



www.peachtreecornersga.gov

## COUNCIL MEETING AGENDA

Mike Mason, Mayor

Phil Sadd – Post 1, Council Member  
Eric Christ – Post 2, Council Member  
Alex Wright – Post 3, Council Member

Jeanne Aulbach – Post 4, Council Member  
Lorri Christopher – Post 5, Council Member  
Weare Gratwick – Post 6, Council Member

---

March 21, 2017

### COUNCIL AGENDA

7:00 PM

PEACHTREE CORNERS CITY HALL

147 TECHNOLOGY PARKWAY, PEACHTREE CORNERS, GA 30092

---

#### A) CALL TO ORDER

#### B) ROLL CALL

#### C) PLEDGE OF ALLEGIANCE

#### D) MAYOR'S OPENING REMARKS

#### E) CONSIDERATION OF MINUTES – February 27, 2017 & March 6, 2017

#### F) CONSIDERATION OF MEETING AGENDA

#### G) PUBLIC COMMENTS

#### H) PRESENTATIONS AND REPORTS

##### 1. Proclamation Arbor Day

#### I) CONSENT AGENDA

1. **APH 2017-03-050** Approval of Alcoholic Beverage License Application for Peachtree Café & Bakery Inc, 3975 Holcomb Bridge Rd.
2. **APH 2017-03-051** Approval of Alcoholic Beverage License Application for Blazing Wings Inc DBA: Buffalo Wild Wings, 6135 Peachtree Pkwy, Ste 601.
3. **APH 2017-03-052** Approval of Alcoholic Beverage License Application for Crown Sports Grill DBA: Crown Sports Bar & Grill, 7075 Jimmy Carter Blvd.
4. **APH 2017-03-053** Approval of Alcoholic Beverage License Application for Hot Rocks Grill, LLC, 49 South Old Peachtree Rd, Ste F.
5. **ACTION ITEM** Consideration of approval for a construction contract for Pedestrian Crossing (Peachtree Corners Circle at Eastman Trail).
6. **ACTION ITEM** Consideration of a Change Order for a State Route 141 Corridor Study.
7. **ACTION ITEM** Consideration of an Agreement for Ad Valorem Tax, Streetlight and Sanitation Fee Billing and Collection with Gwinnett County.

**J) PUBLIC HEARING**

1. **PH2017-002** Consideration of an Application for a Metropolitan River Protection Act Certificate to authorize construction of a new home and landscaping on 1.46 acres located at 4348 Riverview Drive, Dist. 6. Lot 2, Block A, of Riverview Estates Subdivision (within the Chattahoochee River Corridor), Peachtree Corners, GA.

**K) ITEMS UNDER CONSIDERATION**

1. **ACTION ITEM** Consideration of approval of the Comprehensive Transportation Plan.

**L) EXECUTIVE SESSION**

**M) ADJOURNMENT**

# **Minutes**

**02/27/17**

**&**

**03/06/17**



**CITY OF PEACHTREE CORNERS**  
**COUNCIL MEETING MINUTES**  
**FEBRUARY 27, 2017 @ 7:00PM**

The Mayor and Council of the City of Peachtree Corners held a Council Meeting at City Hall, 147 Technology Parkway, Suite 200, Peachtree Corners, GA, 30092. An audible copy of the meeting is available from the City Clerk's office. The following were in attendance:

Mayor	Mike Mason
Council Member	Phil Sadd – Post 1
Council Member	Eric Christ – Post 2
Council Member	Alex Wright – Post 3
Council Member	Jeanne Aulbach – Post 4
Council Member	Lorri Christopher – Post 5
Council Member	Weare Gratwick – Post 6
City Manager	Brian Johnson
City Clerk	Kym Chereck
Com. Dev. Director	Diana Wheeler
City Attorney	Bill Riley
Public Works Director	Greg Ramsey
Finance Director	Brandon Branham

**PLEDGE OF ALLEGIANCE:** Mayor Mason led the Pledge of Allegiance.

**MAYOR'S OPENING REMARKS:** Mayor Mason informed the public that tonight he will be presenting the city's first Vision Award. The vision Award was created by a group of student government inters. Three entrepreneurs submitted for the award and the leading business proposal was awarded a \$2,500 grant from the city and three free months of space at the Prototype Prime incubator.

**MINUTES:**

**MOTION TO APPROVE THE MINUTES FROM THE JANUARY 17, 2017 COUNCIL MEETING.**

2017-02-27

Council Meeting Minutes

Page 1 of 6

# DRAFT COPY

**By: Council Member Gratwick**  
**Seconded by: Council Member Christopher**  
**Vote: (7-0) (Gratwick, Christopher, Mason, Sadd, Christ, Wright, Aulbach)**

## **MOTION TO APPROVE THE MINUTES FROM THE FEBRUARY 21, 2017 SPECIAL CALLED COUNCIL MEETING.**

**By: Council Member Christopher**  
**Seconded by: Council Member Gratwick**  
**Vote: (7-0) (Christopher, Gratwick, Mason, Sadd, Christ, Wright, Aulbach)**

**CONSIDERATION OF MEETING AGENDA:** There were no changes.

**PUBLIC COMMENT:** Mr. Teddy Murphy introduced himself as a new resident of Peachtree Corners. Mr. Murphy stated that he is excited to be a resident and is looking forward to becoming involved in the city.

## **PRESENTATIONS AND REPORTS:**

### **Presentation – Morgan Drake/Vision Award**

Mayor Mason presented Morgan Drake with the city's first Vision Award. Mr. Drake received a \$2,500.00 grant and three free months of space at the Prototype Prime incubator. Mr. Drake graduated from Norcross High School and earned his bachelor's degree from Georgia State University.

### **Staff Activity Report – Community Development**

Diana Wheeler, Community Development Director, provided her report on staff activities that occurred during the period of January 27, 2016 – February 17, 2017. These activities included, among other items, meetings with attorneys and consultants to finalize agreements in preparation for a 2/28 closing, meeting with an Atlanta Paving representative to discuss an upcoming rezoning application, meeting with the Green Committee to plan for Arbor Day, and meeting with the Arts Master Plan consultant to plan for the first Arts Community Meeting.

### **Staff Activity Report – Public Works**

Greg Ramsey, Public Works Director, provided his report on staff activities that

## DRAFT COPY

occurred in the period ending with February 8, 2017. These activities included, among other items, meeting with Meadow Rue Lane Homeowners Association and meetings concerning the Bid Opening for a pedestrian crossing on Peachtree Corners Circle. Mr. Ramsey informed the Mayor and Council that Peachtree Corners earned a 'National Recognition Award' in the American Council of Engineering Companies 2017 Engineering Excellence Awards competition for its Geospatial Asset Inventory Project.

### **Presentation – Innovation Hub Master Plan project overview**

Misters Shawn Williams and Chris LeTourneur of MXD and Mr. Jonathan Linkus of Callison TKL presented a project overview on the Innovation Hub Master Plan. There are three phases to the project, Re-Imaging, Reinvigorate, and Re-Brand. After the overview, the consultants stated that they will return with another overview in April 2017.

### **Presentation – Comprehensive Transportation Plan**

Mr. Eric Lusher of Pond and Company gave a brief overview of the Comprehensive Transportation Plan. A copy of the Plan will be released to the public in the Spring, as it is currently in the development phase.

### **CONSENT AGENDA:**

#### **APH 2017-02-048**

Approval of Alcoholic Beverage License Application for Hubbell & Hudson Management, LLC dba Black Walnut Café, 5242 Peachtree Parkway, Peachtree Corners, GA 30092.

#### **MOTION TO APPROVE APH 2017-02-048.**

**By: Council Member Gratwick**

**Seconded: Council Member Aulbach**

**Vote: (7-0) (Gratwick, Aulbach, Mason, Sadd, Christ, Wright, Christopher)**

#### **APH 2017-02-049**

Approval of the application for Consumption on Premise, Beer, Wine, and Sunday Sales Beverage License for S & F Group, LLC dba Lon U 5005 Peachtree Pkwy, Ste 860.

#### **MOTION TO APPROVE APH 2017-02-049.**

**By: Council Member Gratwick**

**Seconded: Council Member Aulbach**

# DRAFT COPY

**Vote: (7-0) (Gratwick, Aulbach, Mason, Sadd, Christ, Wright, Christopher)**

## **OLD BUSINESS:**

### **O2017-01-84**

PH2016-008 Holcomb Bridge Road Corridor Redevelopment Overlay. Second Read and Consideration of amending the zoning code in order to add Sec. 1320 to establish regulations for the redevelopment of property within the Holcomb Bridge Road Corridor.

Diana Wheeler, Community Development Director, gave a brief overview of the Holcomb Bridge Road Corridor Redevelopment Overlay.

Mayor Mason opened the floor for anyone wanting to speak in favor or opposition of the Ordinance. Mr. Bob Howard stated that he in favor of the Ordinance but has a few questions. One question he had concerned how the overlay will change the density and therefore, the natural habitat. Ms. Mim Harris expressed concerns with the density increasing traffic and, stated that she would like for Council to protect the citizen's quality of life. Mr. Teddy Murphy stated that he is not opposed to the Ordinance and supports the higher density.

### **MOTION TO APPROVE O2017-01-84.**

**By: Council Member Sadd**

**Seconded: Council Member Christopher**

**Vote: (7-0) (Sadd, Christopher, Mason, Christ, Wright, Aulbach, Gratwick)**

## **NEW BUSINESS:**

### **ACTION ITEM**

Consideration of a construction contract with the most responsive bidder for PTC 16.04, LMIG Sidewalk Installation for Technology Parkway & Jay Bird Alley.

### **MOTION TO APPROVE A CONSTRUCTION CONTRACT WITH CMEC, LLC FOR AN AMOUNT EQUAL TO THE BUDGET OF \$325.924.96.**

**By: Council Member Sadd**

**Seconded: Council Member Aulbach**

**Vote: (7-0) (Sadd, Aulbach, Mason, Christ, Wright, Christopher, Gratwick)**

# DRAFT COPY

## **ACTION ITEM**

Consideration of a contract with an On Call Consultant for PTC 17.01, LMIG 2017 Sidewalks for Corners Pkwy., Technology Pkwy. South, Peachtree Corners Cir. & Frank Neely Rd.

**MOTION TO APPROVE A CONSULTANT SERVICES AGREEMENT WITH KECK & WOOD, INC., FOR \$76,695.00 FOR PTC 17.01, LMIG 2017 SIDEWALKS FOR CORNERS PARKWAY, TECHNOLOGY PARKWAY SOUTH, PEACHTREE CORNERS CIRCLE & FRANK ROAD.**

**By: Council Member Christopher**

**Seconded: Council Member Sadd**

**Vote: (7-0) (Christopher, Sadd, Mason, Christ, Wright, Aulbach, Gratwick)**

## **R2017-02-73**

Resolution in support of House Bill 369.

**MOTION TO APPROVE R2017-02-73**

**By: Council Member Christopher**

**Seconded: Council Member Gratwick**

**Vote: (7-0) (Christopher, Gratwick, Mason, Sadd, Christ, Wright, Aulbach)**

## **EXECUTIVE SESSION:**

**MOTION TO GO INTO EXECUTIVE SESSION FOR ONE REAL ESTATE ITEM.**

**By: Council Member Sadd**

**Seconded by: Council Member Gratwick**

**Vote: (7-0) (Sadd, Gratwick, Mason, Christ, Wright, Aulbach, Christopher)**

**MOTION TO COME OUT OF EXECUTIVE SESSION.**

**By: Council Member Christopher**

**Seconded by: Council Member Sadd**

**Vote: (7-0) (Christopher, Sadd, Mason, Wright, Christ, Aulbach, Gratwick)**

## **ADJOURNMENT:**

**MOTION TO ADJOURN AT 10:37 PM.**

# DRAFT COPY

**By: Council Member Sadd**

**Seconded by: Council Member Christopher**

**Vote: (7-0) (Sadd, Christopher, Mason, Christ, Wright, Aulbach,  
Gratwick)**

Approved,

Attest:

---

Mike Mason, Mayor

---

Kymberly Chereck, City Clerk  
(Seal)



www.peachtreecornersga.gov

Mike Mason, Mayor

Phil Sadd – Post 1, Council Member  
Eric Christ – Post 2, Council Member  
Alex Wright – Post 3, Council Member

Jeanne Aulbach – Post 4, Council Member  
Lorri Christopher – Post 5, Council Member  
Weare Gratwick – Post 6, Council Member

---

March 6, 2017

**WORK SESSION MINUTES**

**7:00 PM**

PEACHTREE CORNERS CITY HALL – Council Chambers  
147 TECHNOLOGY PARKWAY, PEACHTREE CORNERS, GA 30092

---

The Mayor and Council of the City of Peachtree Corners held a Work Session at City Hall, 147 Technology Parkway, Suite 200, Peachtree Corners, GA, 30092. The following were in attendance:

Mayor	Mike Mason
Council Member	Phil Sadd – Post 1
Council Member	Eric Christ – Post 2
Council Member	Alex Wright – Post 3
Council Member	Jeanne Aulbach – Post 4
Council Member	Lorri Christopher – Post 5
Council Member	Weare Gratwick – Post 6
City Manager	Brian Johnson
City Clerk	Kym Chereck
City Attorney	Bill Riley
City Attorney	Joe Leonard
Public Works Director	Greg Ramsey
Finance Director	Brandon Branham

- 1. Overview of HB 369** – *Brian Johnson, City Manager, gave a brief overview of House Bill 369.*
- 2. Public Comment:** - *Ms. Mim Harris expressed concern with HB 369 being approved, and requested that the citizens receive information in a timelier manner. Ms. Harris also requested that the Transportation Plan be available to the public.*
- 3. Agreement for Ad Valorem Tax, Streetlight and Sanitation Fee Billing and Collection with Gwinnett County.** - *This item will move forward to the March Council Meeting.*
- 4. Comprehensive Transportation Plan** - *This item will move forward to the March Council Meeting.*

- 5. **Construction bids for Pedestrian Crossing, Peachtree Corners Circle at Eastman Trail.** - *This item will move forward to the March Council Meeting.*
- 6. **State Route 141/Peachtree Parkway Corridor Study update.** - *This item will move forward to the March Council Meeting.*
- 7. **Financial Management Ordinance** - *This item will be place on the April work session for further discussion.*
- 8. **Licensing & Revenue Services** - *This item will move forward to the March Council Meeting.*
- 9. **Executive Session**

**MOTION TO GO INTO EXECUTIVE SESSION FOR ONE REAL ESTATE ITEM.**

**By: Council Member Sadd**

**Seconded by: Council Member Gratwick**

**Vote: (7-0) (Sadd, Gratwick, Mason, Christ, Wright, Aulbach, Christopher)**

**MOTION TO COME OUT OF EXECUTIVE SESSION.**

**By: Council Member Christopher**

**Seconded by: Council Member Gratwick**

**Vote: (7-0) (Christopher, Gratwick, Mason, Sadd, Wright, Christ, Aulbach)**

- 10. *Work session adjourned at 10:20 PM.*

Approved,

Attest:

---

Mike Mason, Mayor

---

Kymerly Chereck, City Clerk  
(Seal)

# **Proclamation**

## **Arbor Day**

# *Proclamation*

**A PROCLAMATION OF THE CITY OF PEACHTREE CORNERS, GEORGIA  
DECLARING MARCH 24, 2017 AS ARBOR DAY**

**WHEREAS, the City of Peachtree Corners is committed to celebrating the importance of an urban tree canopy and recognizing the improved care of vital trees; and**

**WHEREAS, the City of Peachtree Corners recognizes the work of the Green Committee and the need to help the environment through the growth of trees, which remove carbon dioxide from the air and release oxygen into the atmosphere.**

**WHEREAS, the City of Peachtree Corners recognizes the important value of trees, which offer cooling shade in the summer months, block cold winter winds, increase property values, and reinvigorate neighborhoods.**

**NOW, THEREFORE, BE IT PROCLAIMED by the Mayor of the City of Peachtree Corners that Arbor Day shall be celebrated on March 24, 2017.**

**SO PROCLAIMED AND EFFECTIVE, this 21st day of March, 2017.**

**Attest:**

**Approved:**

\_\_\_\_\_  
**Kym Chereck, City Clerk**

\_\_\_\_\_  
**Mike Mason, Mayor**

# **Consent Agenda**

**APH-2017-03-050**



Mike Mason, Mayor

Phil Sadd - Post 1, Council Member  
Alex Wright - Post 3, Council Member  
Lorri Christopher - Post 5, Council Member

Eric Christ - Post 2, Council Member  
Jeanne Aulbach - Post 4, Council Member  
Weare Gratwick - Post 6, Council Member

---

To: Mayor and City Council  
Cc: Brian Johnson, City Manager  
From: Diana Wheeler, Community Development Director  
Date: March 21, 2017, City Council Meeting

Agenda Item: APH 2017-03-050 Approval of Alcoholic Beverage License Application for Peachtree Café & Bakery Inc, 3975 Holcomb Bridge Rd.

Applicant Nardo R Sanmartin Gomez is applying for Consumption on Premise, Beer, Wine, and Sunday Sales License.

**Staff Recommendation:**

Approve the application for Consumption on Premise, Beer, Wine, and Sunday Sales Beverage License for Peachtree Café & Bakery Inc, 3975 Holcomb Bridge Rd.

**Background:**

Applicant submitted a completed application on February 21th, 2017. Required advertising for the application was published in the Gwinnett Daily Post on March 10th , and March 17th. Applicant has passed the background investigation and meets all requirements.

**Discussion:**

New Business  
Staff has reviewed this application and recommends approval.

**Alternatives:**

None

# **Consent Agenda**

**APH-2017-03-051**



Mike Mason, Mayor

Phil Sadd - Post 1, Council Member  
Alex Wright - Post 3, Council Member  
Lorri Christopher - Post 5, Council Member

Eric Christ - Post 2, Council Member  
Jeanne Aulbach - Post 4, Council Member  
Weare Gratwick - Post 6, Council Member

---

To: Mayor and City Council  
Cc: Brian Johnson, City Manager  
From: Diana Wheeler, Community Development Director  
Date: March 21, 2017, City Council Meeting

Agenda Item: APH 2017-03-051 Approval of Alcoholic Beverage License Application for Blazing Wings Inc DBA: Buffalo Wild Wings, 6135 Peachtree Pkwy, Ste 601.

Applicant Anthony Sledge is applying for Consumption on Premise, Beer, Wine, Distilled Spirit, and Sunday Sales License.

**Staff Recommendation:**

Approve the application for Consumption on Premise, Beer, Wine, Distilled Spirits, and Sunday Sales Beverage License for Blazing Wings Inc DBA: Buffalo Wild Wings, 6135 Peachtree Pkwy, Ste 601.

**Background:**

Applicant submitted a completed application on February 22th, 2017. Required advertising for the application was published in the Gwinnett Daily Post on March 10th , and March 17th. Applicant has passed the background investigation and meets all requirements.

**Discussion:**

New Business

Staff has reviewed this application and recommends approval.

**Alternatives:**

None

# **Consent Agenda**

**APH-2017-03-052**



Mike Mason, Mayor

Phil Sadd - Post 1, Council Member  
Alex Wright - Post 3, Council Member  
Lorri Christopher - Post 5, Council Member

Eric Christ - Post 2, Council Member  
Jeanne Aulbach - Post 4, Council Member  
Weare Gratwick - Post 6, Council Member

---

To: Mayor and City Council  
Cc: Brian Johnson, City Manager  
From: Diana Wheeler, Community Development Director  
Date: March 21, 2017, City Council Meeting

Agenda Item: APH 2017-03-052 Approval of Alcoholic Beverage License Application for Crown Sports Grill DBA: Crown Sports Bar & Grill, 7075 Jimmy Carter Blvd.

Applicant Theo K. Mollie is applying for Consumption on Premise, Beer, Wine, Distilled Spirit, and Sunday Sales License.

**Staff Recommendation:**

Approve the application for Consumption on Premise, Beer, Wine, Distilled Spirits, and Sunday Sales Beverage License for Crown Sports Grill DBA: Crown Sports Bar & Grill, 7075 Jimmy Carter Blvd.

**Background:**

Applicant submitted a completed application on February 27th, 2017. Required advertising for the application was published in the Gwinnett Daily Post on March 10th, and March 17th. Applicant has passed the background investigation and meets all requirements.

**Discussion:**

New Business

Staff has reviewed this application and recommends approval.

**Alternatives:**

None

# **Consent Agenda**

**APH-2017-03-053**



Mike Mason, Mayor

Phil Sadd - Post 1, Council Member  
Alex Wright - Post 3, Council Member  
Lorri Christopher - Post 5, Council Member

Eric Christ - Post 2, Council Member  
Jeanne Aulbach - Post 4, Council Member  
Weare Gratwick - Post 6, Council Member

---

To: Mayor and City Council  
Cc: Brian Johnson, City Manager  
From: Diana Wheeler, Community Development Director  
Date: March 21, 2017, City Council Meeting

Agenda Item: APH 2017-03-053 Approval of Alcoholic Beverage License Application for Hot Rocks Grill, LLC, 4941 South Old Peachtree Rd, Ste F

Applicant Bassam T. Kahwach is applying for Consumption on Premise, Beer, and Sunday Sales License.

