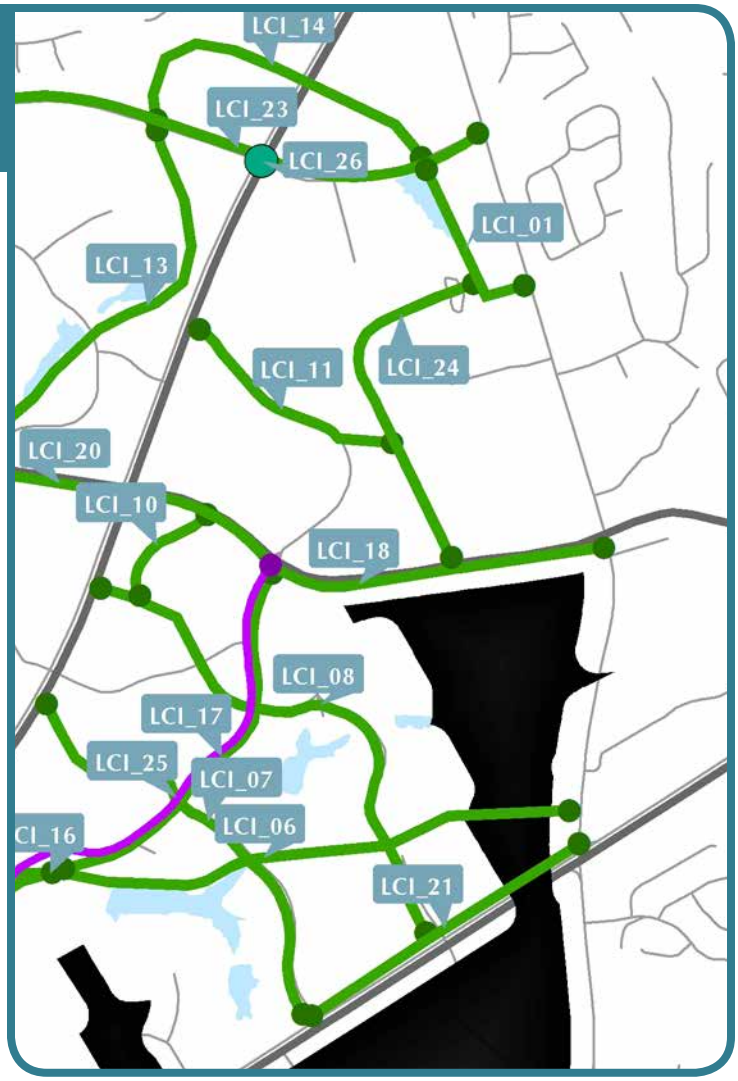
To: Medlock Bridge Road

Existing Condition: Consistent sidewalk on both sides of roadway

Proposed Condition: Multi-use trail on south side of roadway

Implementation Phase: Long Term (2032-2040+)

Additional Notes:



Prioritization Scores

Technical Score (35%)	5.00
Feasibility Score (15%)	3.00
Project Type Score (10%)	5.00
CTP Goals Score (10%)	6.00
Public Support Score (30%)	6.50
Total Prioritization Score (out of 100)	52.50

Planning Level Cost Estimate

Preliminary Engineering	$51,000
Right of Way	$1,211,000
Construction	$255,000
Contingency	$77,000
Total Cost	$1,594,000

LCI_19 | Spalding Drive Trail Center

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Spalding Drive

Length (feet): 3,797

From: Peachtree Corners Circle

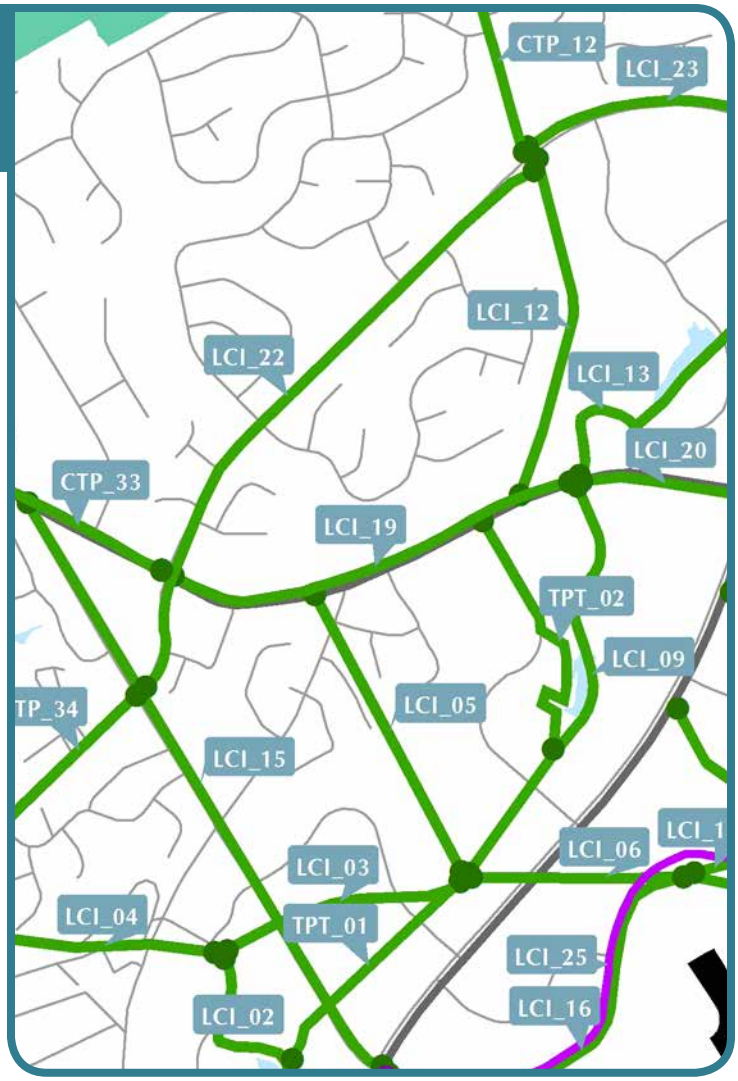
To: Data Drive

Existing Condition: Consistent sidewalk on north side of roadway, inconsistent sidewalk on south side of roadway

Proposed Condition: Multi-use trail on north side of roadway

Implementation Phase: Long Term (2032-2040+)

Additional Notes:



Prioritization Scores

Technical Score (35%)	5.25
Feasibility Score (15%)	3.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	5.00
Total Prioritization Score (out of 100)	48.63

Planning Level Cost Estimate

Preliminary Engineering	$44,000
Right of Way	$131,000
Construction	$220,000
Contingency	$66,000
Total Cost	$461,000