**Staff Recommendation:**

Approve the application for Consumption on Premise, Beer, and Sunday Sales Beverage License for Hot Rocks Grill, LLC, 4941 South Old Peachtree Rd, Ste F

**Background:**

Applicant submitted a completed application on March 6<sup>th</sup>, 2017. Required advertising for the application was published in the Gwinnett Daily Post on March 10<sup>th</sup>, and March 17<sup>th</sup>. Applicant has passed the background investigation and meets all requirements.

**Discussion:**

New Business  
Staff has reviewed this application and recommends approval.

**Alternatives:**

None

# **Consent Agenda**

**Action Item**



## MEMO

---

TO: Mayor & Council  
CC: Brian Johnson, City Manager  
FROM: Greg Ramsey, P.E., Public Works Director  
DATE: March 6, 2017  
SUBJECT: PTC 15.11A Construction Contractor Recommendation

---

The City of Peachtree Corners advertised for construction bids for the Pedestrian Crossing Improvements on Peachtree Corners Circle at Eastman Trail. Two construction companies responded to the solicitation, and the bid tabulation is attached for your review. Our engineer's letter of recommendation is also attached for your information. Excellere Construction was the lowest bidder, and we have used their services previously on the construction of pedestrian improvements along Winters Chapel Road.

Staff recommends authorizing the Mayor & City Attorney to enter into a construction contract with the most responsive bidder, Excellere Construction, LLC., for an amount of \$130,400.00.



*Responsive People. Real Partners.*

*Architects  
Engineers  
Planners  
Constructors*

3500 Parkway Lane  
Suite 500  
Peachtree Corners, GA 30092

P 678.336.7740  
F 678.336.7744  
www.pondco.com

March 2, 2017

Mr. Greg Ramsey, P.E.  
Public Works Director  
City of Peachtree Corners  
147 Technology Parkway NW, Suite 200  
Peachtree Corners, GA 30092

**Subject: Peachtree Corners Circle Midblock Crossing Contractor Recommendation**

Pond has reviewed the two bids submitted to the City by Excellere Construction, LLC and Tople Construction & Engineering, Inc. for construction services to install a mid-block crossing, pedestrian refuge island, and Rectangular Rapid Flashing Beacon assembly on Peachtree Corners Circle. After review of the bid amounts, Excellere Construction, LLC provided the lowest bid price, at \$130,400.00.

Pond has determined that this is a realistic fee based on the contractor's quantities and unit cost. Pond has also verified work performance from Excellere Construction, LLC's former clients and those references support Pond's recommendation.

In conclusion, Excellere Construction, LLC's bid was evaluated against the engineer's estimate and found to be within an acceptable range. Prior work experience has resulted in positive references. Therefore, we believe that the bid submitted by Excellere Construction, LLC is acceptable and we are pleased to recommend them to the City as the Construction Contractor for this project.

Sincerely,

**POND & COMPANY**

Graham Malone, P.E.  
Design Project Manager

Arwin Lopez, P.E.  
Transportation Engineer

**Invitation to Bid PTC 15.11 Peachtree Corners Circle at Eastman Trail Pedestrian Improvements**  
**Friday, February 17, 2017**

Bid Item No	Item Description	Unit	Qty	Tople Construction & Engineering, Inc.		Excellere Construction, LLC	
				Unit Price	Total Price	Unit Price	Total Price
1	GRADING COMPLETE	LS	1	\$28,000.00	\$28,000.00	\$24,971.14	\$24,971.14
2	TRAFFIC CONTROL	LS	1	\$15,000.00	\$15,000.00	\$1,520.34	\$1,520.34
3	GRADED AGGREGATE BASE COURSE 12 IN. INCLUDING MATERIAL	SY	80	\$45.00	\$3,600.00	\$36.69	\$2,935.20
4	1-1/2 IN. RECYCLED ASPHALT CONCRETE 12.5 MM SUPERPAVE, GP 2 ONLY POLYMER MODIFIED BITUM. MATL. & H LIME	TN	106	\$185.00	\$19,610.00	\$227.50	\$24,115.00
5	MILL. ASPHALT CONCRETE PAVEMENT 1-1/2 IN. DEPTH	SY	1338	\$8.10	\$10,837.80	\$10.00	\$13,380.00
6	CONCRETE SIDEWALK, 6 IN.	SY	230	\$41.85	\$9,625.50	\$36.39	\$8,369.70
7	CONCRETE MEDIAN, 6 IN.	SY	55	\$72.00	\$3,960.00	\$37.11	\$2,041.05
8	CONCRETE HEADER CURB 6 IN., TYPE 7	LF	150	\$15.00	\$2,250.00	\$16.69	\$2,503.50
9	CONCRETE CURB & GUTTER 6 IN. x 30 IN., TYPE 2	LF	275	\$18.00	\$4,950.00	\$20.75	\$5,706.25
10	CLASS B CONCRETE BASE OR PAVEMENT WIDENING	CY	11	\$285.00	\$3,135.00	\$220.76	\$2,428.36
11	5 IN. SOLID WHITE THERMOPLASTIC TRAFFIC STRIPE	LF	140	\$0.80	\$112.00	\$1.17	\$163.80
12	5 IN. SKIP WHITE THERMOPLASTIC TRAFFIC STRIPE	GLF	160	\$0.75	\$120.00	\$0.72	\$115.20
13	5 IN. SOLID YELLOW THERMOPLASTIC TRAFFIC STRIPE	LF	440	\$0.80	\$352.00	\$0.98	\$431.20
14	8 IN. SOLID WHITE THERMOPLASTIC TRAFFIC STRIPE	LF	130	\$2.65	\$344.50	\$5.20	\$676.00
15	24 IN. SOLID WHITE THERMOPLASTIC TRAFFIC STRIPE	LF	22	\$6.00	\$132.00	\$9.75	\$214.50
16	THERMOPLASTIC TRAFFIC STRIPING, YELLOW	SY	130	\$6.00	\$780.00	\$7.15	\$929.50
17	ARROW, TYPE 2, WHITE	EA	2	\$103.00	\$206.00	\$149.50	\$299.00
18	REMOVE EXIST SOLID TRAFFIC STRIPE, 8 IN. THERMOPLASTIC	LF	190	\$2.00	\$380.00	\$2.54	\$482.60
19	REMOVE SIGN	EA	6	\$115.00	\$690.00	\$44.97	\$269.82
20	RAISED PAVEMENT MARKERS, TYPE 1	EA	32	\$6.00	\$192.00	\$5.20	\$166.40
21	HIGHWAY SIGN, TYPE 1 MATERIAL, REFLECTIVE SHEETING TYPE 9	SF	25.5	\$22.00	\$561.00	\$20.80	\$530.40
22	GALVANIZED STEEL POSTS, TYPE 7	LF	90	\$10.00	\$900.00	\$16.25	\$1,462.50
23	PERMANENT GRASSING	AC	1	\$1,225.00	\$1,225.00	\$0.01	\$0.01
24	AGRICULTURAL LIME	TN	1	\$198.00	\$198.00	\$0.01	\$0.01
25	FERTILIZER MIXED GRADE	TN	1	\$525.00	\$525.00	\$0.01	\$0.01
26	FERTILIZER NITROGEN CONTENT	LB	100	\$3.00	\$300.00	\$0.01	\$1.00
27	MULCH	TN	21	\$400.00	\$8,400.00	\$0.01	\$0.21
28	SOD	SY	120	\$15.75	\$1,890.00	\$12.69	\$1,522.80
29	TREE PROTECTION FENCE	LF	450	\$3.00	\$1,350.00	\$2.41	\$1,084.50
30	SILT FENCE - NS	LF	400	\$3.70	\$1,480.00	\$3.95	\$1,580.00
31	14 FEET PEDESTAL POLE WITH BREAKAWAY BASE (BLACK POWDER COAT FINISH)	EA	3	\$2,500.00	\$7,500.00	\$975.00	\$2,925.00
32	PEDESTAL POLE MOUNTED PEDESTRIAN PUSH BUTTON STATION WITH BUTTON AND SIGN	EA	3	\$400.00	\$1,200.00	\$292.50	\$877.50
33	PEDESTAL POLE MOUNTED RAPID FLASH BAR	EA	4	\$850.00	\$3,400.00	\$260.00	\$1,040.00
34	PEDESTAL POLE MOUNTED WIRELESS RADIO NETWORK CONTROLLER	EA	3	\$1,470.00	\$4,410.00	\$1,950.00	\$5,850.00
35	PEDESTAL POLE MOUNTED SOLAR PANEL ENERGY SOURCE	EA	3	\$1,125.00	\$3,375.00	\$1,950.00	\$5,850.00
36	MISC MATERLIAN TO COMPLETE INSTALLATION	LS	1	\$1,470.00	\$1,470.00	\$650.00	\$650.00
37	HIGHWAY SIGN, TYPE 1 MATERIAL, REFLECTIVE SHEETING, TYPE 11	SF	33	\$38.00	\$1,254.00	\$39.00	\$1,287.00
38	RECTANGULAR RAPID BEACON ASSEMBLY INSTALLATION NUMBER 1	LS	1	\$6,100.00	\$6,100.00	\$13,110.50	\$13,110.50
39	TESTING - RECTANGULAR RAPID BEACON ASSEMBLY	LS	1	\$1,350.00	\$1,350.00	\$650.00	\$650.00
40	TRAINING - RECTANGULAR RAPID BEACON ASSEMBLY	LS	1	\$1,575.00	\$1,575.00	\$260.00	\$260.00
<b>TOTALS =</b>					<b>\$152,739.80</b>		<b>\$130,400.00</b>

# **Consent Agenda**

**Action Item**



## MEMO

---

TO: Mayor & Council  
CC: Brian Johnson, City Manager  
FROM: Greg Ramsey, P.E., Public Works Director  
DATE: March 6, 2017  
SUBJECT: PTC 15.08 SR 141 Corridor Study - Change Order Request

---

The City of Peachtree Corners received a grant from the Atlanta Regional Commission in Spring 2016 for \$200,000 for a State Route 141 Corridor Study. There is a match requirement of \$50,000, so the total project budget is \$250,000. This project is a coordinated effort on the same corridor with the City of Johns Creek.

On September 20, 2016, Mayor & City Council approved a contract with Wolverton & Associates for \$232,800. After the contract was signed, the Georgia Department of Transportation's (GDOT) project managers added out of scope items to their traffic data and analysis procedures.

In order to accommodate the additional scope items required by GDOT, staff is requesting approval of a Change Order in the amount of \$17,200 to the original contract with Wolverton & Associates. That will bring the total project fee up to the previously approved budget of \$250,000.

Please see the attached for an updated schedule for the project.

**SR 141 Corridor Study - Schedule  
PI 001508**

	2016		2017										
	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov
Notice to Proceed - November 1, 2016	★												
Data Collection			■										
Environmental Screening			■	■									
Existing Volume Diagrams			■	■	■								
Existing Volume Diagrams Submitted to GDOT - March 3, 2017					★								
Projection Methodology Memo			■	■									
Projection Methodology Memo Submitted to GDOT - March 3, 2017					★								
Approval of Methodolgy by GDOT - Mar 24, 2017					★								
First Public Impormation Meeting - Apr 12, 2017 6-8PM						★							
Projected Volume Diagrams						■	■						
Projected Volume Diagrams Submitted to GDOT - Apr 14, 2017							★						
Approval of Volume Diagrams - May 12, 2017								★					
Existing, No Build Analysis								■					
Needs Memo									■				
Preliminary Alternatives and Analysis Memo									■	■			
Second Public Information Meeting - August 2017										★			
VISSIM Models and Concept Schematics											■	■	
Final Recommendations Report - Nov 17, 2017												■	■

# **Consent Agenda**

**Action Item**



**Ad Valorem Tax Collection - 2017 Costs  
Peachtree Corners**

Total Parcels to be Billed for Ad Valorem Taxes Estimated	13,264
Total Parcels for which Tax Commissioner will Bill City Actual Number of Parcels to be Billed is Rounded to Next Thousand	14,000

Rate Per-Thousand Items And Description of Associated Services	Rate Per Thousand	Rate per Thousand x 14
Tax Bills - Printing	\$11.50	\$161.00
Tax Bills - Postage	\$47.61	\$666.54
Customer Service - Various Positions	\$45.67	\$639.38
<b>Total</b> Per Thousand Parcels.....	\$104.78	\$1,466.92
<b>Total Per Thousand Parcels</b>		\$104.78
<b>Multiplied by the Number of Thousands</b>		X 14
<b>Sub Total Rate-Per Thousand Items</b>		\$1,466.92

Flat-Rate Items And Description of Associated Services	Rate Per Hour	Estimated Hours needed	Cost
Digest Submission - Consolidations, Rollback, Forms	\$20.47	10	\$204.70
Billing - Homestead Addition and Clean Up	\$15.39	5	\$76.95
Billing - Rate Changes	\$20.47	1	\$20.47
Accounting - Disbursement Reports	\$15.39	16	\$246.24
Accounting - Wires and Banking	\$22.26	16	\$356.16
Audits - Outstanding Balances, Parcel Level Detail	\$20.47	6	\$122.82
<b>Sub Total Flat-Rate Items</b>			\$1,027.34

Sub Total Rate-Per Thousand Items		\$1,466.92
Sub Total Flat-Rate Items		\$1,027.34
<b>Grand Total Due to Tax Commissioner for Billing and Collection of Ad Valorem Taxes</b>		\$2,494.26



Sanitation and Street Light Special Assessment Annual Maintenance Costs

City of Peachtree Corners - 2017

Total Parcels to Receive Special Assessment Billing Estimated	16,060
Total Parcels for which Tax Commissioner will Bill City	16,500
Actual Number of Parcels to be Billed is Rounded to Next Five	

Item And Description of Associated Services	Rate	Per Thousand Parcels	Cost
System Testing* Data Transfer, System Configuration, Testing	\$42.98 per hour	10 Hours	\$429.80
Customer Service Temporaries Customer Inquiries, Quality Checking	\$15.39 per hour	65 Hours	\$1,000.35
Delinquent Collector Up to Tax Lien Process, Tax Sale or Write Off	\$20.25 per hour	4 Hours	\$81.00
<b>Total Per Thousand Parcels</b>			<b>\$1,511.15</b>
<b>Multiplied by the Number of Thousands</b>			<b>X 16.5</b>
<b>Sub Total Rate-Per Thousand Items</b>			<b>\$24,933.98</b>

Flat-Rate Items And Description of Associated Services	Rate	Estimated Hours needed	Cost
System Testing Data Transfer, System Configuration, Testing	\$42.98 per hour	40 Hours	\$1,719.20
<b>Sub Total Flat-Rate Items</b>			<b>\$1,719.20</b>
<b>Sub Total Rate-Per Thousand Items</b>			<b>\$24,933.98</b>
<b>Total Special Assessment Maintenance Charge</b>			<b>\$26,653.18</b>
Special Assessment Charge for City of Peachtree Corners			

STATE OF GEORGIA

COUNTY OF GWINNETT

AGREEMENT FOR AD VALOREM TAX, STREETLIGHT AND SANITATION FEE  
BILLING AND COLLECTION

This Agreement is made this \_\_\_\_\_ day of \_\_\_\_\_, 2017 by and between the CITY OF PEACHTREE CORNERS, a municipal corporation chartered by the State of Georgia (hereinafter the "City"), GWINNETT COUNTY, GEORGIA, a political subdivision of the State of Georgia (hereinafter the "County"), and RICHARD K. STEELE, the Tax Commissioner of Gwinnett County (hereinafter the "Tax Commissioner"), each of which has been duly authorized to enter into this Agreement.

WITNESSETH:

WHEREAS, the parties desire to serve the needs of the citizens of the City and County by providing for the consolidation of ad valorem tax billings and collection procedures by the Tax Commissioner; and

WHEREAS, the City has a need for the additional collection of streetlight and sanitation fees and

WHEREAS, both the City and the County will benefit from this Agreement,

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and in consideration of the mutual promises and understandings contained herein, the parties hereto do agree and consent to the following:

1.

Effective for the 2017 tax year, the Gwinnett County Tax Commissioner shall bill all ad valorem taxes including real property and personal property within the City for and on behalf of the City.

- a. Ad valorem tax billings shall consist of a line item identified as taxes imposed by the City on the County's tax bills, and such taxes shall be collected utilizing the County's due date(s). The Tax Commissioner shall disburse taxes to the City on a weekly basis in the amount of the City taxes collected during the prior week.
- b. The Tax Commissioner shall be responsible for collection of the City's taxes in such manner as the Tax Commissioner is permitted by law to collect taxes, including the assessment of penalties and interest in the same manner as other taxes, to issue refunds, as well as any and all remedies permitted for collection of municipal taxes, including, but not limited to, issuing

executions, levying upon properties, conducting tax sales, and pursuing collection through the Bankruptcy Courts. For the purposes of this Agreement, the Tax Commissioner shall be appointed as the duly authorized agent of the City to conduct tax sales for taxes due the City.

- c. The Tax Commissioner is authorized to waive, in whole or in part, any penalty or interest due the taxing authorities for which taxes are collected, when the Tax Commissioner determines that the default giving rise to the penalty or interest was due to reasonable cause and not due to gross or willful neglect or disregard of the law or of regulations or instructions issued pursuant to the law. The Tax Commissioner shall not be authorized to waive penalties or interest arising from the failure of the taxpayer to comply with the terms, conditions or covenants required with respect to properties receiving any type of preferential assessment.
- d. As applicable, the City shall provide the Tax Commissioner with any updates to current homestead exemption values by April 1 of each year.

e. The City shall provide the Tax Commissioner with its millage rate within the City, properly advertised, as well as all documentation required for ad valorem billing, before the date on which the Tax Commissioner submits the County's tax digest for review to the State Revenue Commissioner and according to the Tax Commissioner's Office notification to the City of its current billing schedule. In addition, the City shall comply with all requirements of the Taxpayer's Bill of Rights as codified at the Official Code of Georgia Annotated Section 48-5-32.1. Specifically, the City shall take all actions necessary to meet its obligations pursuant to Subsection 48-5-32.1(e) by timely submitting its millage rate in order to facilitate a review of the County's digest. In the event that the City fails to submit its millage rate and documentation required for billing according to the terms set forth herein, the County and the Tax Commissioner shall be entitled to immediately consider this Agreement null and void, and neither the County nor the Tax Commissioner shall be obligated in any manner whatsoever to bill and collect ad valorem taxes for the City as set forth herein.

f. The Tax Commissioner shall determine the actual cost associated with the collection of taxes on behalf of the City and shall notify the City and the County of that cost. The City shall remit the amount of the cost at the same time it provides the Tax Commissioner the millage rate. The payment under this provision shall be remitted to: Gwinnett County Tax Commissioner, 75 Langley Drive, Lawrenceville, Georgia 30046. In the event that the City fails to pay according to the terms set forth herein, the County and the Tax Commissioner shall be entitled to immediately consider this Agreement null and void, and neither the County nor the Tax Commissioner shall be obligated in any manner whatsoever to bill and collect ad valorem taxes for the City as set forth herein.

2.

The Gwinnett County Tax Commissioner shall bill streetlight and sanitation fees for and on behalf of the City.

a. Each year the City shall determine the parcels within the City to be billed for streetlight and sanitation fees. The City shall also determine the actual fee that will appear on the tax bill for each parcel to be billed. The

Tax Commissioner shall not be responsible for the calculation of any streetlight or sanitation fees.

b. Billings for streetlight and sanitation fees shall consist of a line item identified as a streetlight or sanitation fee imposed by the City on the County's tax bills, and such fees shall be collected utilizing the County's due date(s). The Tax Commissioner shall disburse fees to the City on the same basis on which taxes are disbursed.

c. The Tax Commissioner shall be authorized to collect streetlight and sanitation fees on behalf of the City in the same manner in which taxes are collected, as well as in the case of delinquent fees apply the same penalty and interest as delinquent taxes. Additionally, the Tax Commissioner shall issue executions, levy upon properties, and pursue collection through the Bankruptcy Courts whenever taxes and other city and county fees remain delinquent as well. If after every legal remedy for collection has been exhausted, the account will be determined to be insolvent, and the fee shall be removed from the account. The City shall provide the Tax Commissioner a temporary data file of the parcels to be

billed and the fees to be assessed to those parcels for the purposes of system testing according to the schedule provided each year. The data file shall be in a format to be prescribed by the Tax Commissioner.

- d. The City shall provide the Tax Commissioner its final data file of the parcels to be billed and the fees to be assessed to those parcels by the date specified for the final file each year. The data file shall be in the same format as the test file. The Tax Commissioner shall not accept additional parcels to be billed for the tax year after acceptance of the final file for each tax year, and billing for such parcels must be achieved by means other than through County or Tax Commissioner services.
- e. The Tax Commissioner shall determine the actual cost associated with the billing of streetlight and sanitation fees on behalf of the City and shall notify the City and the County of that cost. The City shall remit the amount of the cost at the same time it provides the Tax Commissioner the millage rate, and in turn, the County shall ensure that funding for resources necessary to bill the City's streetlight and sanitation fees are immediately available to the Tax Commissioner by placing

the stated amount of the cost to bill in the Tax Commissioner's Operating Budget. The payment under this provision shall be remitted to: Gwinnett County Tax Commissioner, 75 Langley Drive, Lawrenceville, Georgia 30046. In the event that the City fails to pay the County and the Tax Commissioner according to the terms set forth herein, the County shall be entitled to immediately consider the Agreement to collect streetlight and sanitation fees null and void, and neither the County nor the Tax Commissioner shall be obligated in any manner whatsoever to bill and collect streetlight and sanitation fees for the City as set forth herein.

- f. Neither the County nor the Tax Commissioner shall be responsible for correcting billing errors that are not caused by either the County or the Tax Commissioner. Neither the County nor the Tax Commissioner shall be responsible for the issuance of refunds of streetlight and sanitation fees based upon any such billing errors, nor for credits issued by the City after the final data has been received by the Tax Commissioner.

3.

It is understood by the parties that no employee, officer, or agent of either party shall be under or subject to the direction or control of the other party, its officers, employees and agents for any of the services provided pursuant to this Agreement.

4.

This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of Georgia.

5.

This Agreement shall be deemed to have been made and performed in Gwinnett County, Georgia. For purposes of venue, all suits or causes of action arising out of this Agreement shall be brought in the Courts of Gwinnett County, Georgia.

6.

This Contract shall be effective from January 1, 2017, or the date that Gwinnett County executes the Agreement, through December 31, 2020. The Agreement shall automatically renew from January 1st through December 31st the following year unless terminated by either party upon ninety (90) days written notice to the Chairman of the Gwinnett County Board of Commissioners and to the Mayor of the City of Peachtree Corners at the addresses set forth below:

Gwinnett County Georgia  
Charlotte J. Nash, Chairman  
75 Langley Drive  
Lawrenceville, Georgia 30046

City of Peachtree Corners  
Mike Mason, Mayor  
147 Technology Pkwy NW, STE 200  
Peachtree Corners, GA 30092

In the event that notice of termination occurs after the Tax Commissioner has received a billing and collection order from the State of Georgia, this Agreement shall terminate on January 1st of the following year. Notwithstanding any other provision of this Agreement, this Agreement shall terminate automatically upon the expiration of Richard Steele's term as Tax Commissioner.

7.

The Tax Commissioner is allowed by the laws of the State of Georgia to bill special assessments such as streetlight and sanitation fees as a part of the tax bill. The parties agree that the section to collect ad valorem taxes is separate from the section to bill streetlight and sanitation fees and therefore the parties may agree to continue the collection of ad valorem taxes without an agreement to continue the collection of streetlight and sanitation fees. The parties also agree that the section to bill streetlight and sanitation fees is dependent on the existence of the section to collect ad valorem taxes and therefore may not exist separately.

Furthermore, the invalidation of one or more of the provisions hereof shall not affect the validity of the remainder of this Agreement, which shall remain in full force and effect.

8.

This Agreement constitutes the entire Agreement between the parties as to all matters contained herein. All subsequent modifications of this Agreement must be in writing and signed by all parties. This Agreement is for the benefit of the parties hereto only and is not intended to benefit any third party or give rise to any duties or to, or causes of action for, any third party.

9.

The City agrees to protect, defend, indemnify, and hold harmless the County and the Tax Commissioner, their officers, agents and employees from and against any and all liability, damages, claims, suits, liens, and judgments, of whatever nature, including claims for contribution and/or indemnification for injuries to any person or persons, or damage to the property or other rights of any person or persons to the extent arising out of and attributed to the errors, acts, or omissions of the City including but not limited to any finding by a Court of competent jurisdiction or legislative body that the City is not authorized to Contract with the County or proceed with the levy and collection of ad valorem taxes under this Contract.

IN WITNESS WHEREOF, the parties hereto acting through their  
duly authorized agents have caused this Agreement to be signed.

ATTEST:

CITY OF PEACHTREE CORNERS

BY: \_\_\_\_\_  
City Clerk  
(SEAL)

BY: \_\_\_\_\_  
MIKE MASON, MAYOR

\_\_\_\_\_  
WITNESS

DATE: \_\_\_\_\_

ATTEST:

GWINNETT COUNTY, GEORGIA

BY: \_\_\_\_\_  
DIANE KEMP,  
County Clerk  
(SEAL)

BY: \_\_\_\_\_  
CHARLOTTE J. NASH, CHAIRMAN  
Gwinnett County, Georgia  
Board of Commissioners

\_\_\_\_\_  
WITNESS

DATE: \_\_\_\_\_

BY: \_\_\_\_\_  
RICHARD K. STEELE  
TAX COMMISSIONER  
Gwinnett County, Georgia

\_\_\_\_\_  
WITNESS

DATE: \_\_\_\_\_

APPROVED AS TO FORM:

BY: \_\_\_\_\_  
Brooke Savage  
Sr. Assistant County Attorney  
Gwinnett County, Georgia

**PH2017-002**

**METROPOLITAN RIVER PROTECTION ACT CERTIFICATE**

**4348 RIVERVIEW DRIVE  
RIVERVIEW ESTATES  
LOT 2, BLOCK 'A'; 6<sup>TH</sup> DISTRICT, LAND LOT 330**

The Mayor and City Council of the City of Peachtree Corners while in Regular Session on March 21, 2017 approved the Application for Metropolitan River Protection Act Certificate (PH2017-002) for the referenced property with the following conditions:

1. Applicant shall file the certificate in the real estate records of Clerk of Superior Court of Gwinnett County.
2. Applicant shall provide as built survey and affidavit confirming the built conditions prior to issuance of certificate of occupancy.

<b>APPLICANT:</b>	<b>KIP TAYLOR</b>
<b>ARC REVIEW:</b>	<b>CONSISTENT</b>
<b>DATE OF CITY COUNCIL HEARING:</b>	<b>MARCH 21, 2017</b>
<b>ACTION TAKEN:</b>	<b>APPROVED WITH CONDITIONS</b>
<b>DATE OF CERTIFICATE:</b>	<b>MARCH 21, 2017</b>

**Approved:**

\_\_\_\_\_  
Mike Mason, Mayor

ATTEST:

\_\_\_\_\_(SEAL)  
Kym Chereck, City Clerk

**CITY OF PEACHTREE CORNERS  
COMMUNITY DEVELOPMENT DEPARTMENT**

**APPLICATION FOR METROPOLITAN RIVER PROTECTION ACT  
CERTIFICATE**

CASE NUMBER: PH2017-002

LOCATION: 4348 RIVERVIEW DRIVE (6330 010)

PROPOSED DEVELOPMENT: CONSTRUCTION OF A NEW SINGLE FAMILY  
DETACHED RESIDENCE

CONTACT: KIP TAYLOR

OWNER: KIP TAYLOR  
PO BOX 386  
DOUGLASVILLE, GEORGIA 30133

RECOMMENDATION: APPROVE WITH CONDITIONS

**REQUEST SUMMARY**

The property is located in the Riverview Estates subdivision and consists of one single family home on a 1.46-acre lot. The owner has demolished the existing house in order to build a new single family detached residence.

The applicant requests certification of this property in accordance with the Metropolitan River Corridor Protection Act (MRPA).

**HISTORY**

In 1973, in response to growing concerns about the Chattahoochee River, the Georgia General Assembly enacted the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.). It established a 2000-foot Corridor along both banks of the Chattahoochee and its impoundments for the 48 miles between Buford Dam and Peachtree Creek.

The Act requires the Atlanta Regional Commission to protect the Chattahoochee River Corridor and to review new development proposals. The act requires local governments along the corridor to implement the ARC plan by issuing permits based on ARC findings, monitoring land-disturbing activity in the corridor and enforcing the act and the plan. Permit submittals for

new homes and additions within the Chattahoochee River Corridor must show legal compliance with the plan.

The existing residence was built prior to the Metropolitan River Corridor Protection Act (MRPA). The owner has demolished the existing home in order to build a new residence. The development must obtain a Chattahoochee River Corridor Certificate, since this property currently does not have one. There will not be an increase in land use density as a result of this approval.

The applicant submitted plans for the proposed new residence to The Atlanta Regional Commission (ARC). The ARC reviewed the plans for clearing limits and for the creation of impervious surfaces based on vulnerability categories and found this project to be compliant with MRPA. The City confirms the ARC's findings through approval of the certification.

### FINDINGS

After review of the applicant's proposal, it is recommended that the Metropolitan River Protection Act Certificate for 4348 Riverview Drive be approved with the following conditions:

1. Applicant shall file the certificate in the real estate records of the Clerk of Superior Court of Gwinnett County.
2. Applicant shall provide as-built survey and affidavit confirming the built conditions prior to issuance of certificate of occupancy.



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: February 6, 2017

ARC REVIEW CODE: V1702061

TO: Mayor Mike Mason, City of Peachtree Corners  
ATTN TO: Melissa Schwartz, Planning and Development Manager  
FROM: Douglas R. Hooker, Executive Director, ARC

Digital signature  
Original on file

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

**Name of Proposal:** RC-17-01PC 4348 Riverview Drive

**Review Type:** Metro River (MRPA)

**MRPA Code:** RC-17-01PC

**Description:** An application for a Metropolitan River Protection Act (MRPA) Certificate for the construction of a single family residence with a pool and basketball court.

**Preliminary Finding:** ARC staff has begun the review of the application for a MRPA Certificate for this proposed project in the Chattahoochee River Corridor. ARC's preliminary finding is that the proposed project is consistent with the Chattahoochee Corridor Plan.

**Submitting Local Government:** City of Peachtree Corners

**Land Lot:** 329, 330 **District:** 6

**Date Opened:** February 6, 2017

**Deadline for Comments:** February 16, 2017

**Earliest the Regional Review can be Completed:** February 16, 2017

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

ARC COMMUNITY DEVELOPMENT  
CHATTAHOOCHEE RIVERKEEPER

ARC NATURAL RESOURCES  
GEORGIA CONSERVANCY

GEORGIA DEPARTMENT OF NATURAL RESOURCES  
NATIONAL PARK SERVICE/CRNRA

If you have questions regarding this review, please contact Andrew Smith at [asmith@atlantaregional.com](mailto:asmith@atlantaregional.com) or (404) 463-5581. If ARC does not receive comments from you on or before **February 16, 2017**, we will assume that your agency has no additional comments and will close the review. Comments by e-mail are encouraged. The ARC review website is located at <http://www.atlantaregional.com/land-use/planreviews>.

Attached is information concerning this review.



# APPLICATION FOR METROPOLITAN RIVER PROTECTION ACT CERTIFICATE

1. Name of Local Government: City of Peachtree Corners

2. Owner(s) of Record of Property to be Reviewed:

Name(s): Kip Taylor

Mailing Address: P.O.Box 386

City: Douglasville State: GA Zip: 30133

Contact Phone Numbers (w/Area Code):

Daytime Phone: 404-456-6122 Fax: \_\_\_\_\_

Other Numbers: \_\_\_\_\_

3. Applicant(s) or Applicant's Agent(s):

Name(s): Lewis Reeves Properties, Inc. / Lewis Reeves

Mailing Address: 5400 Bannergate Drive

City: Johns Creek State: GA Zip: 30022

Contact Phone Numbers (w/Area Code):

Daytime Phone: 770-271-5772 Fax: \_\_\_\_\_

Other Numbers: 770-330-3374 Mobile

4. Proposed Land or Water Use:

Name of Development: Riverview

Description of Proposed Use: Single Family Residence

5. Property Description (Attach Legal Description and Vicinity Map):

Land Lot(s), District, Section, County: See Attached Legal Description

Subdivision, Lot, Block, Street and Address, Distance to Nearest Intersection: \_\_\_\_\_

Riverview Estates, Lot 2, 4348 Riverview Drive, Approximately 955 lf to Riverview Way

Size of Development (Use as Applicable):

Acres: Inside Corridor: 1.46 Acres,

Outside Corridor: 0.00

Total: 1.46 Acres

Lots: Inside Corridor: 1

Outside Corridor: 0

Total: 1

Units: Inside Corridor: \_\_\_\_\_

Outside Corridor: \_\_\_\_\_

Total: \_\_\_\_\_

Other Size Descriptor (i.e., Length and Width of Easement):

Inside Corridor: \_\_\_\_\_

Outside Corridor: \_\_\_\_\_

Total: \_\_\_\_\_

**6. Related Chattahoochee Corridor Development:**

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

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

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

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

**7. How Will Sewage from this Development be Treated?**

**A. Septic tank** Yes (see attached copy of permit)

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

**B. Public sewer system** \_\_\_\_\_

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

Vulnerability Category	Total Acreage (or Sq. Footage)	Total Acreage (or Sq. Footage) Land Disturbance	Total Acreage (or Sq. Footage) Imperv. Surface	Percent Land <u>Disturb.</u> (Maximums Shown In Parentheses)	Percent Imperv. <u>Surf.</u> (Maximums Shown In Parentheses)
A	_____	_____	_____	(90)	(75)
B	_____	_____	_____	(80)	(60)
C	<u>63,554 sf</u> 1.46 ac	<u>44,481 sf</u> 44,519 sf	<u>28,595</u> 28,619 sf	(70)	70% (45) 45%
D	_____	_____	_____	(50)	(30)
E	_____	_____	_____	(30)	(15)
F	_____	_____	_____	(10)	(2)
<b>Total:</b>	_____	_____	_____	N/A	N/A

9. Is any of this Land within the 100-Year Floodplain of the Chattahoochee River? No  
If "yes", indicate the 100-year floodplain elevation: \_\_\_\_\_

**NOTE:** For this review, river floodplain is determined from the U.S. Army Corps of Engineers' "Floodplain Information - Chattahoochee River, Buford Dam to Whitesburg, Georgia", November, 1973 and its Supplement of March, 1982.

**NOTE:** All river 100-year floodplain is assigned to the "E" Category; its allowable allocations can be combined with those of other "E" land in the review. Also, 100-year floodplain cannot be reanalyzed and cannot accept transfers.

10. Is any of this land within the 500-year floodplain of the Chattahoochee River? No  
If "yes", indicate the 500-year flood plain elevation: \_\_\_\_\_

**NOTE:** Plan Standards include a 35-foot height limit above the pre-construction grade within the 500-year floodplain (includes the 100-year floodplain). Adherence to this standard must be noted on the submitted plans (see Part 2.B.(4) of the Chattahoochee Corridor Plan).

11. The following is a checklist of information required to be attached as part of the application. Individual items may be combined.

**FOR ALL APPLICATIONS:**

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

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

Documentation on adjustments, if any.

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

**FOR SINGLE-STEP APPLICATIONS (NON-SUBDIVISION):**

Site plan.

Land-disturbance plan.

**FOR TWO-STEP SINGLE-FAMILY SUBDIVISION APPLICATIONS ONLY:**

Concept plan.

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

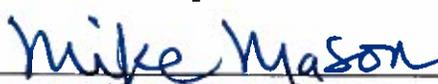
12. I (we), the undersigned, authorize and request review of this application for a certificate under the provisions of the Metropolitan River Protection Act: (use additional sheets as necessary)

\_\_\_\_\_  
\_\_\_\_\_  
 \_\_\_\_\_  
Signature(s) of Owner(s) of Record Date 1-26-17

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

\_\_\_\_\_  
\_\_\_\_\_  
 \_\_\_\_\_  
Signature(s) of Applicant(s) or Agent(s) Date 1/26/17

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

 \_\_\_\_\_  
Signature of Chief Elected Official or Official's Designee Date 1/30/2017

## LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 329 AND 330, 6<sup>th</sup> DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING LOT 2, BLOCK A, UNIT 1, RIVERVIEW ESTATES AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION FORMED BY THE NORTHEASTERLY RIGHT OF WAY OF RIVERVIEW DRIVE (AN 60' R/W) AND THE RIGHT OF WAY OF RIVERVIEW WAY, THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY RIGHT OF WAY OF RIVERVIEW DRIVE 925.20 FEET TO A 2" OPEN TOP PIPE FOUND AT THE SOUTHWESTERLY CORNER OF LOT 2 AND THE TRUE POINT OF BEGINNING; THENCE NORTH 32 DEGREES 05 MINUTES 00 SECONDS WEST ALONG SAID RIGHT OF WAY FOR 175.09 FEET TO A 2" OPEN TOP PIPE AT THE COMMON CORNER OF LOTS 2 AND 3; THENCE LEAVING SAID RIGHT OF WAY AND RUNNING ALONG THE COMMON LINE OF LOTS 2 & 3, NORTH 59 DEGREES 59 MINUTES 58 SECONDS EAST FOR 365.17 FEET TO A 5/8" REBAR SET; THENCE SOUTH 30 DEGREES 47 MINUTES 40 SECONDS EAST ALONG THE LINE COMMON TO LOT 9 FOR 59.42 FEET TO A 3/4" OPEN TOP PIPE; THENCE SOUTH 30 DEGREES 52 MINUTES 14 SECONDS EAST ALONG THE LINE COMMON TO LOT 8 FOR 115.58 FEET TO A 1/2" OPEN TOP PIPE FOUND AT THE COMMON CORNER WITH LOT 1; THENCE S 60 DEGREES 00 MINUTES 00 SECONDS WEST ALONG THE COMMON LINE OF LOTS 1 AND 2 FOR 361.39 FEET TO A 2" OPEN TOP PIPE AND THE POINT OF BEGINNING.

SAID TRACT OR PARCEL OF LAND CONTAINS 1.459 ACRES OF LAND.

GWINNETT CC. ENVIRONMENTAL HEALTH  
GEORGIA DEPARTMENT OF HUMAN RESOURCES  
APPLICATION FOR CONSTRUCTION PERMIT AND SITE  
APPROVAL  
FOR ON-SITE SEWAGE MANAGEMENT SYSTEM

Permit Number: G467236  
Permit Type: New-Small Residential  
Tax ID: 6330 010

Subdivision: RIVERVIEW ESTATES  
Lot/Block: 2 / A  
Property Location:  
4348 RIVERVIEW DRIVE  
PEACHTREE CORNERS, GA 30092

Health District: 03-04

I hereby apply for a construction permit to install an onsite sewage management system and agree that the system will be installed to conform to the requirements of the rules of the Georgia Department of Human Resources, Chapter 290-5-26. I understand that a final inspection is required and will notify the County Health Department upon completion of construction and before applying final cover.

Signature (Owner or Applicant):

Date: 10/27/2016



Property Owner's Name: KIP TAYLOR  
Owner's Address: PO BOX 386

Phone: (404) 456-6122

Permit Applicant's Name: BOUNDARY ZONE - MATT MASTERS

Phone: (770) 271-5772

Type of Facility: Residential

Number of Bedrooms: 6

Water Supply:

Lot Size:

House Design: Slab

Level of Plumbing Outlet: Slab

Soil Type:

Total Capacity: Septic Tank 2500.00 Gals.      Dosing Tank 1500.00 Gals.  
Grease Trap \_\_\_\_\_ Gals.      Aerobic Tank \_\_\_\_\_ Gals.

Absorption Field: Total Sq. Ft. 1008      Total Linear Ft. 252

Trench Depth In. 18 - 24

Trench Width In. 4

If Distribution Box Used: No. of Lines 3

Length Each Line, Ft. 84

Depth or Total Aggregate in System 6

**Special Conditions:**

Follow site plan. Install a waterproof 2500 gallon septic tank and a waterproof 1500 gallon dosing tank with pump. Install a distribution box and 3 trenches each 84 LF of 6 inches of C-33 sand and 8 modules of Eljen GSF for a total of 252 LF with 48 modules. Install at 18-24 inches deep. If trench depth cannot be maintained it may be necessary to locate the distribution box to the center of the proposed absorption field and install 6 trenches each 42 LF of 6 inches of C-33 sand and 4 modules of Eljen GSF for a total of 252 LF with 48 modules. Installer must be an approved Eljen to install the product. A sieve analysis will be required at time of inspection. Must preserve adequate amount of repair area as indicated on site plan for future system.

**PERMIT**

A permit is hereby granted to install or construct the on-site sewage management system described above. This permit is not valid unless properly signed below, and expires twelve (12) months from date of issue. To renew, a fee will be collected. Deviation from this permit will result in this permit and related inspection(s) being voided.

Issuance of a construction permit for an on-site sewage management system, and subsequent of same by representatives of the Georgia Department of Human Resources or County Board of Health shall not be construed as a guarantee that such systems will function satisfactorily for a given period of time; furthermore, said representatives do not, by any action taken in effecting compliance with these rules, assume any liability for damages which are caused, or which may be caused, by the malfunction of such system.