LCI_20 Spalding Drive Trail from east of Engineering Drive to Peachtree Parkway

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Spalding Drive

Length (feet): 1,647

From: Data Drive

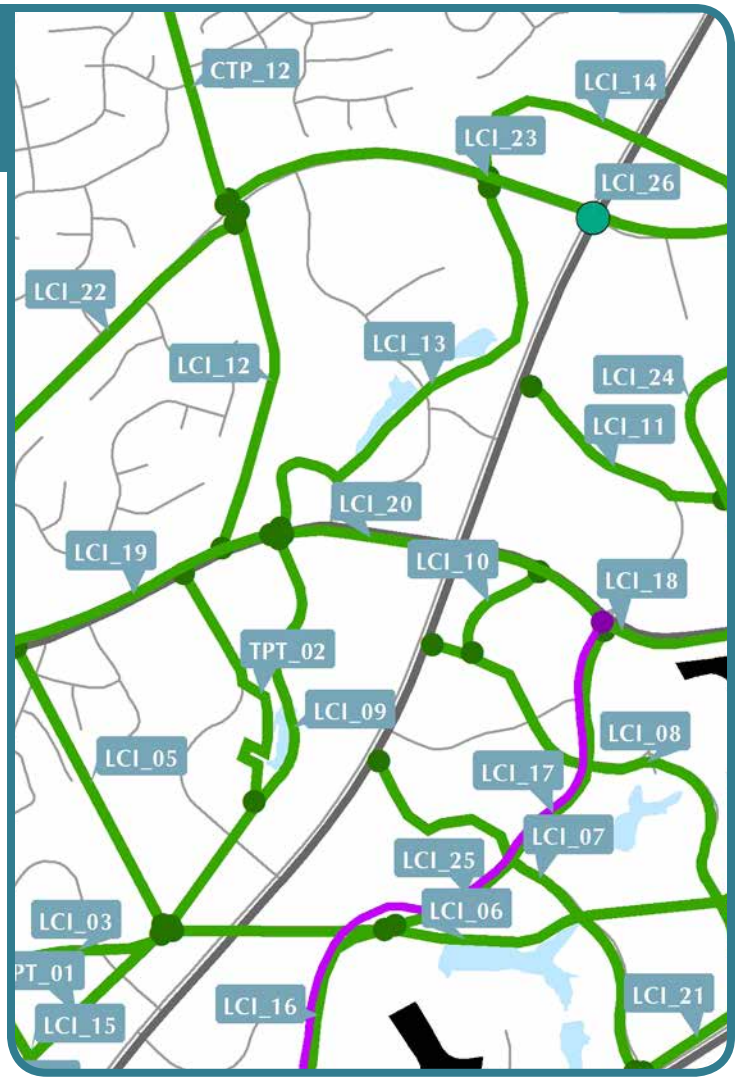
To: SR 141/Peachtree Parkway

Existing Condition: Consistent sidewalk on both sides of roadway

Proposed Condition: Multi-use trail on south side of roadway

Implementation Phase: Long Term (2032-2040+)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.50
Feasibility Score (15%)	3.50
Project Type Score (10%)	5.00
CTP Goals Score (10%)	6.00
Public Support Score (30%)	3.50
Total Prioritization Score (out of 100)	42.50

Planning Level Cost Estimate

Preliminary Engineering	$19,000
Right of Way	$227,000
Construction	$96,000
Contingency	$29,000
Total Cost	$371,000

LCI_21 — Trail along Peachtree Industrial Boulevard from Technology Parkway South to Medlock Bridge Road

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Peachtree Industrial Boulevard

Length (feet): 2,860

From: Technology Parkway South

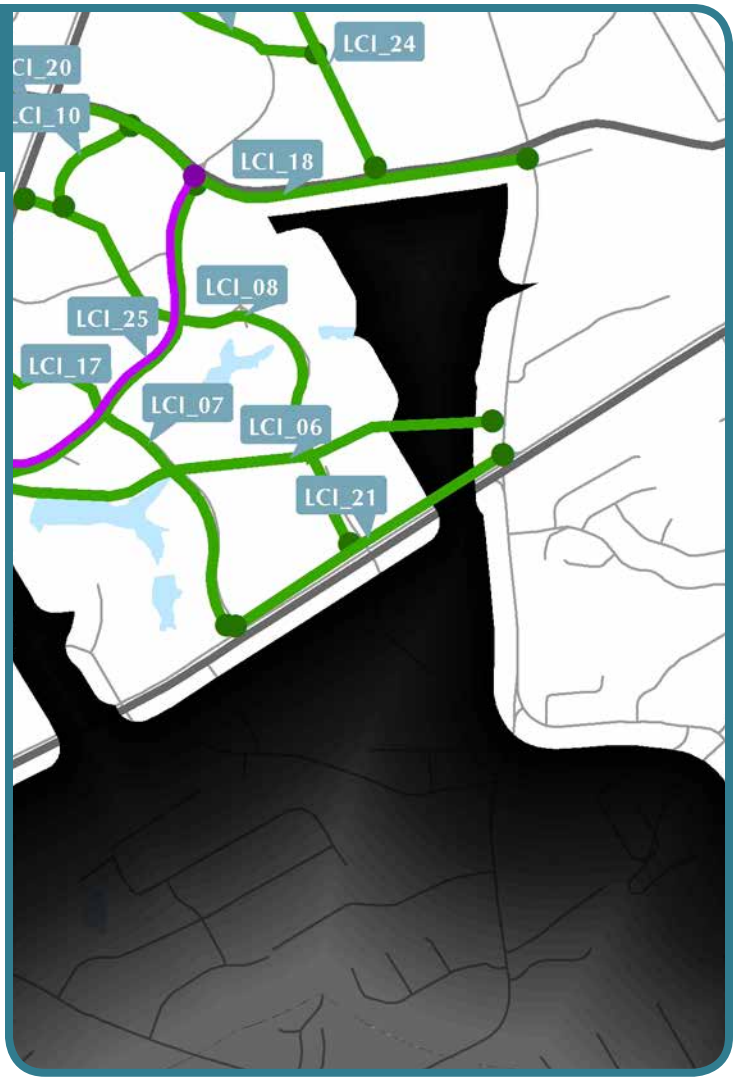
To: Medlock Bridge Road

Existing Condition: Inconsistent sidewalk on north side of roadway, no sidewalk on south side of roadway

Proposed Condition: Multi-use trail on north side of roadway

Implementation Phase: Short Term (2017-2021)

Additional Notes: "Low Paved Trail Feasibility" in Technology Park Multi-Use Trail Study



Prioritization Scores

Technical Score (35%)	5.25
Feasibility Score (15%)	8.00
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	4.50
Total Prioritization Score (out of 100)	53.88

Planning Level Cost Estimate

Preliminary Engineering	$33,000
Right of Way	$0
Construction	$166,000
Contingency	$50,000
Total Cost	$249,000

LCI_22

Multi-use trail along Peachtree Corners Circle from Jay Bird Alley to West Jones Bridge Road

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Peachtree Corners Circle

Length (feet): 5,919

From: West Jones Bridge Road

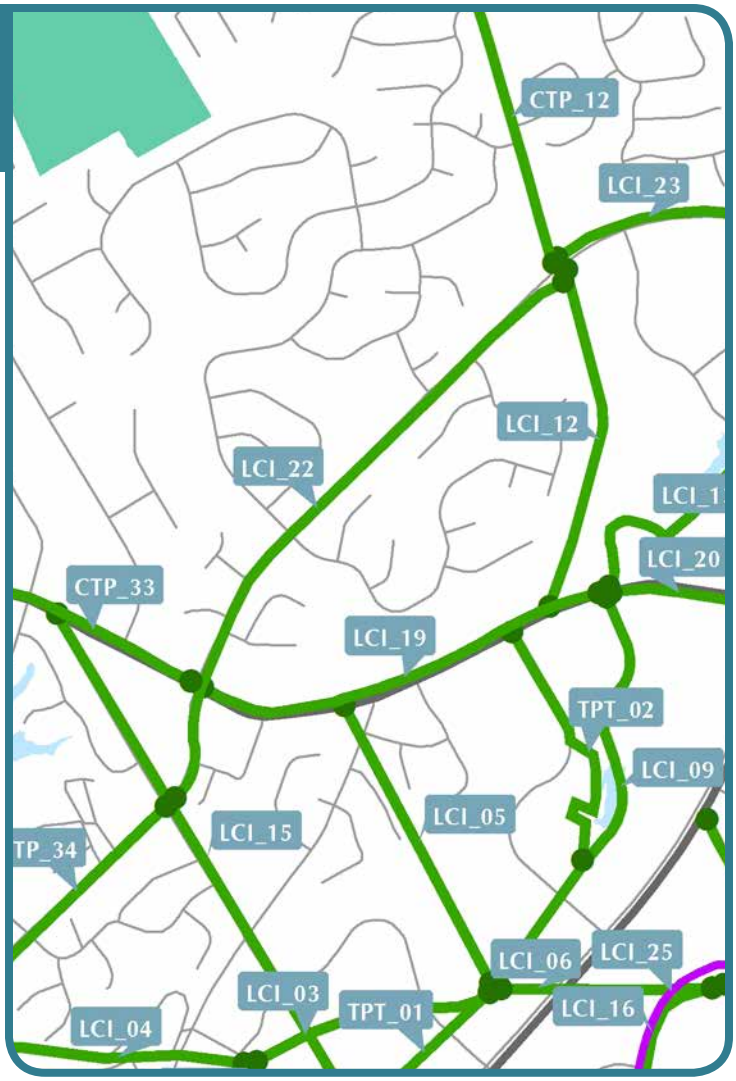
To: Jay Bird Alley

Existing Condition: Consistent sidewalk on both sides of roadway

Proposed Condition: Multi-use trail along south side of roadway

Implementation Phase: Short Term (2017-2021)

Additional Notes: LCI suggested alignment on north side of road from Allen Hurst Drive to East Jones Bridge Road; TPMUTS considered that low feasibility, but offered an alignment on south side of road