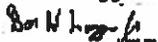
Construction Permit Number: G467236

Date of Issue: 10/27/2016

Approved by (Health Department Representative)

Title

Don Loggins



County Manager - Gwinnett

# Gwinnett County Environmental Health Site Approval

Subdivision RIVERVIEW ESTATES Lot 2 Block A Tax ID 6330 010

Street Address 4348 RIVERVIEW DRIVE City PEACHTREE CORNERS Water Supply Public Water

House Design (check one): Slab X Crawl Space \_\_\_\_\_ Basement \_\_\_\_\_

Stub Out Location: Slab X Crawl Space \_\_\_\_\_ Basement with Plumbing \_\_\_\_\_ Basement without Plumbing \_\_\_\_\_

Number of Bedrooms 6 Gallons Per Day \_\_\_\_\_ Garbage Disposal (Yes or No) Yes

Site Evaluation Type New-Small Residential

Soil Type from Soil Report:

Type	Classifier	Percolation Rate

Check All that are on Property or within 100 feet of Property:

Item	Location
Creeks, Streams	_____
Ponds, Lakes	_____
Wells, Springs, Sink Holes	_____
Embankments	_____
Topographical Concerns	_____

Purpose of Application (what is addition going to consist of):

**NEW CONSTRUCTION 6 BEDROOM WITH 33'X40' INGROUND POOL WITH SPA. CONCRETE POOL DECKING 13'X40'.**

The above information as furnished is true, and correct to the best of my knowledge; therefore, I hereby apply for a building and an on-site sewage management system inspection based upon this information.

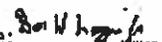
Date of Application 04/06/2016

Applicant Signature  Applicant Name BOUNDARY ZONE - MATT MASTERS Phone (770) 271-5772

Owner's Name KIP TAYLOR

**OFFICIAL USE ONLY:**

Status (Approved or Disapproved): Approved Date: 04/11/2016

Inspector (Name): Don Loggins Signature: 

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A FIELD CLOSURE OF ONE FOOT IN 15,650 FEET AND AN ANGULAR ERROR OF 00" PER ANGLE POINT AND WAS ADJUSTED USING COMPASS RULE.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 179,389 FEET.

TYPE OF EQUIPMENT USED TOPCON GPT 2003 & DATA COLLECTOR.

SUBDIVISION PLAT RECORDED IN PB. T, PG. 32-B .

AS PER OFFICIAL F.I.R.M. FOR COMMUNITY No. 1315C0053H, DATED: MARCH 4, 2013, THIS PROPERTY IS NOT LOCATED IN A DESIGNATED FLOOD HAZARD AREA.

SURVEY FOR

# KIP TAYLOR

LOCATED IN

RIVERVIEW ESTATES - BLOCK A

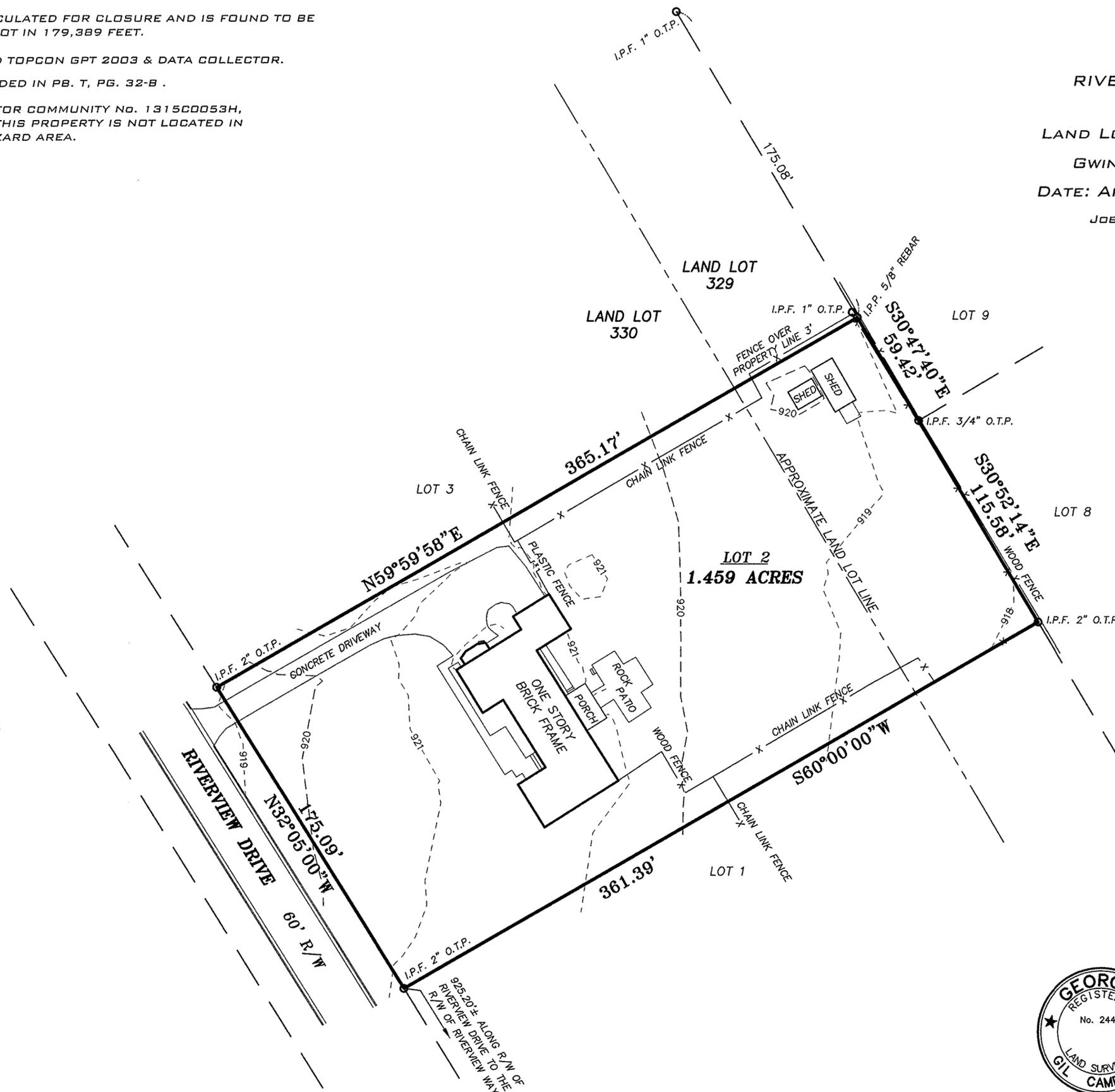
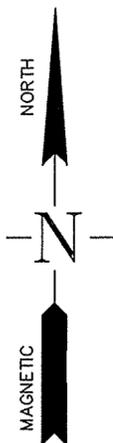
UNIT ONE - LOT 2

LAND LOTS 329 & 330 6TH DISTRICT

WINNETT COUNTY GEORGIA

DATE: APRIL 5, 2015 SCALE: 1" = 40'

Job No. = T:\2015LOTS\15-493.DWG



- LEGEND**
- R/W -----RIGHT OF WAY
  - I.P.F. -----IRON PIN FOUND
  - I.P.P. -----IRON PIN PLACED
  - C.T. -----CRIMPED TOP PIPE
  - R.B. -----REINFORCING BAR
  - O.T. -----OPEN TOP PIPE
  - N/F -----NOW OR FORMERLY
  - B.L. -----BUILDING LINE

GRAPHIC SCALE



( IN FEET )  
1 inch = 40 ft.

THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS AS SET FORTH IN THE GEORGIA PLAT ACT.



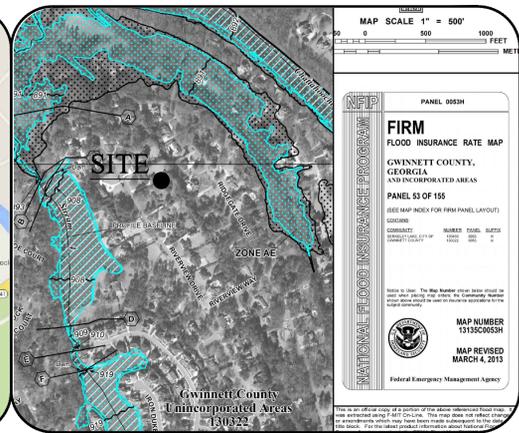
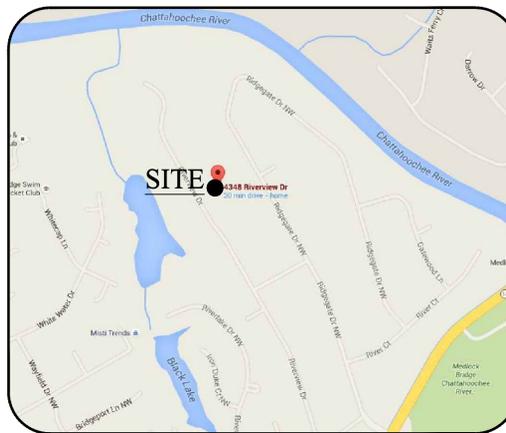
PREPARED BY

## VANSANT - CAMPBELL

CIVIL ENGINEERING - LAND SURVEYING

8667 BALDWIN PARKWAY, DOUGLASVILLE, GEORGIA 30134

PHONE: (770) 942-1234 FAX: (770) 942-2010



**ZONING: R-100**  
 MIN. FRONTAGE 100 FT  
 MINIMUM LOT AREA (SEPTIC): 25,500 SF

**R-100 SETBACKS AS PER PLAT**  
 FRONT: 35 FT  
 FRONT (PER PLAT): 100 FT  
 SIDE: 10 FT  
 SIDE (PER PLAT): 20 FT  
 REAR: 40 FT  
 BUILDING HEIGHT: 35 FT  
 MINIMUM F.A.R.: 1,400 SF

THE SURVEYOR IN NO WAY INTENDS TO INTERPRET OR MAKE CONCLUSION REGARDING THE ZONING AND SETBACK DESIGNATION SHOWN HEREON. THIS INFORMATION IS REPORTED FROM PUBLIC INFORMATION OBTAINED FROM CITY OR COUNTY PLANNING AND ZONING DEPARTMENTS.

**OWNER**  
 KIP TAYLOR  
 4348 RIVERVIEW DRIVE  
 PEACHTREE CORNERS, GEORGIA 30092

**DESIGNER**  
 MICHAEL SWILLEY  
 RESIDENTIAL DESIGN  
 (678) 380-3804  
 MSWILLEY@COMCAST.NET

**BUILDER / EMERGENCY CONTACT**  
 LEWIS REEVES PROPERTIES, INC.  
 (404) 219-2151

VULNERABILITY CATEGORIES							
CAT	AREA IN CATEGORY SF	ALLOWABLE		PROPOSED		REMAINING	
		IMPERVIOUS SF	CLEARING SF	IMPERVIOUS SF	CLEARING SF	IMPERVIOUS SF	CLEARING SF
C	63,554	28,599	44,488			28,599	44,488

**GENERAL NOTES:**

- TOTAL AREA: 1.459 ACRES / 63,554 SQUARE FEET
- BOUNDARY REFERENCE: SEE SHEET
- FLOOD HAZARD STATEMENT: THIS IS TO CERTIFY THAT THIS SITE DOES NOT LIE WITHIN A FEDERALLY DESIGNATED FLOOD HAZARD AREA AS SHOWN ON THE F.I.R.M. MAP OF CITY OF PEACHTREE CORNERS AS SHOWN ON PANEL: 1315C0053H, EFFECTIVE 3/4/2013
- PROJECT NARRATIVE: SITE LOCATION: 4348 RIVERVIEW DRIVE PEACHTREE CORNERS, GEORGIA 30092  
 CONSTRUCTION OF A SINGLE FAMILY RESIDENCE SEE ARCHITECTURAL PLANS FOR MORE DETAIL
- SANITARY SEWER IS PROVIDED BY PUBLIC SEWER SYSTEM
- DRAINAGE STRUCTURES DO NOT EXIST ON THIS PROPERTY
- CREEKS OR DRAINAGE SWALES DO NOT EXIST ON THIS PROPERTY
- NO NEW STORM DRAIN PIPES ARE PROPOSED
- THIS PROPERTY DOES LIE WITHIN THE CHATTAHOOCHEE RIVER CORRIDOR
- THIS PROPERTY IS NOT ON OR WITHIN 200 FEET OF WATERS OF THE STATE
- ALL DEBRIS WILL BE REMOVED FROM THE SITE AND DISPOSED OF THE DEBRIS IN AN AUTHORIZED LANDFILL OR AS DIRECTED BY GEORGIA DNR / EPD
- CONSTRUCTION MAY NOT PROCEED BEYOND THE BUILDING OFFICIAL APPROVED DEMOLITION STAGE UNTIL THE CITY HAS ISSUED A VALID BUILDING PERMIT FOR THE PROPOSED CONSTRUCTION.

SURVEY FOR  
**KIP TAYLOR**  
 LOCATED IN  
 RIVERVIEW ESTATES - BLOCK A  
 UNIT ONE - LOT 2  
 LAND LOTS 329 & 330 6TH DISTRICT  
 GWINNETT COUNTY GEORGIA  
 DATE: APRIL 5, 2015 SCALE: 1" = 40'  
 JOB NO. = T12015L078115-493.DWG

THIS SURVEY WAS PREPARED IN CONFORMANCE WITH THE TECHNICAL STANDARDS AS SET FORTH IN THE GEORGIA PLAT ACT.

NO. 2293  
 ADAM T. PEARSON  
 LAND SURVEYOR

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A FIELD CLOSURE OF ONE FOOT IN 15,650 FEET AND AN ANGULAR ERROR OF 00" PER ANGLE POINT AND WAS ADJUSTED USING COMPASS RULE.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 179,369 FEET.

TYPE OF EQUIPMENT USED TOPCON GPT 2003 & DATA COLLECTOR.  
 SUBDIVISION PLAT RECORDED IN PB. T. PG. 32-B.

AS PER OFFICIAL F.I.R.M. FOR COMMUNITY NO. 1315C0053H, DATED: MARCH 4, 2013, THIS PROPERTY IS NOT LOCATED IN A DESIGNATED FLOOD HAZARD AREA.



NO.	REVISION	DATE
1	REVISION OF FIRST FLOOR ELEVATION TO 23.75	5/28/2015
2	ADDITION OF REAR PATIO BEHIND INDOOR BASKETBALL COURT	6/28/2015
3	ADD NOTES PER CLIENT REQUEST	9/28/2015
4	MODIFY POOL AND DECKING LAYOUT	10/13/2015
5	MODIFY DRIVEWAY AND CLEARING LIMITS	11/17/2015
6	MODIFY DRIVEWAY AND CLEARING LIMITS	11/17/2015
7	MODIFY DRIVEWAY AND CLEARING LIMITS	11/17/2015
8	MODIFY DRIVEWAY AND CLEARING LIMITS	11/17/2015
9	MODIFY DRIVEWAY AND CLEARING LIMITS	11/17/2015
10	MODIFY DRIVEWAY AND CLEARING LIMITS	11/17/2015
11	MODIFY DRIVEWAY AND CLEARING LIMITS	11/17/2015
12	MODIFY DRIVEWAY AND CLEARING LIMITS	11/17/2015

**Vicinity Map (NTS)**

**FIRM Panel Vignette (NTS)**

**FLOOD HAZARD STATEMENT:**  
 THIS IS TO CERTIFY THAT NO PORTION OF THIS SITE LIES WITHIN A FEDERALLY DESIGNATED 100 YEAR FLOOD HAZARD AREA AS SHOWN ON THE F.I.R.M. MAP OF GWINNETT COUNTY (CITY OF PEACHTREE CORNERS), GEORGIA PANEL # 1315C0053H, EFFECTIVE 3/4/2013

LEVEL 3  
 GWINNETT COUNTY SOIL INVESTIGATION REPORT  
 4348 RIVERVIEW DRIVE DULUTH, GA 30097  
 LOT 2-A RIVERVIEW ESTATES, LAND LOTS 329 & 330, DISTRICT 6<sup>th</sup>  
 OWNER: KIP TAYLOR, BOUNDARY ZONE, INC. 770-972-1079

WICKHAM, 2-6% SLOPES  
 similar to Apling soil in places.

HARD LABOR II, 2-6% SLOPES

HARD LABOR I, 2-6% SLOPES

FILL OVER AUGUSTA, 2-6% SLOPES  
 this unit has 12% of fill material and dark brown alluvial material over Augusta, Alavista and Hard Labor like soil. This area may have been a low spot that was partially filled in. This area is also where the current drain field is which may explain the disturbance and wet soils. It appears to be very wet here at times, very lush vegetation. Best to avoid this unit.

ESTIMATED SOIL PROPERTIES BASED ON MEASUREMENTS

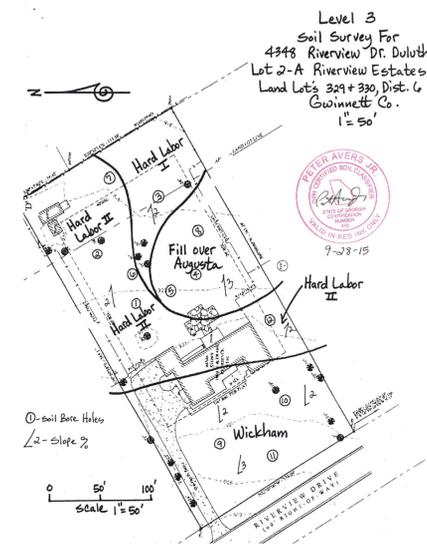
SOLUMBIA	DEPTH TO WATER TABLE	MIN. DRAIN DEPTH	PERCENTAGE PERCOLATION	SCORING	DEPTH TO EXPIREM PERCOLATION	SUITABILITY CODE
WICKHAM	72"	65-72"	68	2-3	24-40"	A
HARD LABOR II	72"	48-60"	70	2-3	24"	P
HARD LABOR I	72"	36-40"	75	2-3	18-24"	C
FILL/AUGUSTA	72"	24-30"	80	2-3	12"	C

SUITABILITY CODE A-this soil is generally suitable for a conventional absorption field with proper design, installation and maintenance. Be sure gutter drains are piped out past and away from tank and drain field area and surface water is diverted away from these areas as well.

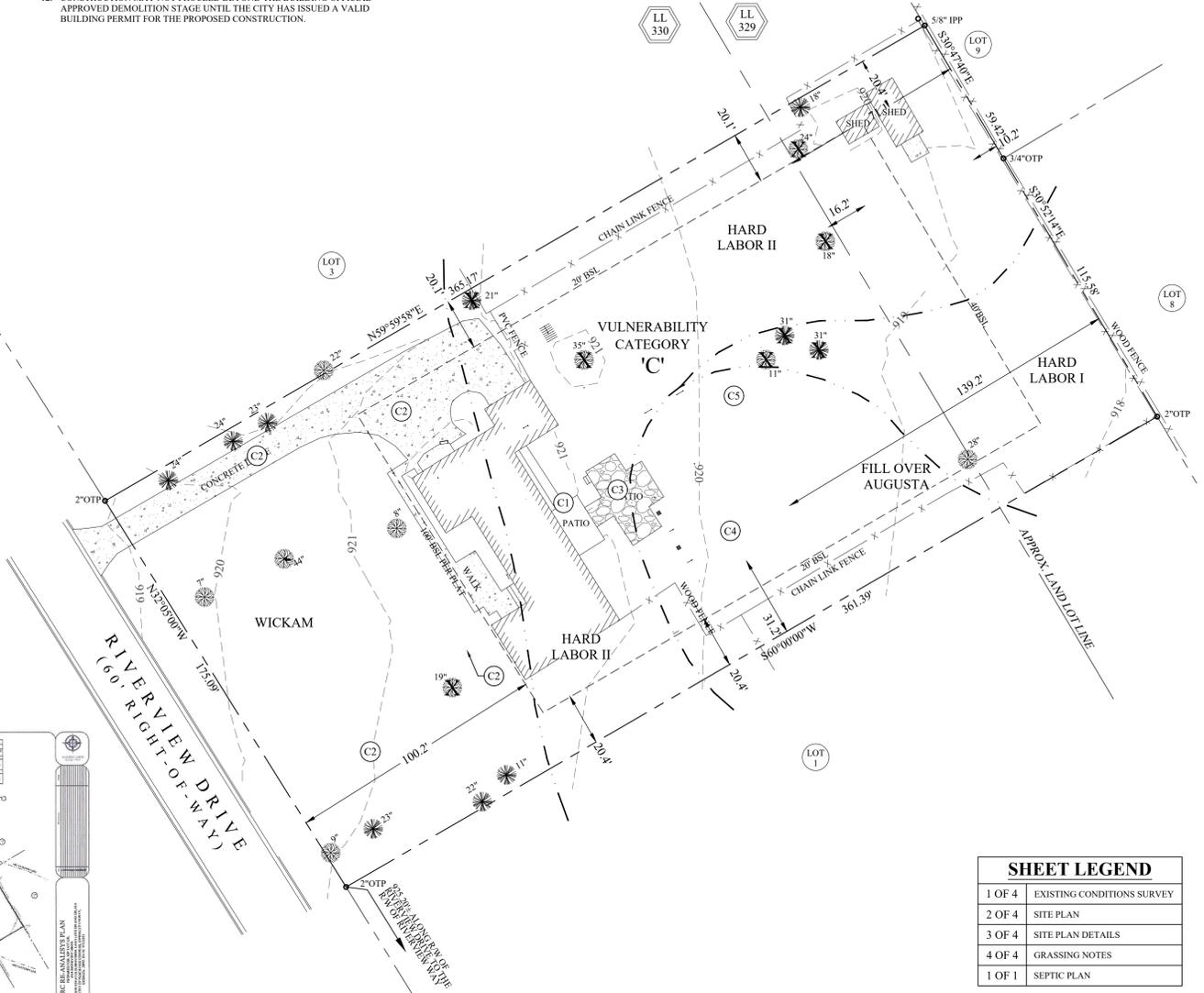
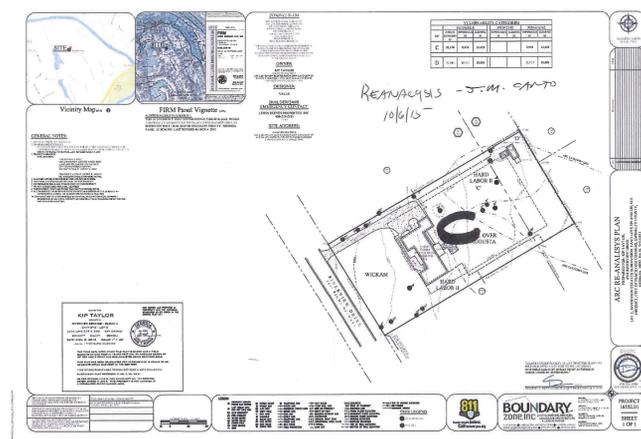
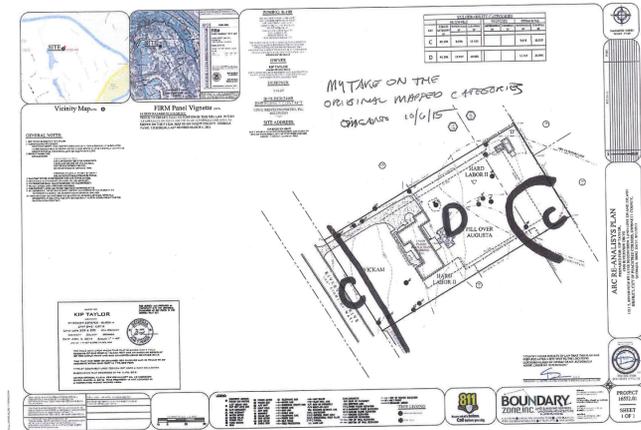
SUITABILITY CODE P- this soil is generally suitable for a conventional absorption field. However, this soil does have saturation indicators in the lower portion of the profile. This unit will require shallow installation of drain lines to maintain the 24" separation from the trench bottom to the seasonal water table.