Prioritization Scores

Technical Score (35%)	4.75
Feasibility Score (15%)	7.00
Project Type Score (10%)	5.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	5.00
Total Prioritization Score (out of 100)	52.13

Planning Level Cost Estimate

Preliminary Engineering	$69,000
Right of Way	$340,000
Construction	$344,000
Contingency	$103,000
Total Cost	$856,000

LCI_23 — Multi-use trail along north side of Peachtree Corners Circle from West Jones Bridge Road to Medlock Bridge Road

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Peachtree Corners Circle

Length (feet): 5,426

From: West Jones Bridge Road

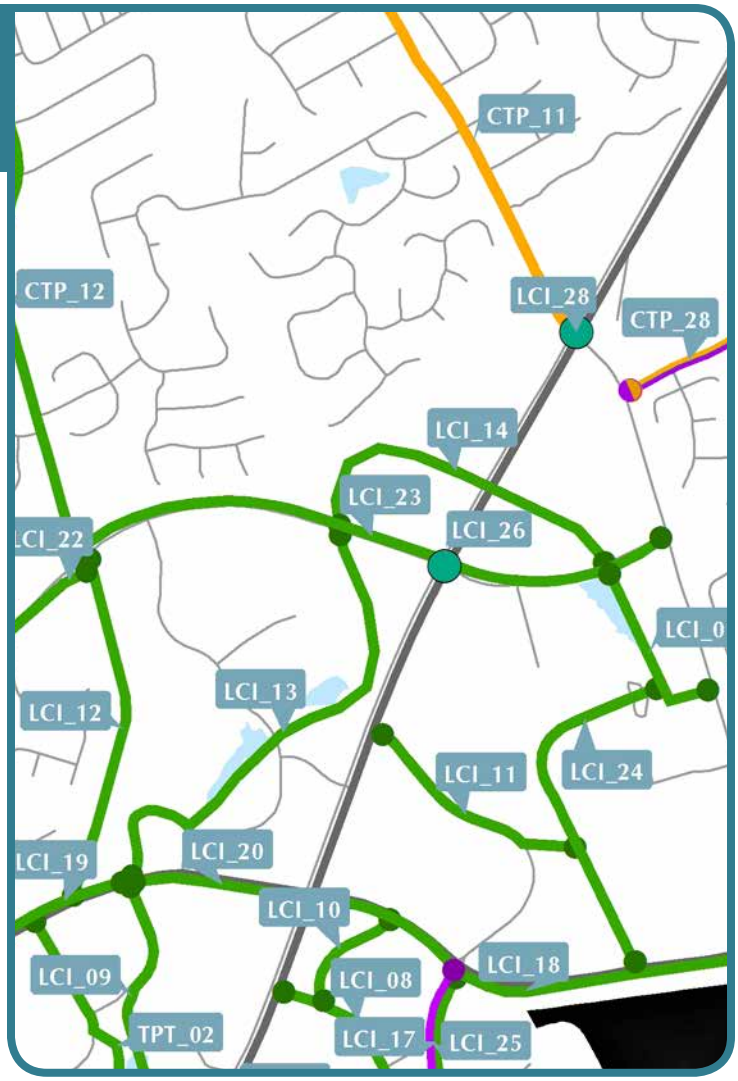
To: Medlock Bridge Road

Existing Condition: Consistent sidewalk on both sides of roadway west of SR 141/Peachtree Parkway, inconsistent sidewalk on both sides of roadway east of SR 141/Peachtree Parkway

Proposed Condition: Multi-use trail along north side of roadway

Implementation Phase: Short Term (2017-2021)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.75
Feasibility Score (15%)	4.00
Project Type Score (10%)	5.00
CTP Goals Score (10%)	6.00
Public Support Score (30%)	6.00
Total Prioritization Score (out of 100)	51.63

Planning Level Cost Estimate

Preliminary Engineering	$130,000
Right of Way	$299,000
Construction	$650,000
Contingency	$195,000
Total Cost	$1,274,000

LCI_24 Spalding Terrace Trail

Project Source: LCI Study & Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Spalding Terrace; continuing to connect with LCI_01

Length (feet): 3,281

From: Spalding Drive

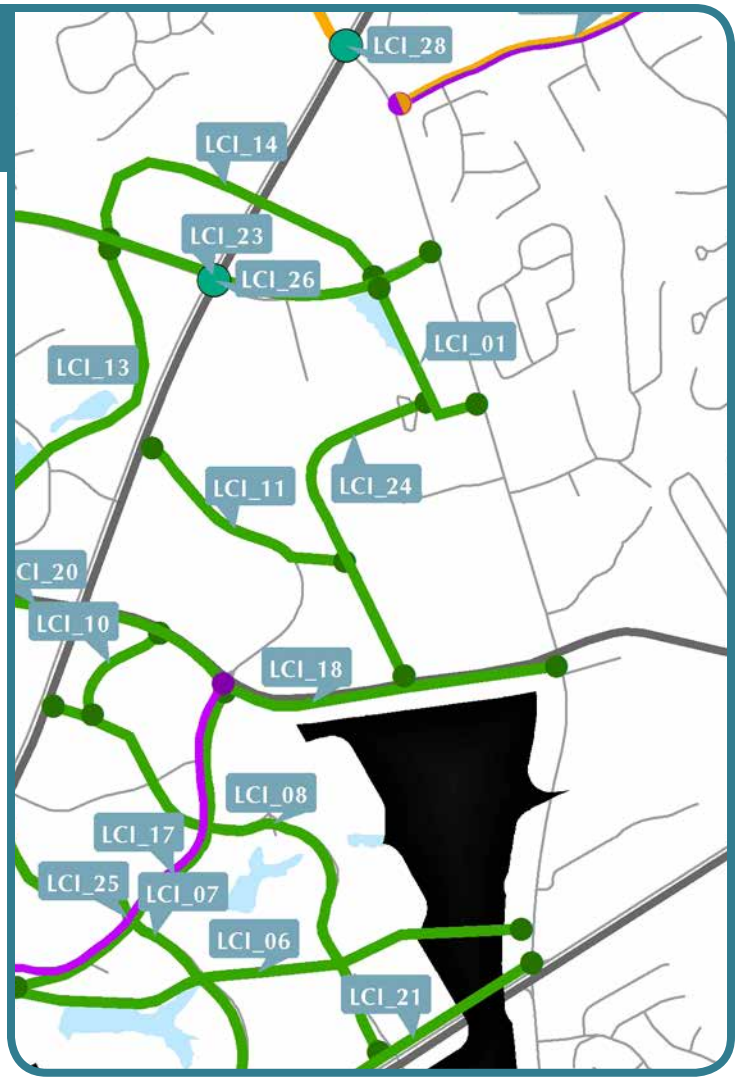
To: LCI_01

Existing Condition: No pedestrian facilities on roadway or in space between roadway and LCI_01

Proposed Condition: Multi-use trail along one side of roadway connecting to LCI_01

Implementation Phase: Short Term (2017-2021)

Additional Notes: "Low Paved Trail Feasibility" in Technology Park Multi-Use Trail Study



Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	8.00
Project Type Score (10%)	3.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	1.50
Total Prioritization Score (out of 100)	38.50

Planning Level Cost Estimate

Preliminary Engineering	$38,000
Right of Way	$226,000
Construction	$190,000
Contingency	$57,000
Total Cost	$511,000

LCI_25 Technology Parkway "Innovation District" Streetscape

Project Source: LCI Study

Project Category: Pedestrian Improvement

Corridor: Technology Parkway

Length (feet): 7,511

From: Spalding Drive

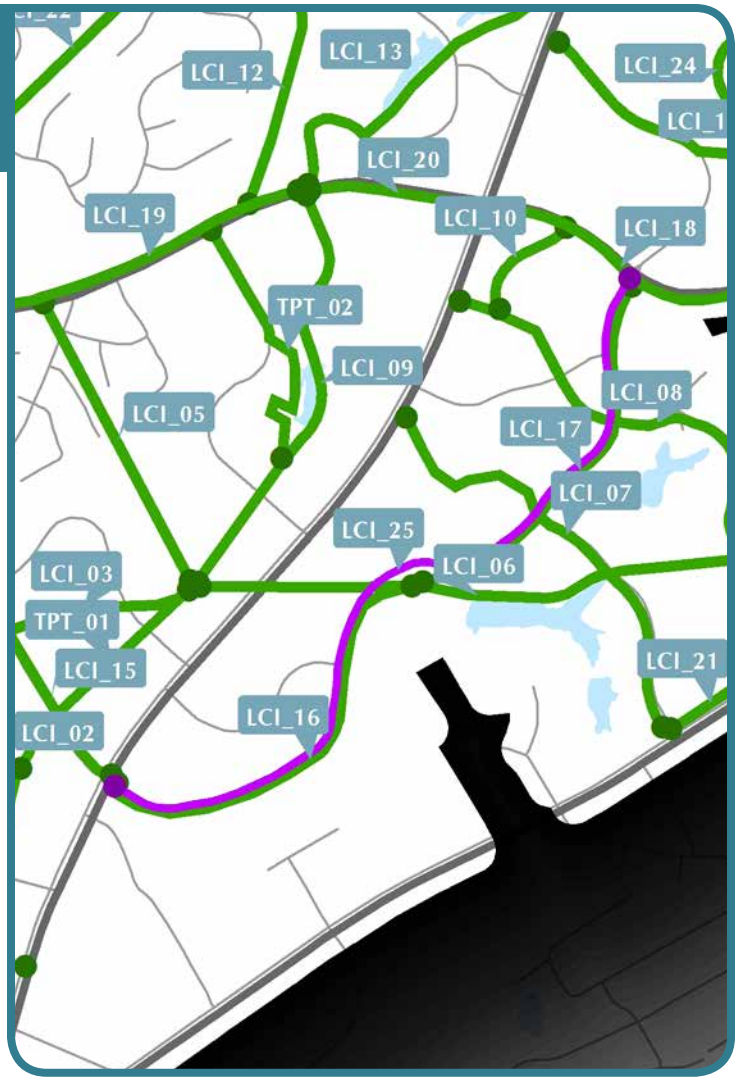
To: SR 141/Peachtree Parkway

Existing Condition: Inconsistent sidewalk on both sides of roadway

Proposed Condition: Consistent sidewalks on both sides of roadway, planted medians, mid-block pedestrian crossings, bike signage

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	3.75
Feasibility Score (15%)	7.00
Project Type Score (10%)	5.00
CTP Goals Score (10%)	6.00
Public Support Score (30%)	5.00
Total Prioritization Score (out of 100)	49.63

Planning Level Cost Estimate

Preliminary Engineering	$240,000
Right of Way	$60,000
Construction	$1,600,000
Contingency	$480,000
Total Cost	$2,380,000

LCI_26 Peachtree Parkway at Peachtree Corners Circle Signal Retiming and Pedestrian Refuge

Project Source: LCI Study

Project Category: Pedestrian Improvement

Corridor: Intersection

Length (feet): N/A

From: SR 141/Peachtree Parkway

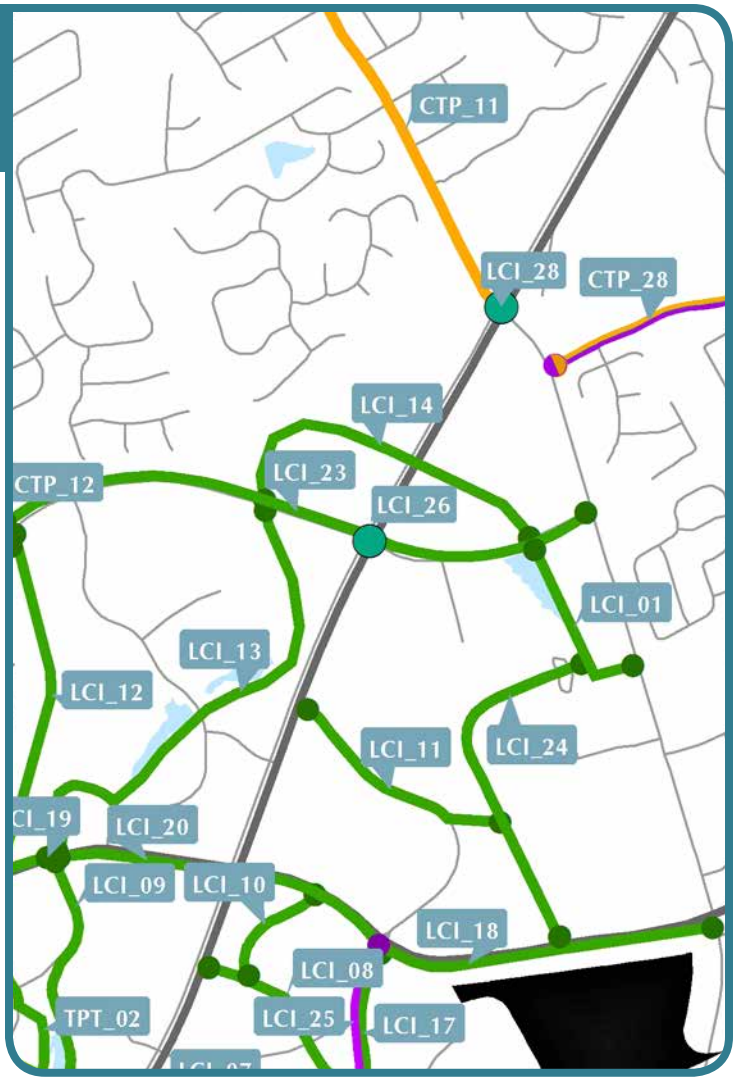
To: Peachtree Corners Circle

Existing Condition: Signalized intersection

Proposed Condition: Pedestrian crossing refuge(s), raised right turn islands, signal retimed for adequate pedestrian crossing timing

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	7.00
Feasibility Score (15%)	7.50
Project Type Score (10%)	0.00
CTP Goals Score (10%)	6.00
Public Support Score (30%)	3.00
Total Prioritization Score (out of 100)	50.75

Planning Level Cost Estimate

Preliminary Engineering	$25,000
Right of Way	$0
Construction	$75,000
Contingency	$23,000
Total Cost	$123,000

LCI_27 | Align Forum/Ingles Driveways

Project Source: LCI Study

Project Category: Intersection Safety Improvement

Corridor: Intersection

Length (feet): N/A

From: Peachtree Corners Circle

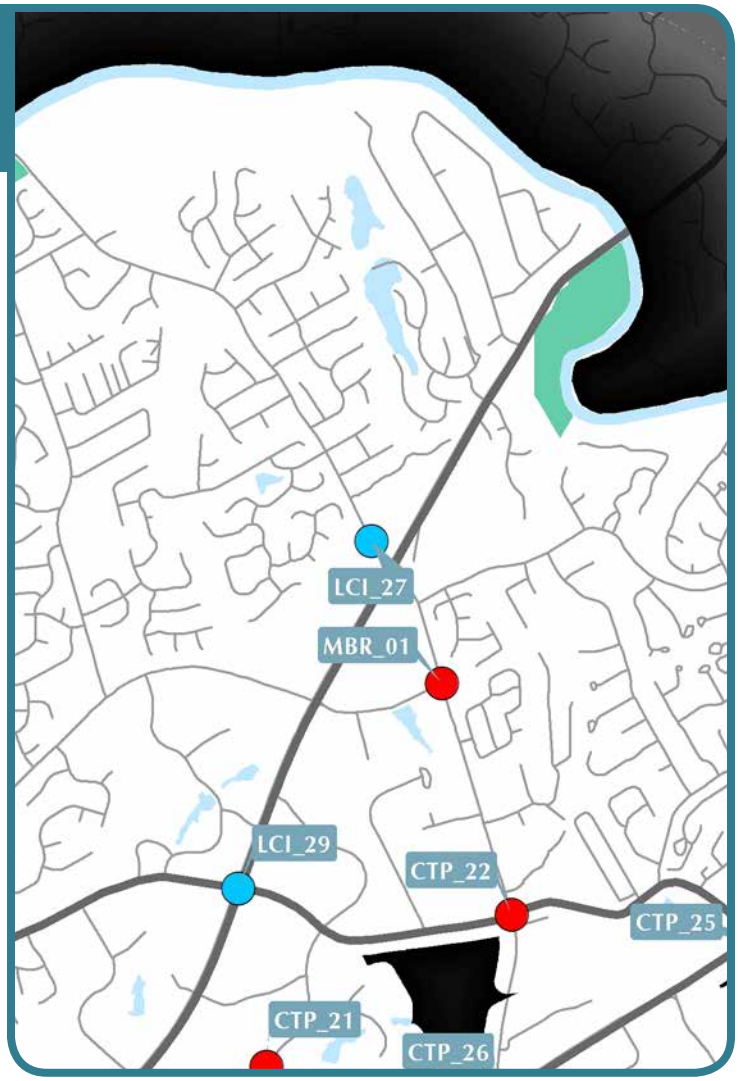
To: Forum/Ingles Driveways

Existing Condition: Side streets stop-controlled at Peachtree Corners Circle, driveways slightly offset from each other