SUITABILITY CODE C-these soils are generally not suitable for a conventional absorption field due to shallow seasonal saturation. These soils should be suitable for an alternative system (see Health Dept.).

9-26-15  
 This is a Level 3 Soil Survey  
 Soil Scientist: Peter Avers Jr.  
 770-972-1079



pg 2 of 2



**SHEET LEGEND**

1 OF 4	EXISTING CONDITIONS SURVEY
2 OF 4	SITE PLAN
3 OF 4	SITE PLAN DETAILS
4 OF 4	GRASSING NOTES
1 OF 1	SEPTIC PLAN

THIS SURVEY WAS PREPARED IN CONFORMANCE WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.

THE SURVEYOR IN NO WAY INTENDS TO INTERPRET OR MAKE CONCLUSION REGARDING THE ZONING AND SETBACK DESIGNATION SHOWN HEREON. THIS INFORMATION IS REPORTED FROM PUBLIC INFORMATION OBTAINED FROM COUNTY OR CITY PLANNING AND ZONING DEPARTMENTS.

**EXISTING CONDITIONS SURVEY**  
 PREPARED FOR: KIP TAYLOR,  
 LOT 2, RIVERVIEW ESTATES SUBDIVISION  
 LAND LOT 329 & 330, 6TH DISTRICT  
 4348 RIVERVIEW DRIVE  
 PEACHTREE CORNERS, GEORGIA 30092  
 DATE 9/11/2015



THIS SURVEY WAS MADE WITHOUT THE BENEFIT OF A CURRENT TITLE COMMITMENT EASEMENTS AND ENCUMBRANCES MAY EXIST WHICH BENEFIT AND BURDEN THIS PROPERTY.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON AND DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT A RECERTIFICATION BY THE SURVEYOR NAMING SAID PERSON.

© COPYRIGHT 2014 - BOUNDARY ZONE, INC.  
 THIS DRAWING AND ITS REPRODUCTIONS ARE THE PROPERTY OF THE SURVEYOR AND MAY NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THIS SURVEYOR.

TOTAL AREA: 1.459 ACRES / 63,554 SQUARE FEET

BOUNDARY REFERENCE: SURVEY FOR KIP TAYLOR BY: YANSAT-CAMPBELL SEE SHEET 1



**LEGEND:**

○ PROPERTY CORNER FOUND (AS NOTED)	□ POWER METER	☎ TELEPHONE BOX	—H— HAY BALES
□ 1/2" REBAR WITH CAP SET LSF# 839	☎ AC UNIT	—U— OVERHEAD UTILITY LINE	—FW— FLOW WELL LINE
□ R/W MONUMENT	☎ LIGHT POLE	—S— SEWER LINE	—NF— NOW OR FORMERLY
▲ FIRE HYDRANT	☎ GUY WIRE	—G— GAS LINE	—R/W— RIGHT-OF-WAY
⊕ WATER METER	☎ MANHOLE	—C— CABLE LINE	—BSL— BUILDING SETBACK LINE
⊕ WATER VALVE	☎ CLEAN OUT	—T— TELEPHONE LINE	—CNTL— CANTILEVER
⊕ POWER POLE	☎ GAS METER	—X— FENCE LINE	—CR.Z— CRITICAL ROOT ZONE
⊕ YARD DRAINS	☎ GAS VALVE	—SF— SILT FENCE	—S.R.P— STRUCTURAL ROOT PLATE
⊕ SIGN	☎ CABLE BOX	—O— TREE PROTECTION	—(TYP.)—
			—LL— LAND LOT

**TREE LEGEND**

CONC. CONCRETE	TT: 1069.0 TOP OF FOOTER ELEVATION	☎ HARDWOOD TREE
EOP: EDGE OF PAVEMENT	—SF— SILT FENCE	☎ PINE TREE
—CL— CENTER LINE	—>— DRAINAGE ARROW	
F.F.E. FINISH FLOOR ELEVATION		
B.F.E. BASEMENT FLOOR ELEVATION		
G.F.E. GARAGE FLOOR ELEVATION		
1018.9 GROUND ELEVATION		
1018.6 SURFACE ELEVATION		
TW: 1069.0 TOP OF WALL ELEVATION		
BS: 1069.0 BOTTOM OF WALL ELEVATION		



**BOUNDARY ZONE, INC.**  
 LAND SURVEYING SERVICES  
 LANDSCAPE ARCHITECTURE  
 LAND PLANNING

BUFORD 4195 SOUTH LEE STREET, SUITE 111  
 BUFORD, GEORGIA 30518

ATLANTA 235 PEACHTREE STREET NE, SUITE 400  
 ATLANTA, GEORGIA 30309

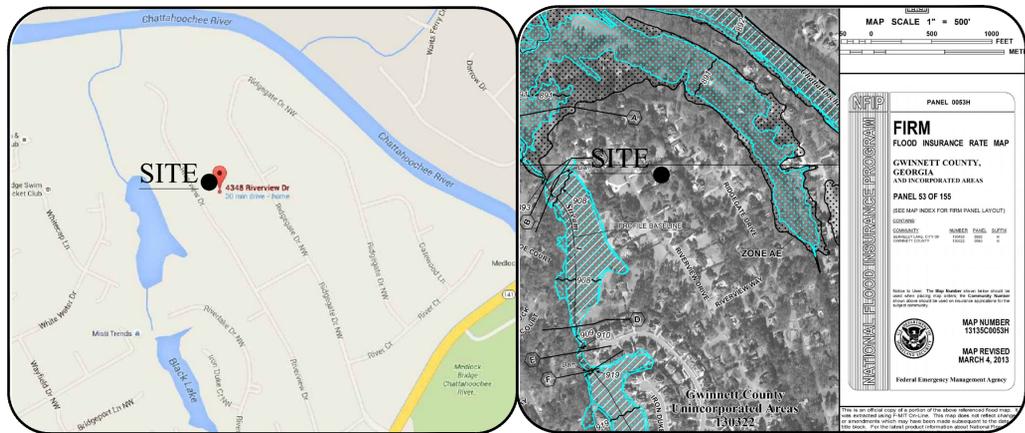
MARIETTA 1878 THE EXCHANGE, SUITE 100  
 MARIETTA, GA 30067

WILMINGTON 2808 CANNON DRIVE, APEX  
 NORTH CAROLINA 27523

WWW.BOUNDARYZONE.COM ☎ (770) 271-5772 ☎ (919) 363-9226

**PROJECT**  
 16552.01

**SHEET**  
 1 OF 4



Vicinity Map(NTS)

FIRM Panel Vignette (NTS)

**FLOOD HAZARD STATEMENT:**  
 THIS IS TO CERTIFY THAT NO PORTION OF THIS SITE LIES WITHIN A FEDERALLY DESIGNATED 100 YEAR FLOOD HAZARD AREA AS SHOWN ON THE F.I.R.M. MAP OF GWINNETT COUNTY (CITY OF PEACHTREE CORNERS), GEORGIA PANEL # 1315C0053H, EFFECTIVE 3/4/2013

**RESIDENTIAL DRAINAGE PLAN**

THIS HOUSE LOCATION / RESIDENTIAL DRAINAGE PLAN HAS BEEN REVIEWED FOR GENERAL COMPLIANCE WITH THE ZONING RESOLUTION AND DEVELOPMENT REGULATIONS OF GWINNETT COUNTY, GEORGIA, AND IS APPROVED FOR ISSUANCE OF A BUILDING PERMIT FOR THE RESIDENTIAL STRUCTURE AND OTHER IMPROVEMENTS SHOWN HEREON. NO FRAMING INSPECTION WILL BE APPROVED UNTIL A CERTIFICATION OF THE ELEVATION OF THE LOWEST FLOOR, AS BUILT, PREPARED BY A REGISTERED LAND SURVEYOR OR PROFESSIONAL ENGINEER, HAS BEEN RECEIVED BY THE DEPARTMENT. THIS APPROVAL IS GRANTED WITH THE PROVISION THAT NO CERTIFICATE OF OCCUPANCY SHALL BE ISSUED FOR THE COMPLETION OF CONSTRUCTION UNTIL CONFORMANCE TO THIS HOUSE LOCATION / RESIDENTIAL DRAINAGE PLAN HAS BEEN FIELD VERIFIED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT OF HAS BEEN VERIFIED BY A FOUNDATION SURVEY PREPARED BY A REGISTERED LAND SURVEYOR.

DEPARTMENT OF PUBLIC UTILITIES DATE

THIS PLAT HAS BEEN CALCULATED FOR A CLOSURE BY SOLAR LAND SURVEYING COMPANY (LAND SURVEYOR JOHN W. STANZILIS, JR. GA. RLS #2109, AND IS STATED TO BE ACCURATE WITHIN ON FOOT IN 100,000' +/- AND CONTAINS A TOTAL OF 1.065 ACRES.

OWNER: KIP TAYLOR  
 LOT ADDRESS: 4348 RIVERVIEW DRIVE  
 4348 RIVERVIEW DRIVE PEACHTREE CORNERS, GEORGIA 30097  
 PEACHTREE CORNERS, GEORGIA 30097  
 (770) 722-4817

RDP PREPARED BY: BOUNDARY ZONE, INC.  
 4195 SOUTH LEE STREET, SUITE 1  
 BUFORD, GA 30518

A PORTION OF THIS PROPERTY IS LOCATED WITHIN THE LIMITS OF A FLOOD HAZARD ZONE AS PER F.E.M.A. FLOOD INSURANCE RATE MAPS OF GWINNETT COUNTY, GEORGIA, COMMUNITY PANEL #1315C005 EFFECTIVE DATE MARCH 4, 2013.

TOTAL LOT AREA 63,554 S.F.  
 AREA LOCATED OUTSIDE FLOOD PLAIN LIMITS 63,554 S.F.

FIELD RUN TOPOGRAPHIC INFORMATION WAS PREPARED BY: VANSAT-CAMPBELL  
 8667 BALDWIN PKWY  
 DOUGLASVILLE, GEORGIA 30134

DATED: 9/10/15.

SITE AREA: 63,554 S.F.  
 1.459 AC.

**NO DECKS, PATIOS, OR PERMANENT STRUCTURES PERMITTED IN BUFFERS OR EASEMENTS. TREES ARE TO BE REMOVED FROM THIS SITE DURING CONSTRUCTION OF THE HOUSE AREA.**

**A SEPARATE BUILDING PERMIT MUST BE OBTAINED PRIOR TO APPROVAL OF A RDP FOR EACH SITE RETAINING WALL (WHICH EITHER EXCEEDS 4 FEET IN HEIGHT OR WHICH HAS A BACKFILL SLOPE GREATER THAN 1 FOOT RISE IN 3 FEET HORIZONTAL) AND FOR EACH RETAINING WALL ATTACHED TO THE HOUSE (WHICH EXCEEDS 6 FEET IN HEIGHT) IN ACCORDANCE WITH GWINNETT COUNTY CODE SECTION 103.1.1. A CERTIFICATE OF COMPLETION SHALL BE ISSUED BY GWINNETT COUNTY BUILDING INSPECTIONS SECTION FOR ALL WALLS PERTINENT TO THE PROJECT PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR ANY USABLE STRUCTURE ON SITE.**

**EROSION CONTROL SEDIMENT NOTES:**

1. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND DISTURBING ACTIVITIES.
2. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL TO TREAT THE SEDIMENT SOURCE.
3. ANY DISTURBED AREA LEFT IDLE FOR A PERIOD GREATER THAN 14 DAYS SHALL BE STABILIZED WITH TEMPORARY SEEDING, DISTURBED AREAS IDLE 30 DAYS SHALL BE STABILIZED WITH PERMANENT VEGETATION.
4. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AT LEAST WEEKLY, AFTER EACH RAIN AND REPAIRED AS NECESSARY.
5. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IF DETERMINED NECESSARY BY ON-SITE INSPECTION.
6. SILT FENCE SHALL MEET REQUIREMENTS OF SECTION 171 - TYPE C TEMPORARY SILT FENCE, OF THE GEORGIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, 1993 EDITION.

**SITE NOTES:**

1. PRIOR TO LAND DISTURBING CONSTRUCTION, THE CONTRACTOR SHALL SCHEDULE A PRECONSTRUCTION MEETING WITH THE SITE DEVELOPMENT INSPECTOR.
2. ALL CONSTRUCTION AND MATERIALS TO CONFORM TO THE LATEST STANDARDS AND SPECIFICATIONS OF GWINNETT COUNTY.
3. CONSTRUCTION EXIT PAD AGGREGATE SIZE SHALL BE IN ACCORDANCE WITH A.S.T.M. 0448 SIZE #1.
4. NO GRADED SLOPES SHALL EXCEED 2H:1V.
5. THIS PLAN WAS PREPARED FOR PERMIT APPROVAL ONLY. ACTUAL CONSTRUCTION SHALL BE BASED ON FIELD STAKING.
6. ALL ELEVATIONS ON SITE NEED TO BE VERIFIED PRIOR TO ANY CONSTRUCTION.
7. THIS PLAN WAS MADE WITHOUT THE BENEFIT OF A CURRENT TITLE COMMITMENT. EASEMENTS AND ENCUMBRANCES MAY EXIST WHICH BENEFIT AND BURDEN THIS PROPERTY.
8. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NAVD 1988 DATUM.
9. UNDERGROUND UTILITIES ARE SHOWN AS PER PAINT MARKINGS BY OTHERS.
10. EXISTING SANITARY SEWER LINE TO REMAIN IN SERVICE. CONTRACTOR TO TAKE REASONABLE MEASURES TO MAINTAIN AND PROTECT EXISTING SANITARY SEWER DURING CONSTRUCTION.

**ZONING: R-100**

MIN. FRONTAGE 100 FT  
 MINIMUM LOT AREA (SEPTIC): 25,500 SF

**R-100 SETBACKS AS PER PLAT**

FRONT: 35 FT  
 FRONT (PER PLAT): 100 FT  
 SIDE (PER PLAT): 20 FT  
 REAR: 40 FT  
 BUILDING HEIGHT: 35 FT  
 MINIMUM F.A.R.: 1,400 SF

THE SURVEYOR IN NO WAY INTENDS TO INTERPRET OR MAKE CONCLUSION REGARDING THE ZONING AND SETBACK DESIGNATION SHOWN HEREON. THIS INFORMATION IS REPORTED FROM PUBLIC INFORMATION OBTAINED FROM CITY OR COUNTY PLANNING AND ZONING DEPARTMENTS.

**OWNER**

KIP TAYLOR  
 4348 RIVERVIEW DRIVE  
 PEACHTREE CORNERS, GEORGIA 30092

**DESIGNER**

MICHAEL SWILLEY  
 RESIDENTIAL DESIGN  
 (678) 380-3804  
 MSWILLEY@COMCAST.NET

**BUILDER / EMERGENCY CONTACT**

LEWIS REEVES PROPERTIES, INC.  
 (404) 219-2151

**MAIN SEPTIC GSF SYSTEM:**

Item	Desc	#	Desc
(a)	HOUSE SIZE	5	BEDROOMS
(b)	SOIL PERMEABILITY MIN/IN	60	MIN/IN
(c)	DESIGN FLOW - 150 GPD X (a) BEDROOMS =	750	GPD
(d)	MINIMUM NUMBER OF UNITS REQUIRED	40	A42 MODULES
(e)	APPLICATION RATE	0.896	GPD/SF
(f)	NUMBER OF TRENCHES	3	
(g)	MINIMUM BOTTOM AREA FOR THE TRENCH	838	SF
(h)	TRENCH WIDTH:	4	FT
(i)	TRENCH LENGTH:	70	LF
(j)	MINIMUM BOTTOM AREA (g) + TRENCH WIDTH (h) x NUMBER OF TRENCHES (f) =	14	Mod/Row
(k)	SPACING OF A42S INSIDE THE TRENCH =	5.00	LF
(l)	EDGE TO EDGE SPACING = CENTER TO CENTER SPACING (k) - 4	1.00	FT
(m)	AREA = TRENCH BOTTOM AREA (WIDTH (h) x LENGTH (i) x TRENCHES (f) =	840	SF

USE SAME CALCULATIONS FOR RESERVE

**VULNERABILITY CATEGORIES**

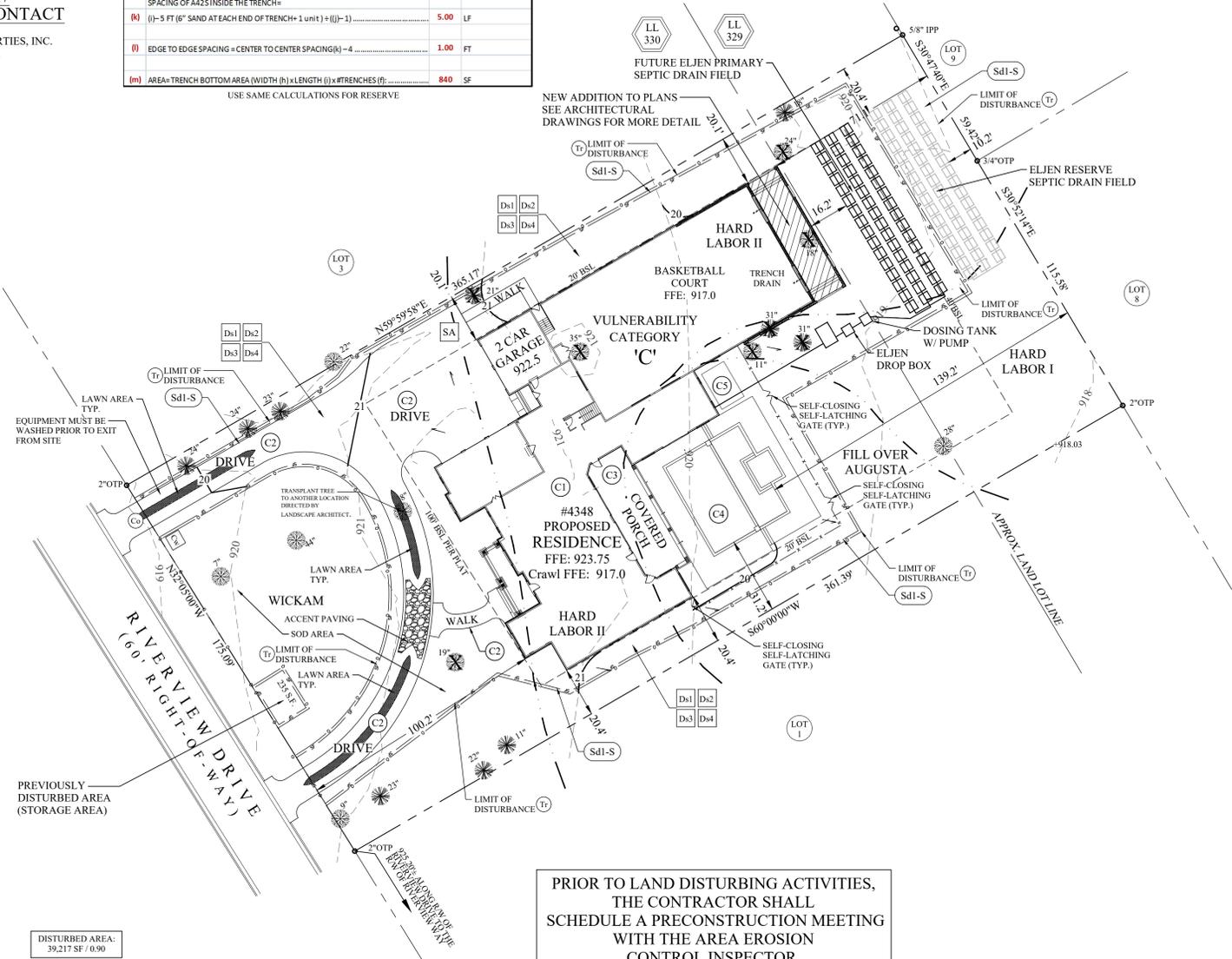
CAT	AREA IN CATEGORY SF	ALLOWABLE		PROPOSED		REMAINING	
		IMPERVIOUS SF	CLEARING SF	IMPERVIOUS SF	CLEARING SF	IMPERVIOUS SF	CLEARING SF
C	63,554	28,599	44,488	24,588	39,217	4,011	5,271