Proposed Condition: Driveways realigned to make a single 4-leg intersection

Implementation Phase: Short Term (2017-2021)

Additional Notes:



Prioritization Scores

Technical Score (35%)	2.00
Feasibility Score (15%)	8.00
Project Type Score (10%)	0.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	8.50
Total Prioritization Score (out of 100)	44.50

Planning Level Cost Estimate

Preliminary Engineering	$40,000
Right of Way	$20,000
Construction	$180,000
Contingency	$54,000
Total Cost	$294,000

LCI_28 Medlock Bridge Road at East Jones Bridge Road Pedestrian Retiming

Project Source: LCI Study

Project Category: Pedestrian Improvement/Operational Improvement

Corridor: Intersection

Length (feet): N/A

From: SR 141/Peachtree Parkway/Medlock Bridge Road

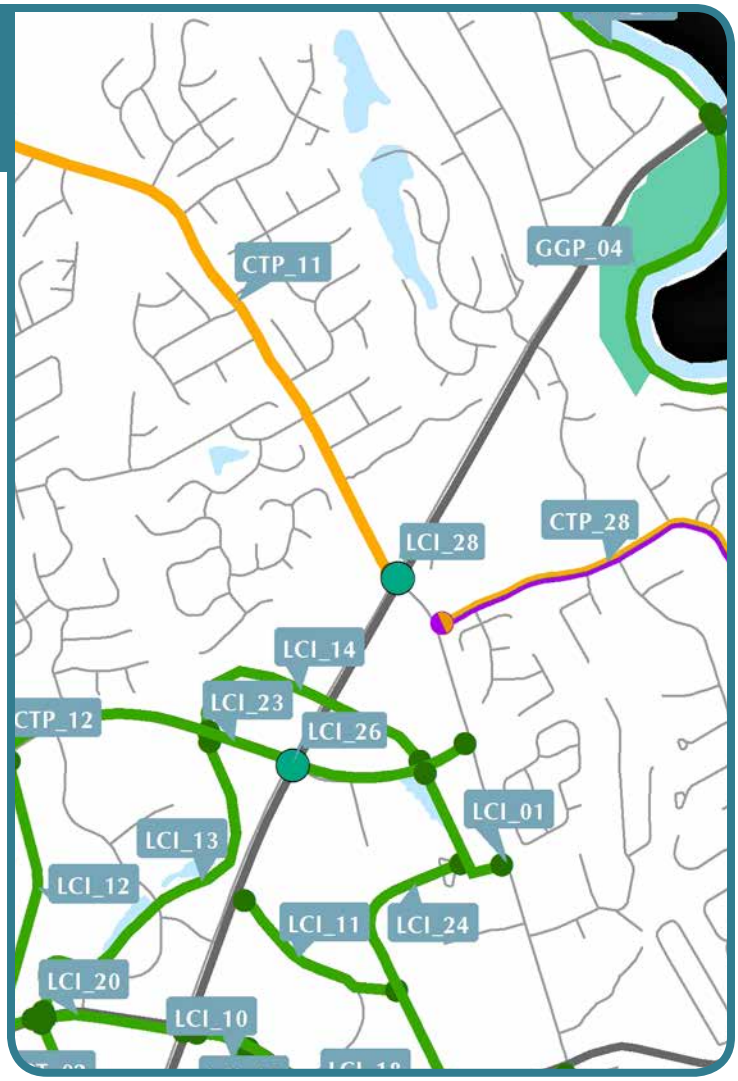
To: East Jones Bridge Road/Medlock Bridge Road

Existing Condition: Signalized intersection

Proposed Condition: Signal retimed for adequate pedestrian crossing and coordination with signals on SR 141

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: From page 31 of LCI



Prioritization Scores

Technical Score (35%)	8.25
Feasibility Score (15%)	7.50
Project Type Score (10%)	0.00
CTP Goals Score (10%)	6.00
Public Support Score (30%)	4.00
Total Prioritization Score (out of 100)	58.13

Planning Level Cost Estimate

Preliminary Engineering	$25,000
Right of Way	$0
Construction	$75,000
Contingency	$23,000
Total Cost	$123,000

LCI_29 — Spalding Drive at Peachtree Parkway Left Turn Lane Extension

Project Source: LCI Study, GDOT

Project Category: Intersection Safety Improvement

Corridor: Intersection

Length (feet): N/A

From: SR 141/Peachtree Parkway

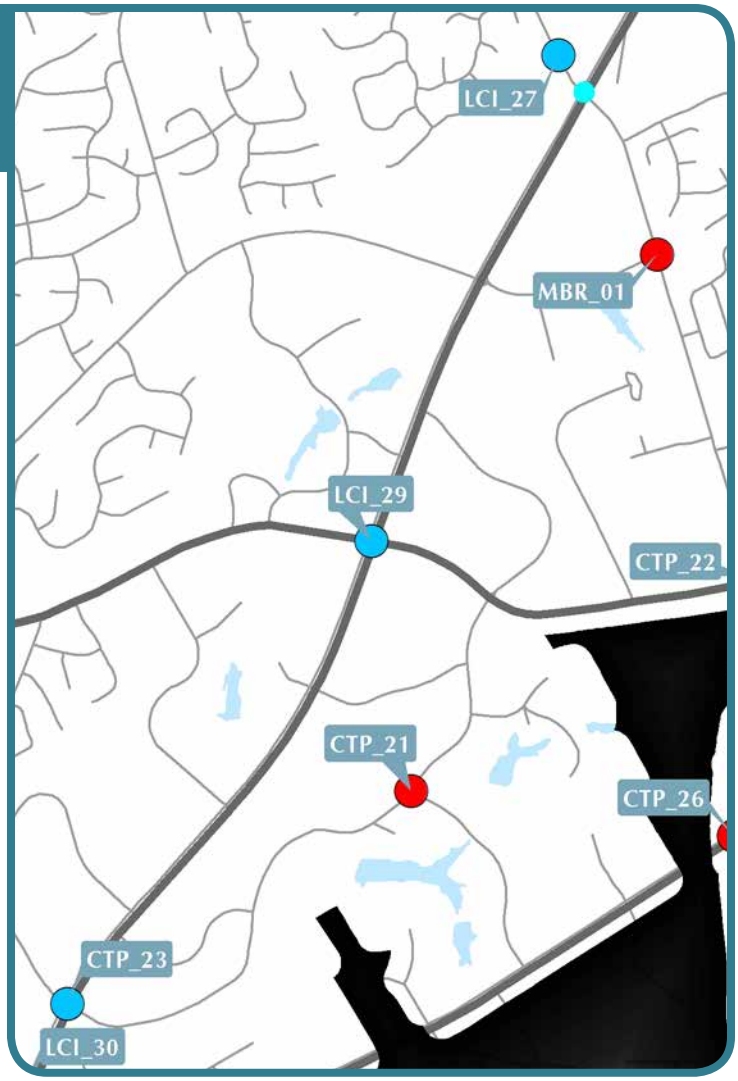
To: Spalding Drive

Existing Condition: Signalized intersection

Proposed Condition: Eastbound left turn lanes extended

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: From page 31 of LCI



Prioritization Scores

Technical Score (35%)	4.00
Feasibility Score (15%)	6.00
Project Type Score (10%)	0.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	7.50
Total Prioritization Score (out of 100)	45.50

Planning Level Cost Estimate

Preliminary Engineering	$60,000
Right of Way	$69,000
Construction	$300,000
Contingency	$90,000
Total Cost	$519,000

LCI_30 Woodhill Drive on Peachtree Parkway Left Turn Guides

Project Source: LCI Study

Project Category: Intersection Safety Improvement

Corridor: Intersection

Length (feet): N/A

From: SR 141/Peachtree Parkway

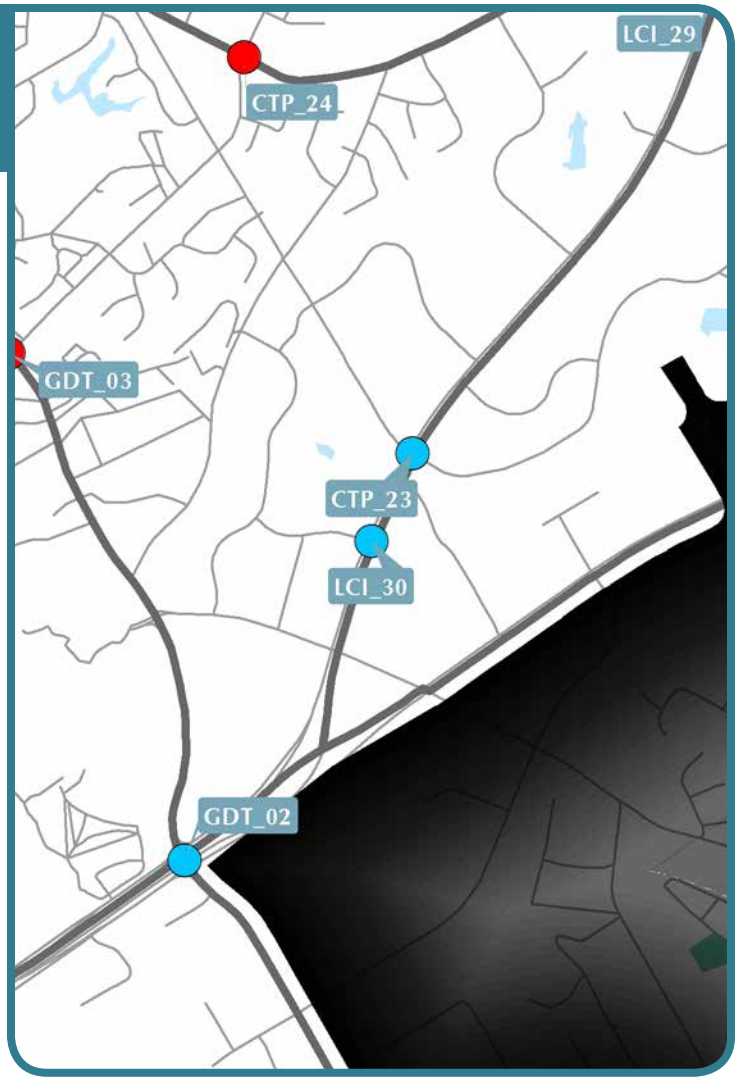
To: Woodhill Drive

Existing Condition: Signalized intersection

Proposed Condition: Addition of left turn guides (puppy/chicken tracks) for eastbound left turn

Implementation Phase: Short Term (2017-2021)

Additional Notes: From page 31 of LCI



Prioritization Scores

Technical Score (35%)	5.33
Feasibility Score (15%)	10.00
Project Type Score (10%)	0.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	4.00
Total Prioritization Score (out of 100)	45.67

Planning Level Cost Estimate

Preliminary Engineering	$1,000
Right of Way	$0
Construction	$2,500
Contingency	$500
Total Cost	$4,000

LCI_31 | Peachtree Parkway SB Directional Signage

Project Source: LCI Study

Project Category: Other

Corridor: SR 141/Peachtree Parkway

Length (feet): N/A

From: SR 141/Peachtree Parkway southbound

To: Approach to SR 140/Jimmy Carter Boulevard

Existing Condition: N/A

Proposed Condition: Overhead signage in advance of SR 141 and SR 140 split on Peachtree Parkway southbound between Woodhill Drive and Holcomb Bridge Road

Implementation Phase: Short Term (2017-2021)

Additional Notes: Part of T7 from LCI Study

Prioritization Scores

Technical Score (35%)	0.00
Feasibility Score (15%)	10.00
Project Type Score (10%)	6.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	7.50
Total Prioritization Score (out of 100)	43.50

Planning Level Cost Estimate

Preliminary Engineering	$75,000
Right of Way	$40,000
Construction	$350,000
Contingency	$105,000
Total Cost	$570,000

LCI_32 Peachtree Parkway NB Advance Warning Signage

Project Source: LCI Study

Project Category: Other

Corridor: SR 141/Peachtree Parkway

Length (feet): N/A

From: SR 141/Peachtree Industrial Boulevard

To: SR 141/Peachtree Parkway

Existing Condition: N/A

Proposed Condition: Advance warning signage of signal of Peachtree Parkway at HBR on 141 NB

Implementation Phase: Short Term (2017-2021)

Additional Notes: Part of T7 from LCI Study

Prioritization Scores

Technical Score (35%)	0.00
Feasibility Score (15%)	9.50
Project Type Score (10%)	6.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	7.50
Total Prioritization Score (out of 100)	42.75

Planning Level Cost Estimate

Preliminary Engineering	$75,000
Right of Way	$40,000
Construction	$350,000
Contingency	$105,000
Total Cost	$570,000

MBR_01 Medlock Bridge Road and Peachtree Corners Circle Roundabout

Project Source: PTC Circle at Medlock Bridge Rd Concept Report

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: Medlock Bridge Road

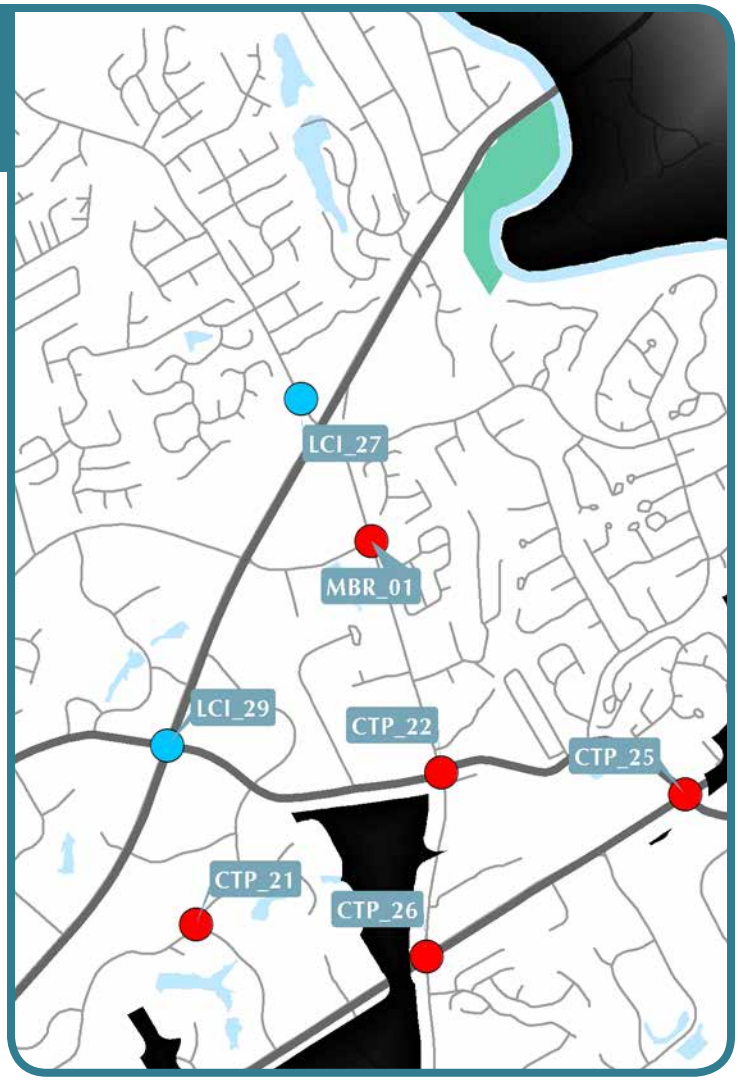
To: Peachtree Corners Circle

Existing Condition: Signalized intersection

Proposed Condition: Roundabout

Implementation Phase: Short Term (2017-2021)

Additional Notes:



Prioritization Scores

Technical Score (35%)	6.00
Feasibility Score (15%)	7.00
Project Type Score (10%)	7.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	6.00
Total Prioritization Score (out of 100)	59.50

Planning Level Cost Estimate

Preliminary Engineering	$113,000
Right of Way	$52,000
Construction	$564,000
Contingency	$58,000
Total Cost	$787,000

TPT_01 Creekbed multi-use trail from LCI_02 to gas easement trails

Project Source: Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Creekbed roughly parallel to SR 141/Peachtree Parkway, approximately 150 yards northwest