**CONSTRUCTION LEGEND**

- (Co) CONSTRUCTION EXIT
- (Cw) CONCRETE WASHDOWN
- (C1) CONSTRUCT SINGLE FAMILY RESIDENCE AND GARAGE (SEE ARCHITECTURAL PLANS)
- (C2) CONSTRUCTION OF A CIRCULAR DRIVEWAY AND WALK
- (C3) CONSTRUCT REAR COVERED PORCH
- (C4) CONSTRUCT SWIMMING POOL AND RELATED DECKING
- (Cs) INSTALLATION OF SWIMMING POOL EQUIPMENT
- (SA) STAGING AREA FOR DUMPSTER, PORTABLE TOILETS, MATERIAL STORAGE AND STOCKPILE AREAS

**POST-CONSTRUCTION LOT AREA SUMMARY**

AREA	Sq. Ft.
LOT AREA	63,554
PROPOSED HOUSE	7,730
PROPOSED PORCHES	987
PROPOSED DRIVE	5,763
PROPOSED WALKS	420
PROPOSED STEPS	55
PROPOSED POOL & DECKING	3,158
PROPOSED POOL EQUIPMENT	172
PROPOSED REAR B-BALL PATIO	6,303
<b>TOTAL COVERAGE</b>	<b>24,588</b>
	<b>38.7%</b>



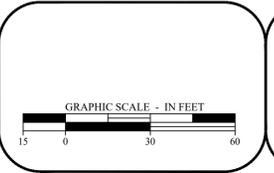
**PRIOR TO LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL SCHEDULE A PRECONSTRUCTION MEETING WITH THE AREA EROSION CONTROL INSPECTOR.**

**IF THERE ARE ANY CONFLICTS OR DISCREPANCIES IN THE CONSTRUCTION DOCUMENTS OR THE FIELD CONDITIONS, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY, AND SHALL NOT COMMENCE OR CONTINUE OPERATIONS UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHERS ARE RESOLVED.**

"I CERTIFY UNDER PENALTY OF LAW THAT THIS PLAN WAS PREPARED AFTER A SITE VISIT TO THE LOCATIONS DESCRIBED HEREIN BY MYSELF OR MY AUTHORIZED AGENT, UNDER MY SUPERVISION."  
 GREGORY L. DEAN, LEVEL II DESIGN PROFESSIONAL # 13699

THIS SURVEY WAS MADE WITHOUT THE BENEFIT OF A CURRENT TITLE COMMITMENT EASEMENTS AND ENCUMBRANCES MAY EXIST WHICH BENEFIT AND BURDEN THIS PROPERTY.  
 THIS PLAN WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON AND DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT A RECERTIFICATION BY THE SURVEYOR NAMING SAID PERSON.  
 © COPYRIGHT 2014 - BOUNDARY ZONE, INC.  
 THIS DRAWING AND ITS REPRODUCTIONS ARE THE PROPERTY OF THE SURVEYOR AND MAY NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THIS SURVEYOR.

TOTAL AREA: 1.459 ACRES / 63,554 SQUARE FEET  
 BOUNDARY REFERENCE: SURVEY FOR KIP TAYLOR BY: VANSAT-CAMPBELL SEE SHEET 1



- LEGEND:**
- PROPERTY CORNER FOUND (AS SET)
  - 1/2" REBAR WITH CAP SET LSF# 839
  - R/W MONUMENT
  - ▲ FIRE HYDRANT
  - ⊕ WATER METER
  - ⊕ WATER VALVE
  - ⊕ POWER POLE
  - ⊕ YARD DRAINS
  - ⊕ SIGN
  - ⊕ POWER METER
  - ⊕ POWER BOX
  - ⊕ AC UNIT
  - ⊕ LIGHT POLE
  - ⊕ GUY WIRE
  - ⊕ MANHOLE
  - ⊕ CLEAN OUT
  - ⊕ GAS METER
  - ⊕ GAS VALVE
  - ⊕ CABLE BOX
  - ⊕ TELEPHONE BOX
  - ⊕ WATER LINE
  - ⊕ OVERHEAD UTILITY LINE
  - ⊕ SEWER LINE
  - ⊕ GAS LINE
  - ⊕ CABLE LINE
  - ⊕ TELEPHONE LINE
  - ⊕ FENCE LINE
  - ⊕ SILT FENCE
  - ⊕ TREE PROTECTION
  - ⊕ HAY BALES
  - ⊕ FLOW WELL LINE
  - ⊕ NOW OR FORMERLY
  - ⊕ RIGHT-OF-WAY
  - ⊕ BSL BUILDING SETBACK LINE
  - ⊕ CNTL. CANTILEVER
  - ⊕ CRITICAL ROOT ZONE
  - ⊕ S.R.P. STRUCTURAL ROOT PLATE (TYP.)
  - ⊕ LAND LOT
  - ⊕ CONC. CONCRETE
  - ⊕ EDGE OF PAVEMENT
  - ⊕ CONTOUR LINE
  - ⊕ FINISH FLOOR ELEVATION
  - ⊕ BASEMENT FLOOR ELEVATION
  - ⊕ GARAGE FLOOR ELEVATION
  - ⊕ GROUND ELEVATION
  - ⊕ SURFACE ELEVATION
  - ⊕ TOP OF WALL ELEVATION
  - ⊕ BOTTOM OF WALL ELEVATION
  - ⊕ TOP OF FOOTER ELEVATION
  - ⊕ SILT FENCE
  - ⊕ DRAINAGE ARROW
  - ⊕ HARDWOOD TREE
  - ⊕ PINE TREE

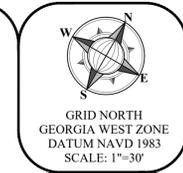
**TREE LEGEND**

TT: 1069.0 TOP OF FOOTER ELEVATION  
 SF: SILT FENCE  
 → DRAINAGE ARROW



**BOUNDARY zone, inc.** LAND SURVEYING SERVICES  
 LANDSCAPE ARCHITECTURE LAND PLANNING  
 SURVEYING • LANDSCAPE ARCHITECTURE • LAND PLANNING  
 WWW.BOUNDARYZONE.COM • (770) 271-5772 • (919) 363-9226

BUFORD 4195 SOUTH LEE STREET, SUITE 1  
 BUFORD, GEORGIA 30518  
 ATLANTA 235 PEACHTREE STREET NE, SUITE 400  
 ATLANTA, GEORGIA 30309  
 MARIETTA 1870 THE EXCHANGE, SUITE 100  
 MARIETTA, GA 30067  
 RALEIGH 295-C CANNON DRIVE, APEX  
 NORTH CAROLINA 27523



**REVISION**

NO.	DATE	REVISION
1	6/28/2016	REVISION OF FIRST FLOOR ELEVATION TO 23.75
2	6/28/2016	ADDITION OF REAR PATIO BEHIND INDOOR BASKETBALL COURT
3	6/28/2016	ADDITION OF REAR PATIO TO CORRECT IMPERVIOUS SURFACE
4	6/28/2016	ADDITION OF REAR PATIO TO CORRECT IMPERVIOUS SURFACE
5	10/13/2016	MODIFY POOL AND DECKING LAYOUT
6	11/17/2016	MODIFY DRIVEWAY AND CLEARING LIMITS
7	11/17/2016	MODIFY DRIVEWAY AND CLEARING LIMITS
8	11/17/2016	MODIFY DRIVEWAY AND CLEARING LIMITS
9	11/17/2016	MODIFY DRIVEWAY AND CLEARING LIMITS
10	11/17/2016	MODIFY DRIVEWAY AND CLEARING LIMITS
11	11/17/2016	MODIFY DRIVEWAY AND CLEARING LIMITS
12	11/17/2016	MODIFY DRIVEWAY AND CLEARING LIMITS

**SITE PLAN**  
 PREPARED FOR: KIP TAYLOR,  
 LOT 2, RIVERVIEW ESTATES SUBDIVISION  
 LAND LOT 329 & 330, 6TH DISTRICT  
 4348 RIVERVIEW DRIVE  
 PEACHTREE CORNERS, GEORGIA 30092  
 DATE 9/11/2015

FOR THE FIRM BOUNDARY ZONE, INC.

**PROJECT 16552.01**

**SHEET 2 OF 4**

# GEORGIA UNIFORM CODING SYSTEM FOR SOIL EROSION AND SEDIMENT CONTROL PRACTICES GEORGIA SOIL AND WATER CONSERVATION COMMISSION

CODE	PRACTICE	DETAIL	MAP SYMBOL	DESCRIPTION
Co	CONSTRUCTION EXIT			A crushed stone pad located at the construction site exit to provide a place for removing mud from tires thereby protecting public streets.
Ds1	DISTURBED AREA STABILIZATION (WITH MULCHING ONLY)			Establishing temporary protection for disturbed areas where seedlings may not have a suitable growing season to produce an erosion retarding cover.
Ds2	DISTURBED AREA STABILIZATION (WITH TEMP SEEDING)			Establishing a temporary vegetative cover with fast growing seedlings on disturbed areas.
Ds3	DISTURBED AREA STABILIZATION (WITH PERM SEEDING)			Establishing a permanent vegetative cover such as trees, shrubs, vines, grasses, or legumes on disturbed areas.
Ds4	DISTURBED AREA STABILIZATION (SODDING)			A permanent vegetative cover using sods on highly erodible or critically eroded lands.
Du	DUST CONTROL ON DISTURBED AREAS			Controlling surface and air movement of dust on construction site, roadways and similar sites.
Sd1	SEDIMENT BARRIER			A barrier to prevent sediment from leaving the construction site. It may be sandbags, bales of straw or hay, brush, logs and poles, gravel, or a silt fence.
Tr	TREE PROTECTION			To protect desirable trees from injury during construction activity.

GoSWCC (Amended - 2013)

**SITE PLAN DETAILS**  
 PREPARED FOR: KIP TAYLOR,  
 LOT 2, RIVERVIEW ESTATES SUBDIVISION  
 LAND LOT 329 & 330, 6TH DISTRICT  
 4348 RIVERVIEW DRIVE  
 PEACHTREE CORNERS, GEORGIA 30092  
 DATE 9/11/2015

### 4348 Riverview Drive Reanalysis City of Peachtree Corners

October 6, 2015

Vulnerability Factor	Factor Subgroup	Score
Geology	Biotic-Clastic	5
Slope	0-10%	3
Vegetation	Barren *	2
<b>SUBTOTAL:</b>		<b>9</b>
Aspect	East	9
	West	12
<b>SUBTOTAL:</b>		<b>21</b>
Hydrology	Interbasin	20
	Firm Outer	10
<b>SUBTOTAL:</b>		<b>31</b>
Soils	Low Erodibility	4
	Low to Moderate Erodibility	8
<b>TOTAL:</b>		<b>46</b>
<b>CATEGORY:</b>		<b>C</b>

\*Property under construction when Act took effect, based on aerial photo evidence

404-463-3108 Fax 404-463-3108 WWW.ATLANTAREGIONAL.COM

### EROSION & SEDIMENT CONTROL PRACTICES

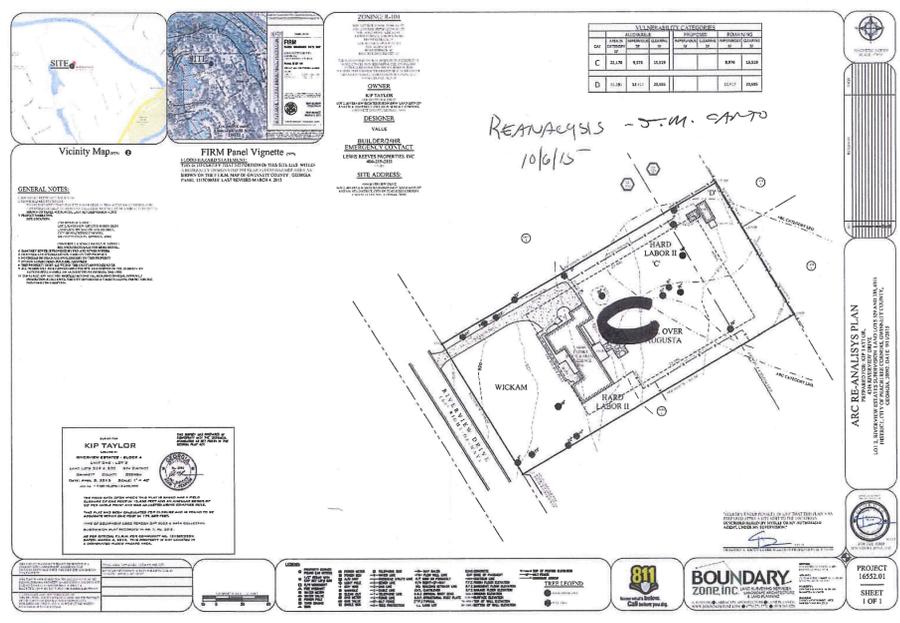
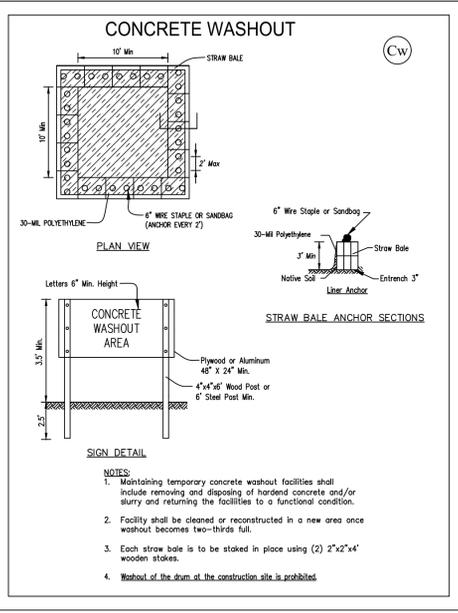
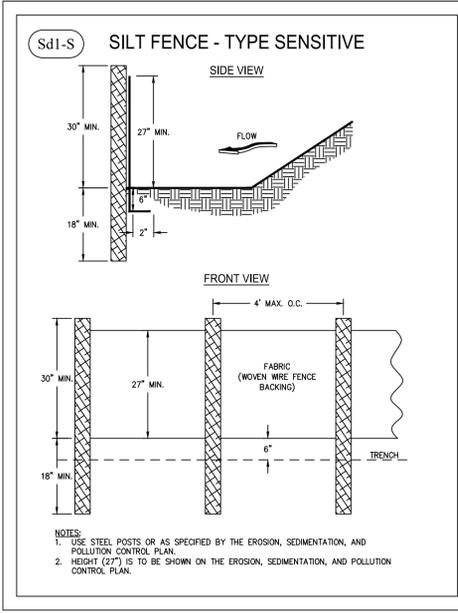
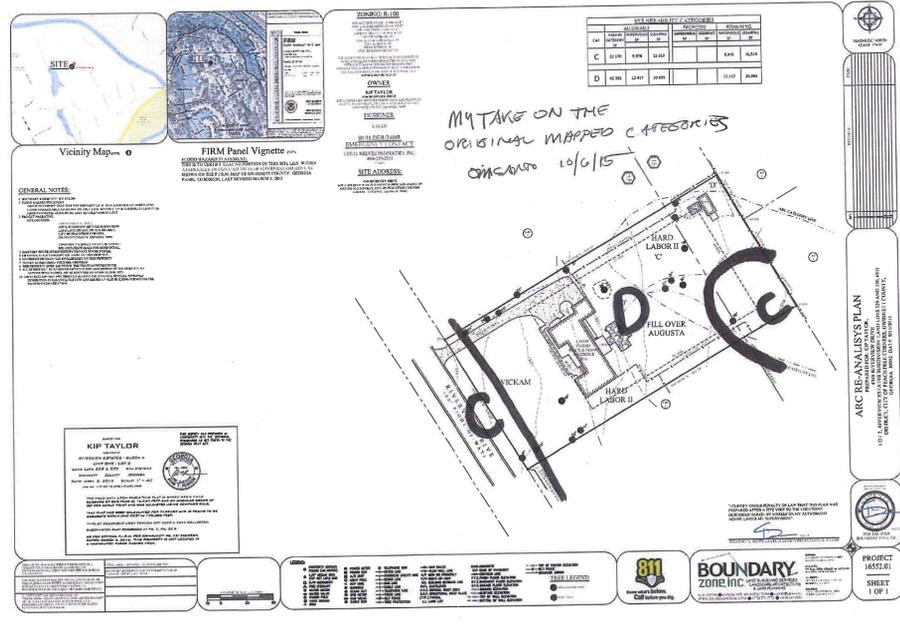
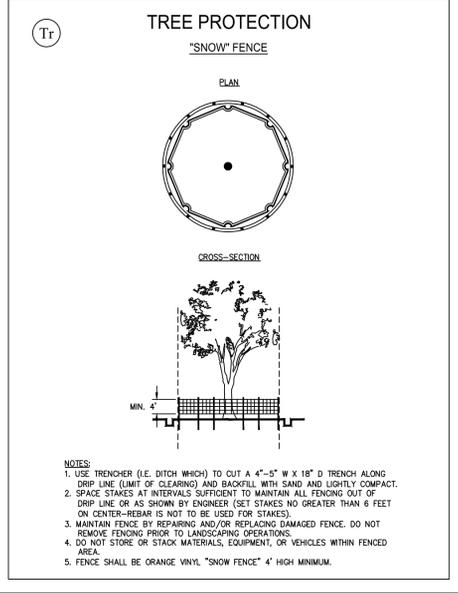
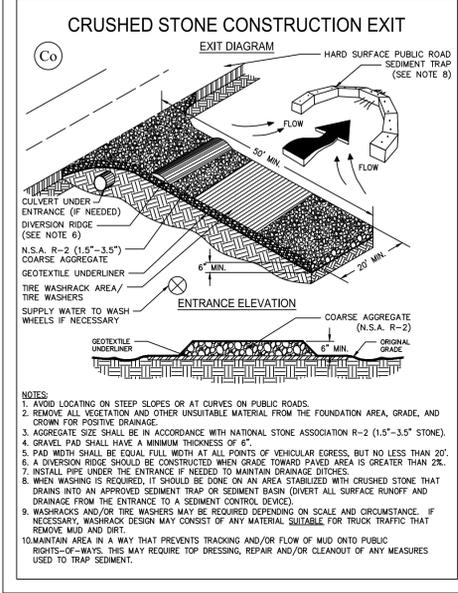
- DS1** DISTURBED AREA STABILIZATION (WITH MULCH ONLY) ESTABLISH TEMPORARY PROTECTION FOR DISTURBED AREAS WHERE SEEDINGS MAY NOT HAVE A SUITABLE GROWING SEASON TO PRODUCE AN EROSION RETARDING COVER.
- DS2** DISTURBED AREA STABILIZATION (WITH TEMPORARY SEEDING) ESTABLISH A TEMPORARY VEGETATIVE COVER WITH FAST GROWING SEEDINGS ON DISTURBED AREAS.
- DS3** DISTURBED AREA STABILIZATION (WITH PERMANENT VEGETATION) ESTABLISH PERMANENT VEGETATIVE COVER SUCH AS TREES, SHRUBS, VINES, GRASSES, SOD OR LEGUMES ON DISTURBED AREAS.
- DS4** DISTURBED AREA STABILIZATION (WITH CERTIFIED SOD) ESTABLISH PERMANENT VEGETATIVE COVER WITH SOD CUT TO DESIRED SIZE WITHIN ±5% AND PLANTED WITHIN 36 HOURS OF DIGGING. SOD TO BE PLANTED ACCORDING TO COUNTY REQUIREMENTS.