Length (feet): 2,263

From: LCI_02

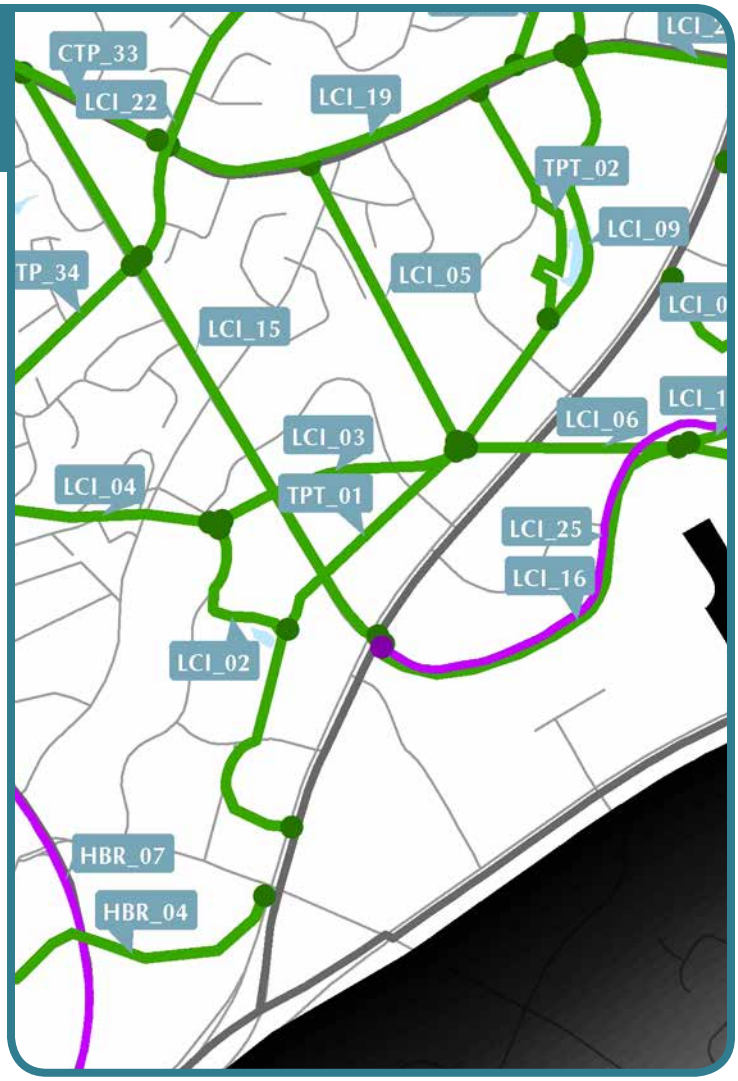
To: Junction of LCI_03, LCI_05, LCI_06, and LCI_09 east of Parkway lane and north of SR 141/Peachtree Parkway

Existing Condition: Vacant creekbed

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	4.50
Feasibility Score (15%)	5.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	8.00
Public Support Score (30%)	1.50
Total Prioritization Score (out of 100)	39.50

Planning Level Cost Estimate

Preliminary Engineering	$82,000
Right of Way	$623,000
Construction	$410,000
Contingency	$123,000
Total Cost	$1,238,000

TPT_02 — Trail in buffer areas around buildings from LCI_09 just north of Engineering Drive to Spalding Drive

Project Source: Technology Park Multi-Use Trail Study

Project Category: Multi-Use Trail

Corridor: Buffer areas and Engineering Drive

Length (feet): 2,650

From: LCI_09

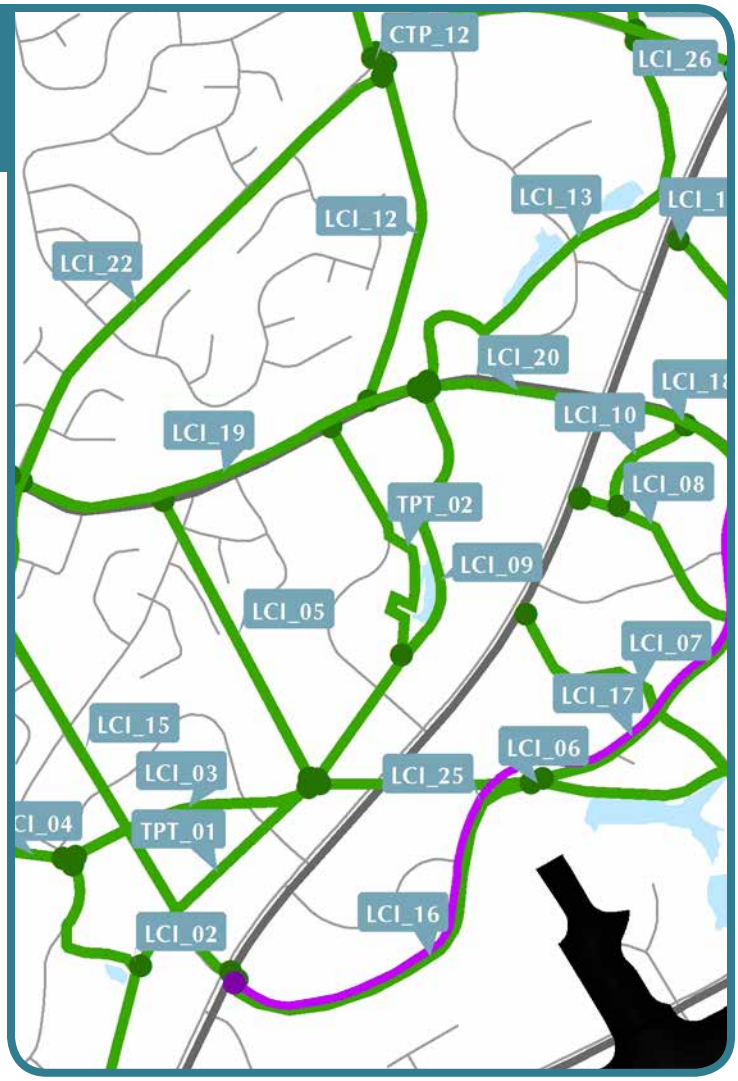
To: Peachtree Corners Circle

Existing Condition: Consistent sidewalk on east side of Engineering drive, no other pedestrian facilities

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



Prioritization Scores

Technical Score (35%)	5.25
Feasibility Score (15%)	4.50
Project Type Score (10%)	3.00
CTP Goals Score (10%)	5.00
Public Support Score (30%)	1.50
Total Prioritization Score (out of 100)	37.63

Planning Level Cost Estimate

Preliminary Engineering	$138,000
Right of Way	$547,000
Construction	$688,000
Contingency	$206,000
Total Cost	$1,579,000

WCR_01 Winters Chapel Road Reflective Pavement Markers

Project Source: Winters Chapel Road Area Study

Project Category: Other

Corridor: Winters Chapel Road

Length (feet): 13,247

From: SR 141/Peachtree Industrial Boulevard

To: Spalding Drive

Existing Condition: No reflective pavement markers

Proposed Condition: Installation of reflective pavement markers (RPMs)

Implementation Phase: Short Term (2017-2021)

Additional Notes: ST-2 of Winters Chapel Road Study; would require coordination with City of Dunwoody as some segments are within their limits. A field examination of existing RPMs will be needed to fully estimate the cost. Based on the GDOT Item Means Summary for Q2 2016, RPMs cost approximately $4.95-$5.83 apeice.