"I CERTIFY UNDER PENALTY OF LAW THAT THIS PLAN WAS PREPARED AFTER A SITE VISIT TO THE LOCATIONS DESCRIBED HEREIN BY MYSELF OR MY AUTHORIZED AGENT, UNDER MY SUPERVISION."

1/25/17  
GREGORY L. DEAN, LEVEL II DESIGN PROFESSIONAL # 13699

FOR THE FIRM  
**BOUNDARY ZONE, INC.**

**PROJECT**  
 16552.01  
**SHEET**  
 3 OF 4



ACTIVITY SCHEDULE	
NO. OF MONTHS	0 2 4 6 8 10 12 14
HOUSE CONSTRUCTION	_____
CLEAR AND GRUB	_____
ROUGH GRADING	_____
FINISH GRADING	_____
UTILITIES	_____
PAVING	_____
GRASSING/CLEAN UP	_____
EROSION CONTROL MEASURES	_____

GRASSING SCHEDULE						
(HYDROSEEDING RATES)						
SPECIES	RATE/1000S.F.	DATES	LIME	FERTILIZER (LBS./ACRE)	N	P205
KY 31	1-1/2 - 2 LBS.	9/1-11/1	1 TON/ACRE	60-90	120-180	120-180
WINTER RYE	1-1/2 - 2 LBS.	9/1-11/1	1 TON/ACRE	60-90	120-180	120-180
FESCUE		3/1-4/1				
*WEEPING LOVEGRASS	2-3 LBS.	3/1-4/5	1 TON/ACRE	60-90	120-180	120-180

\*APPLY (1) ONE TON OF AGRICULTURAL LIME EVERY 4-6 YEARS OR AS BY INDICATED BY SOIL TEST.

\*HYDROSEED ON ALL 2:1 SLOPES.

NOTE: TEMPORARY STABILIZATION (MULCHING ONLY) WHEN SEEDING WILL NOT HAVE A SUITABLE GROWING MAY BE ACCOMPLISHED WITH STRAW OR HAY - 2-12 TONS/ACRE. WOOD WASTE, BARK, SAWDUST - 2-3" DEEP (APPROX. 6-9 TONS/ACRE).

THIS SURVEY WAS MADE WITHOUT THE BENEFIT OF A CURRENT TITLE COMMITMENT EASEMENTS AND ENCUMBRANCES MAY EXIST WHICH BENEFIT AND BURDEN THIS PROPERTY.

THIS PLAN WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON AND DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT A RECERTIFICATION BY THE SURVEYOR NAMED SAID PERSON.

© COPYRIGHT 2014 - BOUNDARY ZONE, INC. THIS DRAWING AND ITS REPRODUCTIONS ARE THE PROPERTY OF THE SURVEYOR AND MAY NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THIS SURVEYOR.

TOTAL AREA: 1.459 ACRES / 63,554 SQUARE FEET

BOUNDARY REFERENCE: SURVEY FOR KIP TAYLOR BY: YANSSAT-CAMPBELL SHEET 1

- LEGEND:**
- PROPERTY CORNER FOUND (AS NOTED)
  - 1/2" REBAR WITH CAP SET LSF# 839
  - R/W MONUMENT
  - ▲ FIRE HYDRANT
  - ⊕ WATER METER
  - ⊕ WATER VALVE
  - ⊕ POWER POLE
  - ⊕ YARD DRAINS
  - ⊕ SIGN
  - ⊕ POWER METER
  - ⊕ AC UNIT
  - ⊕ LIGHT POLE
  - ⊕ GUY WIRE
  - ⊕ TELEPHONE BOX
  - ⊕ WATER LINE
  - ⊕ OVERHEAD UTILITY LINE
  - ⊕ S - SEWER LINE
  - ⊕ G - GAS LINE
  - ⊕ C - CABLE LINE
  - ⊕ TELEPHONE LINE
  - ⊕ FENCE LINE
  - ⊕ S - SILT FENCE
  - ⊕ TREE PROTECTION
  - ⊕ HAY BALES
  - ⊕ FW FLOW WELL LINE
  - ⊕ NOW OR FORMERLY
  - ⊕ R/W RIGHT-OF-WAY
  - ⊕ BSL BUILDING SETBACK LINE
  - ⊕ CNTL CANTILEVER
  - ⊕ CR.Z. CRITICAL ROOT ZONE
  - ⊕ S.R.P. STRUCTURAL ROOT PLATE (TYP.)
  - ⊕ LL LAND LOT
  - ⊕ CONC. CONCRETE
  - ⊕ EOP EDGE OF PAVEMENT
  - ⊕ -O- CONTOUR LINE
  - ⊕ F.F.E. FINISH FLOOR ELEVATION
  - ⊕ B.F.E. BASEMENT FLOOR ELEVATION
  - ⊕ G.F.E. GARAGE FLOOR ELEVATION
  - ⊕ 100.0' GROUND ELEVATION
  - ⊕ TW:100.00' TOP OF WALL ELEVATION
  - ⊕ BW:100.00' BOTTOM OF WALL ELEVATION
  - ⊕ TPI:100.00' TOP OF FOOTER ELEVATION
  - ⊕ SF - SILT FENCE
  - ⊕ DRAINAGE ARROW
  - ⊕ HARDWOOD TREE
  - ⊕ PINE TREE



**BOUNDARY ZONE, INC.**  
 LAND SURVEYING SERVICES  
 LANDSCAPE ARCHITECTURE  
 LAND PLANNING  
 SURVEYING • LANDSCAPE ARCHITECTURE • LAND PLANNING  
 WWW.BOUNDARYZONE.COM • (770) 271-5772 • (919) 363-9226

4348 SOUTH LEE STREET, SUITE 111  
 BUFORD, GEORGIA 30518  
 235 PEACHTREE STREET NE, SUITE 400  
 ATLANTA, GEORGIA 30339  
 MARIETTA  
 1870 THE EXCHANGE, SUITE 100  
 MARIETTA, GA 30067  
 RALEIGH  
 2205-C CANNON DRIVE, APEX  
 NORTH CAROLINA 27523

**Ds1** DISTURBED AREA STABILIZATION (WITH MULCHING ONLY)

**DEFINITION**  
Applying plant residues or other suitable materials, produced on the site if possible, to the soil surface.

**CONDITIONS**  
Mulch or temporary grassing shall be applied to all exposed areas within 14 days of disturbance. Mulch can be used as a singular erosion control device for up to six months, but it shall be applied at the appropriate depth, depending on the material used, anchored, and have a continuous 90% cover or greater of the soil surface. Maintenance shall be required to maintain appropriate depth and 90% cover. Temporary vegetation may be employed instead of mulch if the area will remain undisturbed for less than six months. If an area will remain undisturbed for greater than six months, permanent vegetative techniques shall be employed.

**SPECIFICATIONS**  
**MULCHING WITHOUT SEEDING**  
This standard applies to grades or cleared areas where seedings may not have a suitable growing season to produce an erosion retardant cover, but can be stabilized with a mulch cover.

**SITE PREPARATION**  
1. Grade to permit the use of equipment for applying and anchoring mulch.  
2. Install needed erosion control measures as required such as dikes, diversions, berms, terraces and sediment barriers.  
3. Loosen compact soil to a minimum depth of 3 inches.

**MULCHING MATERIALS**  
Select one of the following materials and apply at the depth indicated:  
1. Dry straw or hay shall be applied at a depth of 2 to 4 inches providing complete soil coverage. One advantage of this material is easy application.  
2. Wood waste (chips, sawdust or bark) shall be applied at a depth of 2 to 3 inches. Organic material from the clearing stage of development should remain on site, be chipped, and applied as mulch. This method of mulching can greatly reduce erosion control costs.  
3. Cutback asphalt (slow curing) shall be applied at 1200 gallons per acre (or 14 gallon per sq.yd).  
4. Polyethylene film shall be secured over banks or stockpiled soil material for temporary protection. This material can be salvaged and reused.

**APPLYING MULCH**  
When mulch is used without seeding, mulch shall be applied to provide full coverage of the exposed area.  
1. Dry straw or hay mulch and wood chips shall be applied uniformly by hand or by mechanical equipment.  
2. If the area will eventually be covered with perennial vegetation, 20-30 pounds of nitrogen per acre in addition to the normal amount shall be applied to offset the uptake of nitrogen caused by the decomposition of the organic mulches.  
3. Cutback asphalt shall be applied uniformly, care should be taken in areas of pedestrian traffic due to problems of "tracking in" or damage to shoes, clothing, etc.  
4. Apply polyethylene film on exposed areas.

**ANCHORING MULCH**  
1. Straw or hay mulch can be pressed into the soil with a disk harrow with the disk set straight or with a special "packer disk." disks may be smooth or serrated and should be 20 inches or more in diameter and 8 to 12 inches apart. The edges of the disk should be dull enough not to cut the straw or hay mulch spread but anchored immediately after application. Straw or hay mulch spread with special blower-type equipment may be anchored with emulsified asphalt (Grade AE-5 or SS-1). The asphalt emulsion shall be sprayed onto the mulch as it is ejected from the machine. Use 100 gallons of emulsified asphalt and 100 gallons of water per ton of mulch. Tackifiers and binders can be substituted for emulsified asphalt. Please refer to specification TB  
-Tackifiers and Binders. Plastic mesh or netting with mesh no larger than one inch by one inch shall be installed according to manufacturer's specifications.  
2. Netting of the appropriate size shall be used to anchor wood waste. Openings of the netting shall not be larger than the average size of the wood waste chips.  
3. Polyethylene film shall be anchor trenched at the top as well as incrementally as necessary.

**Ds2** DISTURBED AREA STABILIZATION (WITH TEMPORARY SEEDING)

**DEFINITION**  
The establishment of temporary vegetative cover with fast growing seedings for seasonal protection on disturbed or denuded areas.

**CONDITIONS**  
Temporary grassing, instead of mulch, can be applied to rough graded areas that will be exposed for less than six months. Temporary vegetative measures should be coordinated with permanent measures to assure economical and effective stabilization. Most types of temporary vegetation are ideal to use as companion crops until the permanent vegetation is established.

SEEDING RATES FOR TEMPORARY SEEDING			
SPECIES	RATE PER 1,000 SF	RATE PER ACRE*	PLANTING DATES**
RYE	3.9 POUNDS	3 BU.	9/1 - 3/1
RYEGRASS	0.9 POUNDS	40 LBS.	8/15 - 4/1
ANNUAL LESPEDEZA	0.9 POUNDS	40 LBS.	1/15 - 3/15
WEEPING LOVEGRASS	0.1 POUNDS	4 LBS.	2/15 - 6/15
SUDANGRASS	1.4 POUNDS	60 LBS.	3/1 - 8/1
BROWNTOP MILLET	0.9 POUNDS	40 LBS.	4/1 - 7/15
WHEAT	4.1 POUNDS	3 BU.	9/15 - 2/1

\* Unusual site conditions may require heavier seeding rates  
\*\* Seeding dates may need to be altered to fit temperature variations and conditions.

**SPECIFICATIONS**  
**GRADING AND SHAPING**  
Excessive water run-off shall be reduced by properly designed and installed erosion control practices such as closed drains, ditches, dikes, diversions, sediment barriers and others. No sloping or grading is required if slopes can be stabilized by hand-seeded vegetation or if hydraulic seeding equipment is to be used.

**SEEDBED PREPARATION**  
When a hydraulic seeder is used, seedbed preparation is not required. When using conventional or handseeding, seedbed preparation is not required if the soil material is loose and not sealed by rainfall. When soil has been sealed by rainfall or consists of smooth cut slopes, the soil shall be pitted, trenched or otherwise scarified to provide a place for seed to lodge and germinate.

**LIME AND FERTILIZER**  
Agricultural lime is required unless soil tests indicate otherwise. Apply agricultural lime at a rate of one ton per acre. Graded areas require lime application. Soils can be tested to determine if fertilizer is needed. On reasonably fertile soils or soil material, fertilizer is not required. For soils with very low fertility, 500 to 700 pounds of 10-10-10 fertilizer or the equivalent per acre (12-16 lbs./1,000 sq. ft.) shall be applied. Fertilizer should be applied before land preparation and incorporated with a disk, ripper or chisel.

**SEEDING**  
Select a grass or grass-legume mixture suitable to the area and season of the year. Seed shall be applied uniformly by hand, cyclone seeder, drill, cultipacker seeder, or hydraulic seeder (slurry including seed and fertilizer). Drill or cultipacker seeders should normally place seed one-quarter to one-half inch deep. Appropriate depth of planting is ten times the seed diameter. Soil should be "raked" lightly to cover seed with soil if seeded by hand.

**MULCHING**  
Temporary vegetation can, in most cases, be established without the use of mulch. Mulch without seeding should be considered for short term protection. Refer to Ds1 - Disturbed Area Stabilization (With Mulching Only).

**IRRIGATION**  
During times of drought, water shall be applied at a rate not causing runoff and erosion. The soil shall be thoroughly wetted to a depth that will insure germination of the seed. Subsequent applications should be made when needed.

**Ds3** DISTURBED AREA STABILIZATION (WITH PERMANENT VEGETATION)

**DEFINITION**  
The planting of perennial vegetation such as trees, shrubs, vines, grasses, or legumes on exposed areas for final permanent stabilization. Permanent perennial vegetation shall be used to achieve final stabilization.

**CONDITIONS**  
Permanent perennial vegetation is used to provide a protective cover for exposed areas including cuts, fills, dams, and other denuded areas.

**SPECIFICATIONS**  
**GRADING AND SHAPING**  
Grading and shaping may not be required where hydraulic seeding and fertilizing equipment is to be used. Vertical banks shall be sloped to enable plant establishment. When conventional seeding and fertilizing are to be done, grade and shape where feasible and practical, so that equipment can be used safely and efficiently during seedbed preparation, seeding, mulching and maintenance of the vegetation. Concentrations of water that will cause excessive soil erosion shall be diverted to a safe outlet. Diversions and other treatment practices shall conform with the appropriate standards and specifications.

**SEEDBED PREPARATION**  
Seedbed preparation may not be required where hydraulic seeding and fertilizing equipment is to be used. When conventional seeding is to be used, seedbed preparation will be done as follows:

**BROADCAST PLANTINGS**  
1. Tillage at a minimum, shall adequately loosen the soil to a depth of 4 to 6 inches; alleviate compaction; incorporate lime and fertilizer; smooth and firm the soil; allow for the proper placement of seed, sprigs, or plants; and allow for the anchoring of straw or hay mulch if a disk is to be used.  
2. Tillage may be done with any suitable equipment.  
3. Tillage should be done on the contour where feasible.  
4. On slopes too steep for the safe operation of tillage equipment, the soil surface shall be pitted or trenched across the slope with appropriate hand tools to provide two places 6 to 8 inches apart in which seed may lodge and germinate. Hydraulic seeding may also be used.

**INDIVIDUAL PLANTS**  
1. Where individual plants are to be set, the soil shall be prepared by excavating holes, opening furrows, or dibble planting.  
2. For nursery stock plants, holes shall be large enough to accommodate roots without crowding.  
3. Where pine seedlings are to be planted, subsoil under the row 36 inches deep on the contour four to six months prior to planting. Subsoiling should be done when the soil is dry, preferably in August or September.

**PLANTING**  
**HYDRAULIC SEEDING**  
Mix the seed (inoculated if needed), fertilizer, and wood cellulose or wood pulp fiber mulch with water and apply in a slurry uniformly over the area to be treated. Apply within one hour after the mixture is made.  
**CONVENTIONAL SEEDING**  
Seeding will be done on a freshly prepared and firmed seedbed. For broadcast planting, use a cultipacker seeder, drill, rotary seeder, other mechanical seeder, or hand seeding to distribute the seed uniformly over the area to be treated. Cover the seed lightly with 1/8 to 1/4 inch of soil for small seed and 1/2 to 1 inch for large seed when using a cultipacker or other suitable equipment.

**NO-TILL SEEDING**  
No-till seeding is permissible into annual cover crops when planting is done following maturity of the cover crop or if the temporary cover stand is sparse enough to allow adequate growth of the permanent (perennial) species. No-till seeding shall be done with appropriate no-till seeding equipment. The seed must be uniformly distributed and planted at the proper depth.

**INDIVIDUAL PLANTS**  
Shrubs, vines and sprigs may be planted with appropriate planters or hand tools. Pine trees shall be planted manually in the subsoil furrow. Each plant shall be set in a manner that will avoid crowding the roots. Nursery stock plants shall be planted at the same depth or slightly deeper than they grew at the nursery. The tips of vines and sprigs must be at or slightly above the ground surface. Where individual holes are dug, fertilizer shall be placed in the bottom of the hole, two inches of soil shall be added and the plant shall be set in the hole.

\* Unusual site conditions may require heavier seeding rates  
\*\* Seeding dates may need to be altered to fit temperature variations and conditions.

**MULCHING**  
Mulch is required for all permanent vegetation applications. Mulch applied to seeded areas shall achieve 75% soil cover. Select the mulching material from the following and apply as indicated.

- Dry straw or dry hay of good quality and free of weed seeds can be used. Dry straw shall be applied at the rate of 2 tons per acre. Dry hay shall be applied at a rate of 2 1/2 tons per acre.
- Wood cellulose mulch or wood pulp fiber shall be used with hydraulic seeding. It shall be applied at the rate of 500 pounds per acre. Drystraw or dry hay shall be applied (at the rate indicated above) after hydraulic seeding.
- One thousand pounds of wood cellulose or wood pulp fiber, which includes a tackifier, shall be used with hydraulic seeding on slopes 3:4-1 or steeper.
- Sericea tospetozha hay containing mature seed shall be applied at a rate of three tons per acre.
- Pine straw or pine bark shall be applied at a thickness of 3 inches for bedding purposes. Other suitable materials in sufficient quantity may be used where ornamentals or other ground covers are planted. This is not appropriate for seeded areas.
- When using temporary erosion control blankets or block sod, mulch is not required.
- Bituminous treated roving may be applied on planted areas on slopes, in ditches or dry waterways to prevent erosion. Bituminous treated roving shall be applied within 24 hours after an area has been planted. Application rates and materials must meet Georgia Department of Transportation specifications. Wood cellulose and wood pulp fibers shall not contain germination or growth inhibiting factors. They shall be evenly dispersed when agitated in water. The fibers shall contain a dye to allow visual metering and aid in uniform application during seeding.

**APPLYING MULCH**  
Straw or hay mulch will be spread uniformly within 24 hours after seeding and/or planting. The mulch may be spread by blower-type spreading equipment, other spreading equipment or by hand. Mulch shall be applied to cover 75% of the soil surface. Wood cellulose or wood fiber mulch shall be applied uniformly with hydraulic seeding equipment.

**ANCHORING MULCH**  
Anchor straw or hay mulch immediately after application by one of the following methods:  
1. Emulsified asphalt can be (a) sprayed uniformly onto the mulch as it is ejected from the blower machine or (b) sprayed on the mulch immediately following mulch application when straw or hay is sprayed by methods other than special blower equipment. The combination of asphalt emulsion and water shall consist of a homogeneous mixture satisfactory for application. The mixture shall consist of 100 gallons of grade SS-1h or CSS-1h emulsified asphalt and 100 gallons of water per ton of mulch. Care shall be taken at all times to protect state waters, the public, adjacent property, pavements, curbs, sidewalks, and all other structures from asphalt discoloration.  
2. Hay and straw mulch shall be pressed into the soil immediately after the mulch is spread. A special "packer disk" or disk harrow with the disks set straight may be used. The disks may be smooth or serrated and should be 20 inches or more in diameter and 8 to 12 inches apart. The edges of the disks shall be dull enough to press the mulch into the ground without cutting it, leaving much of it in an erect position. Mulch shall not be plowed into the soil.  
3. Synthetic tackifiers or binders approved by GDOT shall be applied in conjunction with or immediately after the mulch is spread. Synthetic tackifiers shall be mixed and applied according to manufacturer's specifications. Refer to TB - Tackifiers and Binders.  
4. Rye or wheat can be included with Fall and Winter plantings to stabilize the mulch. They shall be applied at a rate of one-quarter to one half bushel per acre.  
5. Plastic mesh or netting with mesh no larger than one inch by one inch may be needed to anchor straw or hay mulch on unstable soils and concentrated flow areas. These materials shall be installed and anchored according to manufacturer's specifications.