Prioritization Scores

Technical Score (35%)	0.00
Feasibility Score (15%)	10.00
Project Type Score (10%)	0.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	5.50
Total Prioritization Score (out of 100)	31.50

Planning Level Cost Estimate

Preliminary Engineering	TBD
Right of Way	TBD
Construction	TBD
Contingency	TBD
Total Cost	TBD

WCR_02 Restripe Winters Chapel Road with Two-Way Left Turn Lane

Project Source: Winters Chapel Road Area Study

Project Category: Corridor Safety Improvement

Corridor: Winters Chapel Road

Length (feet): 3,239

From: Peeler Road

To: Winter Rose Court

Existing Condition: 2 lane road with no left turn lanes for minor intersections

Proposed Condition: 2 lane road with center running two way left turn lane

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: ST-5 of Winters Chapel Road Study; would require coordination with City of Dunwoody as some segments are within their limits

Prioritization Scores

Technical Score (35%)	6.00
Feasibility Score (15%)	9.00
Project Type Score (10%)	0.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	5.00
Total Prioritization Score (out of 100)	49.50

Planning Level Cost Estimate

Preliminary Engineering	$62,000
Right of Way	$0
Construction	$309,000
Contingency	$93,000
Total Cost	$464,000

WCR_04 Dunwoody Club Drive and Winters Chapel Road Intersection Improvement (NBL Turn Lane)

Project Source: Winters Chapel Road Area Study

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: Winters Chapel Road

To: Dunwoody Club Drive

Existing Condition: Signalized intersection

Proposed Condition: Dedicated northbound left turn lane and a shared northbound through/right lane. Modify signal operations to include a protected northbound left turn phase

Implementation Phase: Short Term (2017-2021)

Additional Notes: ST-1 of Winters Chapel Road Study; intersection is within City of Dunwoody

Prioritization Scores

Technical Score (35%)	6.67
Feasibility Score (15%)	9.50
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	3.00
Total Prioritization Score (out of 100)	57.58

Planning Level Cost Estimate

Preliminary Engineering	$9,000
Right of Way	$0
Construction	$45,000
Contingency	$14,000
Total Cost	$68,000

WCR_05 Winters Chapel Road and Spalding Drive Intersection Improvement

Project Source: Winters Chapel Road Area Study

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: Winters Chapel Road

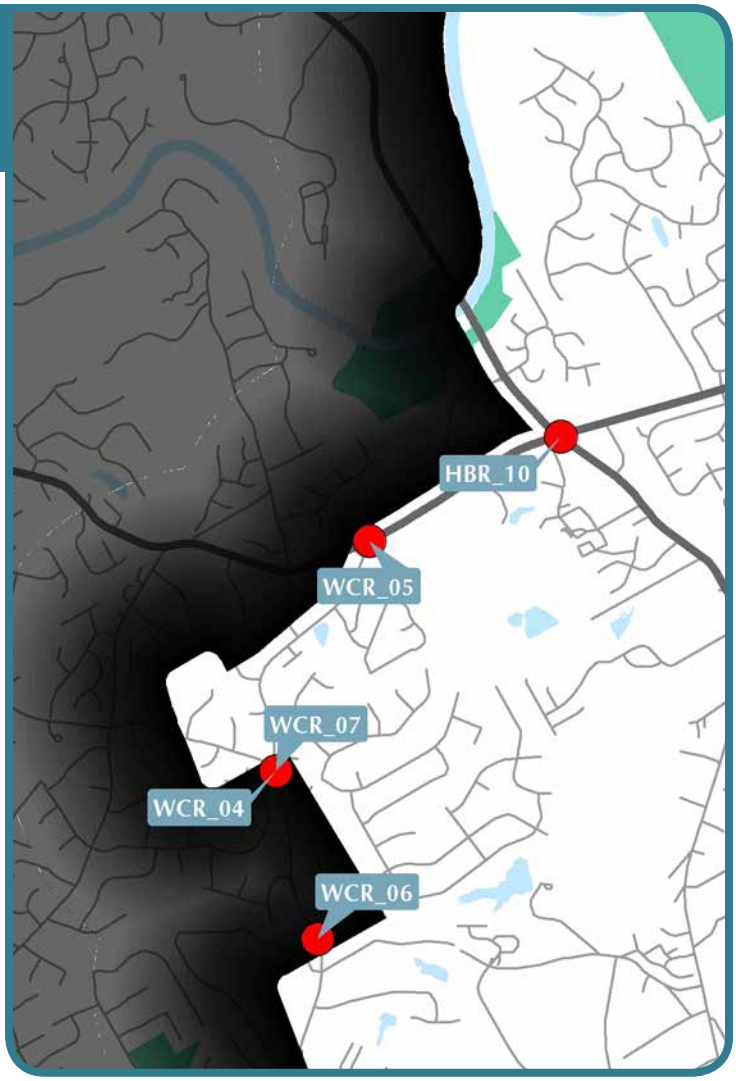
To: Spalding Drive

Existing Condition: Signalized intersection

Proposed Condition: Northbound right turn lane and overlap phase

Implementation Phase: Short Term (2017-2021)

Additional Notes: ST-3 of Winters Chapel Road Study; would require coordination with City of Dunwoody as intersection is on border between two cities



Prioritization Scores

Technical Score (35%)	5.67
Feasibility Score (15%)	9.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	6.00
Total Prioritization Score (out of 100)	62.33

Planning Level Cost Estimate

Preliminary Engineering	$1,000
Right of Way	$41,000
Construction	$4,800
Contingency	$1,000
Total Cost	$47,800

WCR_06 Winters Chapel Road and Sumac Drive Intersection Improvement

Project Source: Winters Chapel Road Area Study

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: Winters Chapel Road

To: Sumac Drive

Existing Condition: Sumac stop-controlled at Winters Chapel Road

Proposed Condition: New southbound left turn lane and staging area for vehicles turning into and out of Sumac Drive

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: MT-3 of Winters Chapel Road Study

Prioritization Scores

Technical Score (35%)	5.00
Feasibility Score (15%)	6.50
Project Type Score (10%)	7.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	0.00
Total Prioritization Score (out of 100)	36.25

Planning Level Cost Estimate

Preliminary Engineering	$45,000
Right of Way	$0
Construction	$227,000
Contingency	$68,000
Total Cost	$340,000

WCR_07 Dunwoody Club Drive and Winters Chapel Road Intersection Improvement (Roundabout)

Project Source: Winters Chapel Road Area Study

Project Category: Operational Intersection Improvement

Corridor: Intersection

Length (feet): N/A

From: Winters Chapel Road

To: Dunwoody Club Drive

Existing Condition: Signalized intersection

Proposed Condition: Roundabout

Implementation Phase: Mid-Term (2022-2031)

Additional Notes: MT-1 of Winters Chapel Road Study

Prioritization Scores

Technical Score (35%)	7.00
Feasibility Score (15%)	6.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	3.00
Public Support Score (30%)	2.50
Total Prioritization Score (out of 100)	53.00

Planning Level Cost Estimate

Preliminary Engineering	$232,000
Right of Way	$165,000
Construction	$1,210,000
Contingency	$363,000
Total Cost	$1,970,000

WCR_08 Spalding Drive Improvements - Winters Chapel Road to SR 140/ Holcomb Bridge Road

Project Source: Winters Chapel Road Area Study

Project Category: Major Corridor Improvement/ Intersection/Operational Improvement

Corridor: Spalding Drive

Length (feet): 3,315

From: Winters Chapel Road

To: SR 140/Holcomb Bridge Road

Existing Condition: Varies

Proposed Condition: Minimized vertical curve on westbound approach, extending westbound left turn lane, adding dedicated free-flow northbound right turn lane with additional eastbound receiving lane (effectively widening to 4-lane section)

Implementation Phase: Long Term (2032-2040+)

Additional Notes: LT-1 of Winters Chapel Road Study

Prioritization Scores

Technical Score (35%)	5.50
Feasibility Score (15%)	4.00
Project Type Score (10%)	9.00
CTP Goals Score (10%)	2.00
Public Support Score (30%)	8.50
Total Prioritization Score (out of 100)	61.75

Planning Level Cost Estimate

Preliminary Engineering	$621,000
Right of Way	$92,000
Construction	$3,809,000
Contingency	$1,143,000
Total Cost	$5,665,000

WCR_09 Winters Chapel Trail and Sidewalk Improvements

Project Source: Winters Chapel Road Area Study

Project Category: Multi-Use Trail/Pedestrian Improvement

Corridor: Winters Chapel Road

Length (feet): -

From: SR 141/Peachtree Industrial Boulevard

To: Spalding Drive

Existing Condition: Inconsistent sidewalks on both sides of the roadway

Proposed Condition: Multi-Use Trail on west side of Winters Chapel Road and sidewalks on east side

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:

Prioritization Scores

Technical Score (35%)	3.00
Feasibility Score (15%)	4.00
Project Type Score (10%)	5.00
CTP Goals Score (10%)	0.00
Public Support Score (30%)	3.00
Total Prioritization Score (out of 100)	30.50

Planning Level Cost Estimate

Preliminary Engineering	$537,000
Right of Way	$1,222,000
Construction	$3,243,000
Contingency	$973,000
Total Cost	$5,975,000

APPENDIX A: TRAFFIC COUNTS

APPENDIX B: SYNCHRO OUTPUT

APPENDIX C: COMMUNITY ENGAGEMENT

APPENDIX D: PRIORITIZATION SCHEMATIC