**IRRIGATION**  
Irrigation shall be applied at a rate that will not cause runoff.

SEEDING RATES FOR PERMANENT SEEDING			
SPECIES	RATE PER 1,000 SF	RATE PER ACRE*	PLANTING DATES**
BAHIA	1.4 POUNDS	60 LBS.	1/1 - 12/31
BERMUDA	0.2 POUNDS	10 LBS.	2/15 - 7/1
CENTPEDE	BLOCK SOD ONLY	BLOCK SOD ONLY	4/1 - 7/1
LESPEDEZA	1.7 POUNDS	75 LBS.	1/1 - 12/31
WEEPING LOVEGRASS	0.1 POUNDS	4 LBS.	2/1 - 6/15
SWITCHGRASS	0.9 POUNDS	40 LBS.	3/1 - 6/1

\* Unusual site conditions may require heavier seeding rates  
\*\* Seeding dates may need to be altered to fit temperature variations and conditions.

**Ds4** DISTURBED AREA STABILIZATION (WITH SODDING)

**DEFINITION**  
A permanent vegetation using sods on highly erodible or critically eroded lands.

**CONDITIONS**  
This application is appropriate for areas which require immediate vegetative covers, drop inlets, grass swales, and waterways with intermittent flow.

**CONSTRUCTION SPECIFICATIONS INSTALLATION**

**Soil Preparation**  
• Bring soil surface to final grade. Clear surface of trash, woody debris, stones and clods larger than 1".  
• Apply sod to soil surfaces only and not frozen surfaces, or gravel type soils.  
• Topsoil properly applied will help guarantee stand. Don't use topsoil recently treated with herbicides or soil sterilants.  
• Mix fertilizer into soil surface. Fertilize based on soil tests or Table 6-6.1. For fall planting of warm season species, half the fertilizer should be applied at planting and the other half in the spring.

Table 6-6.1. Fertilizer Requirements for Soil Surface Application

FERTILIZER TYPE (LBS. / ACRE)	FERTILIZER RATE (LBS. / ACRE)	FERTILIZER RATE	SEASON
10-10-10	1000	.025	FALL

• Agricultural lime should be applied based on soil tests or at a rate of 1 to 2 tons per acre.

**Installation**  
• Lay sod with tight joints and in straight lines. Don't overlap joints. Stagger joints and do not stretch sod.  
• On slopes steeper than 3:1, sod should be anchored with wooden or biodegradable pins or approved methods.  
• Installed sod should be rolled or tamped to provide good contact between sod and soil.  
• Irrigate sod and soil to a depth of 4" immediately after installation.  
• Sod should not be cut or spread in extremely wet or dry weather.  
• Irrigation should be used to supplement rainfall for a minimum of 2-3 weeks.

**MATERIALS**  
• Sod selected should be certified. Sod grown in the general area of the project is desirable.  
• Sod should be machine cut and contain 3/4" x 1/4" of soil, not including shoots or thatch.  
• Sod should be cut to the desired size within ±5%. Torn or uneven pads should be rejected.  
• Sod should be cut and installed within 36 hours of digging.  
• Avoid planting when subject to frost heave or hot weather if irrigation is not available.  
• The sod type should be used on the plans or installed according to Table 6-6.2.  
See Figure 6-4.1 for your Resource Area.

Table 6-6.2. Sod Planting Requirements

GRASS	VARIETIES COMMON	RESOURCE AREA	GROWING SEASON
BERMUDAGRASS	TIFWAY TIFGREEN TIFLAWN	M-L, P, C P, C P, C	WARM WEATHER
BAHAGRASS	PENSACOLA	P, C	WARM WEATHER
CENTPEDE	COMMON BITTERBLUE	P, C	WARM WEATHER
ZOYSIA	RALEIGH EMERALD MYER	P, C	WARM WEATHER
TALL FESCUE	KENTUCKY	M-L, P	COOL WEATHER

Table 6-6.3. Fertilizer Requirements for Sod

TYPES OF SPECIES	PLANTING YEAR	FERTILIZER (N-P-K)	RATE (LBS./ACRE)	NITROGEN TOP DRESSING RATE (LBS./ACRE)
COOL SEASON GRASSES	FIRST	6-12-12	1500	50-100
	SECOND MAINTENANCE	6-12-12	1000	30
WARM SEASON GRASSES	FIRST	6-12-12	1500	50-100
	SECOND MAINTENANCE	6-12-12	800	50-100

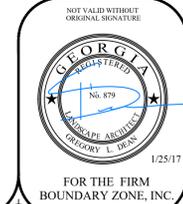
• Re-sod areas where an adequate stand of sod is not obtained.  
• New sod should be mowed sparingly. Grass height should not be cut less than 2"-3" or as specified.  
• Apply one ton of agricultural lime as indicated by soil test or every 4-6 years.  
• Fertilize grasses in accordance with soil tests or Table 6-6.3.

NO.	REVISION	DATE
1	REVISION OF FIRST FLOOR ELEVATION TO 2/23/15	5/2/2016
2	ADDITION OF REAR PATIO BEHIND INDOOR BASKETBALL COURT	6/28/2016
3	ADDITION OF REAR PATIO BEHIND INDOOR BASKETBALL COURT	6/28/2016
4	MODIFY POOL AND DECKING LAYOUT	9/28/2016
5	MODIFY POOL AND DECKING LAYOUT	10/13/2016
6	MODIFY DRIVEWAYS, EXISTING LIMITS	11/17/16

**GRASSING NOTES**  
PREPARED FOR: KIP TAYLOR,  
LOT 2, RIVERVIEW ESTATES SUBDIVISION  
LAND LOT 329 & 330, 6TH DISTRICT  
4348 RIVERVIEW DRIVE  
PEACHTREE CORNERS, GEORGIA 30092  
DATE 9/11/2015

"I CERTIFY UNDER PENALTY OF LAW THAT THIS PLAN WAS PREPARED AFTER A SITE VISIT TO THE LOCATION(S) DESCRIBED HEREIN BY MYSELF OR MY AUTHORIZED AGENT, UNDER MY SUPERVISION."

  
1/25/17  
GREGORY L. DEAN, LEVEL II DESIGN PROFESSIONAL # 13699



FOR THE FIRM  
BOUNDARY ZONE, INC.

THIS SURVEY WAS MADE WITHOUT THE BENEFIT OF A CURRENT TITLE COMMITMENT EASEMENTS AND ENCUMBRANCES MAY EXIST WHICH BENEFIT AND BURDEN THIS PROPERTY.  
THIS PLAN WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON AND DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT A RECERTIFICATION BY THE SURVEYOR NAMING SAID PERSON.  
© COPYRIGHT 2014 - BOUNDARY ZONE, INC.  
THIS DRAWING AND ITS REVISIONS ARE THE PROPERTY OF THE SURVEYOR AND MAY NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THIS SURVEYOR.

TOTAL AREA: 1.459 ACRES / 63,554 SQUARE FEET  
BOUNDARY REFERENCE: SURVEY FOR KIP TAYLOR BY: YANSAT-CAMPBELL SEE SHEET 1

**LEGEND:**  
● PROPERTY CORNER FOUND (AS NOTED)  
○ 1/2" REBAR WITH CAP SET LSF# 839  
□ R/W MONUMENT  
▲ FIRE HYDRANT  
⊕ WATER METER  
⊕ WATER VALVE  
⊕ POWER POLE  
⊕ YARD DRAINS  
⊕ SIGN  
⊕ POWER METER  
⊕ POWER BOX  
⊕ AC UNIT  
⊕ LIGHT POLE  
⊕ GUY WIRE  
⊕ BSL  
⊕ MANHOLE  
⊕ CLEAN OUT  
⊕ GAS METER  
⊕ GAS VALVE  
⊕ CABLE BOX  
⊕ TELEPHONE BOX  
⊕ WATER LINE  
⊕ OVERHEAD UTILITY LINE  
⊕ UN-SAN SEWER LINE  
⊕ GAS LINE  
⊕ CABLE LINE  
⊕ TELEPHONE LINE  
⊕ FENCE LINE  
⊕ SILT FENCE  
⊕ TREE PROTECTION  
⊕ HAY BALES  
⊕ FLOW WELL LINE  
⊕ NOW OR FORMERLY  
⊕ RIGHT-OF-WAY  
⊕ BUILDING SETBACK LINE  
⊕ CANTILEVER  
⊕ CRITICAL ROOT ZONE  
⊕ STRUCTURAL ROOT PLATE (TYP.)  
⊕ LAND LOT

CONC. CONCRETE  
EOP EDGE OF PAVEMENT  
—○— CONTOUR LINE  
F.F.E. FINISH FLOOR ELEVATION  
B.F.E. BASEMENT FLOOR ELEVATION  
G.F.E. GARAGE FLOOR ELEVATION  
1018.0 GROUND ELEVATION  
S.R.P. SURFACE ELEVATION  
TW:1069.0 TOP OF WALL ELEVATION  
BW:1069.0 BOTTOM OF WALL ELEVATION

TOP OF FOOTER ELEVATION  
SILT FENCE  
DRAINAGE ARROW  
HARDWOOD TREE  
PINE TREE

811  
Know what's below.  
Call before you dig.

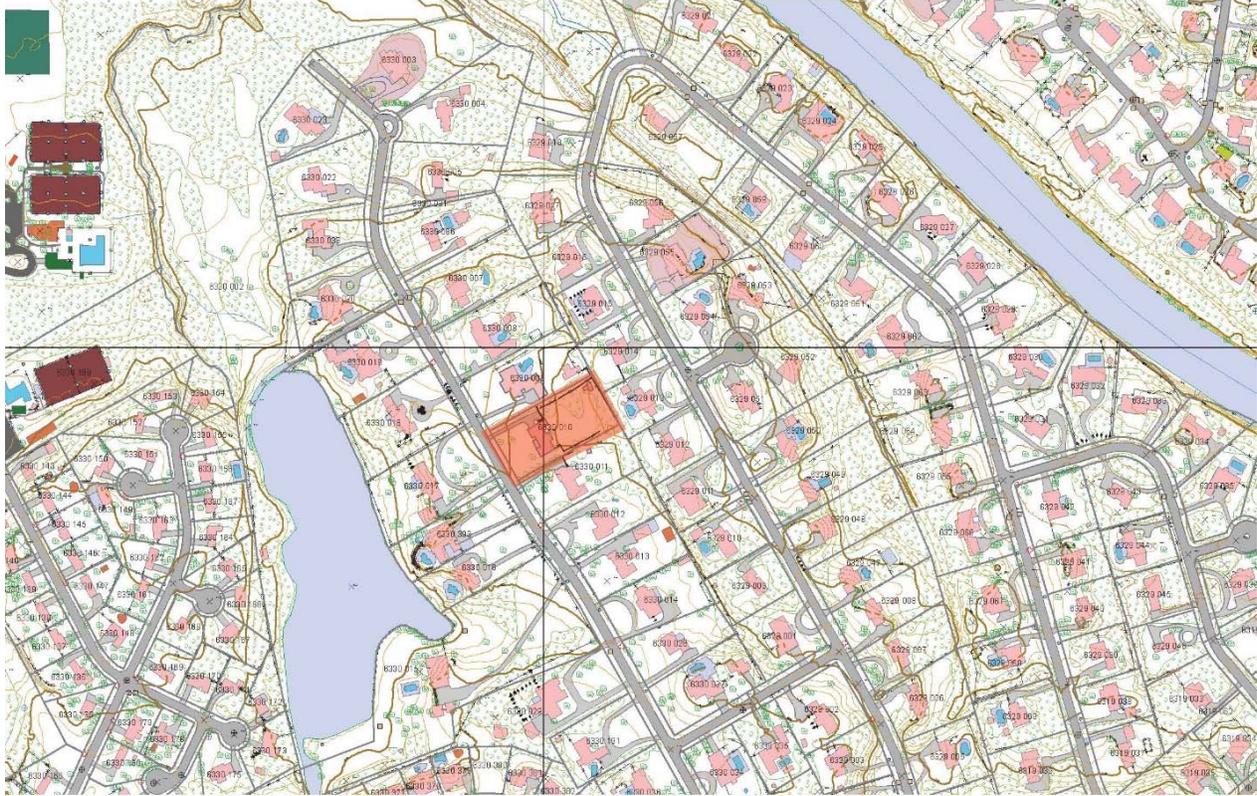
**BOUNDARY zone, inc.**  
LAND SURVEYING SERVICES  
LANDSCAPE ARCHITECTURE  
LAND PLANNING  
SURVEYING • LANDSCAPE ARCHITECTURE • LAND PLANNING  
WWW.BOUNDARYZONE.COM • (770) 271-5772 • (919) 363-9226

BUFORD 4195 SOUTH LEE STREET, SUITE 111  
BUFORD, GEORGIA 30518  
ATLANTA 235 PEACHTREE STREET NE, SUITE 400  
ATLANTA, GEORGIA 30309  
MARIETTA 1870 THE EXCHANGE, SUITE 100  
MARIETTA, GA 30097  
RALEIGH 2205-C CANNON DRIVE, APEX  
NORTH CAROLINA 27523

PROJECT  
16552.01  
SHEET  
4 OF 4

# PUBLIC HEARING

## 4348 RIVERVIEW DRIVE



<b>CASE NUMBER:</b>	PH2017-002		
<b>HEARING DATES:</b>	<b>PLANNING COMMISSION</b>	<b>CITY COUNCIL 1<sup>ST</sup> READING</b>	<b>CITY COUNCIL 2<sup>ND</sup> READING</b>
	N/A	March 21, 2017	N/A
<b>PROPERTY ADDRESS:</b>	4348 RIVERVIEW DRIVE		

# **Comprehensive Transportation Plan**

# PEACHTREE CORNERS

## Comprehensive Transportation Plan



# TABLE OF CONTENTS

<b>I. INTRODUCTION.....</b>	<b>2</b>
<b>II. EXISTING CONDITIONS + NEEDS ANALYSIS .....</b>	<b>10</b>
<b>III. PLAN EVALUATION.....</b>	<b>38</b>
<b>IV. CONCLUSIONS .....</b>	<b>62</b>
<b>APPENDICES .....</b>	<b>178</b>
<b>A. Traffic Counts</b>	
<b>B. Synchro Output</b>	
<b>C. Community Engagement</b>	
<b>D. Prioritization Matrix</b>	





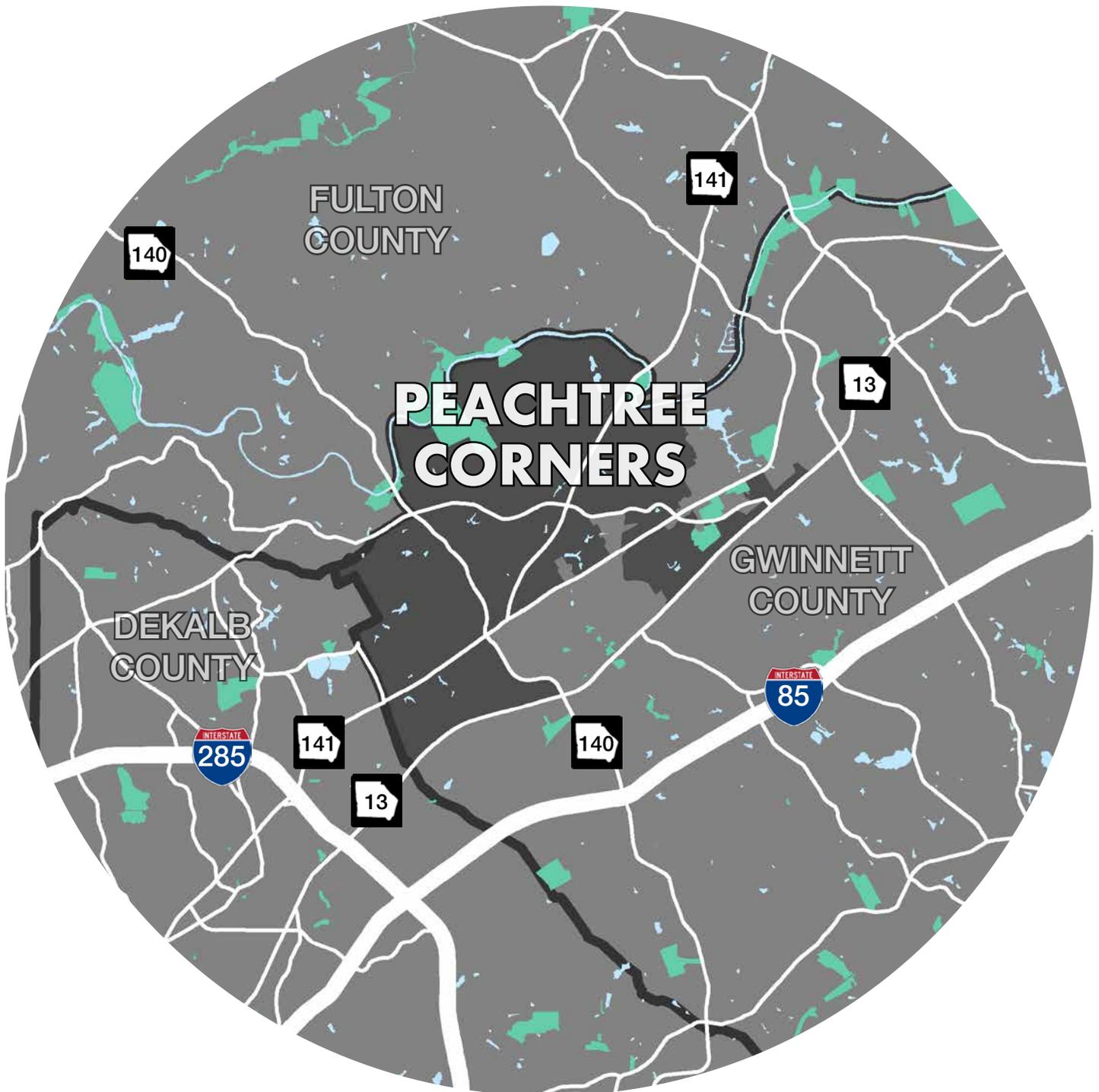
# INTRODUCTION



## 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

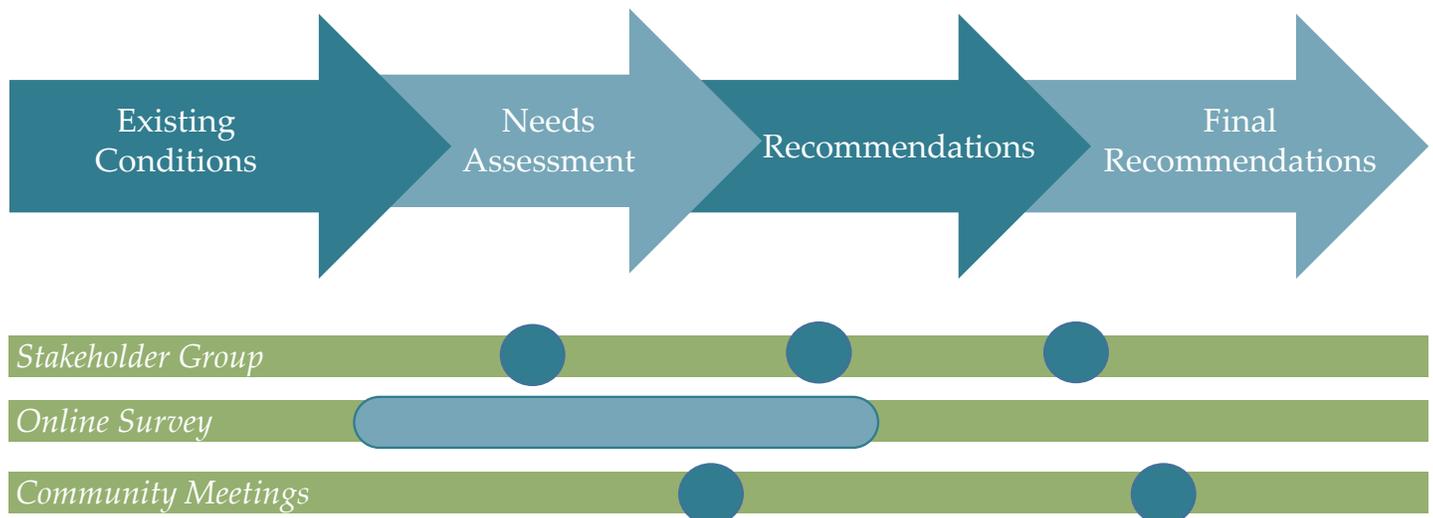
In this phase, the study team focused on fact finding and data collection. This included a review of diverse information including analysis of U.S. Census data, understanding the legacy of previous planning in Peachtree Corners, and specific data collection related to transportation including the use 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.

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.

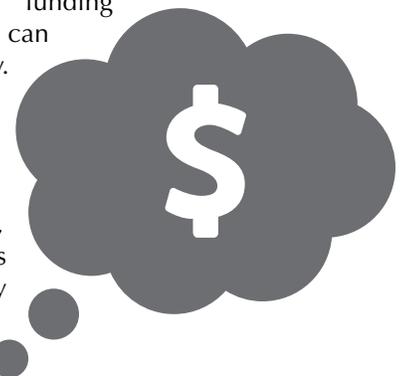
### Transportation Projects

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



### 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

# CHAPTER I: INTRODUCTION

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

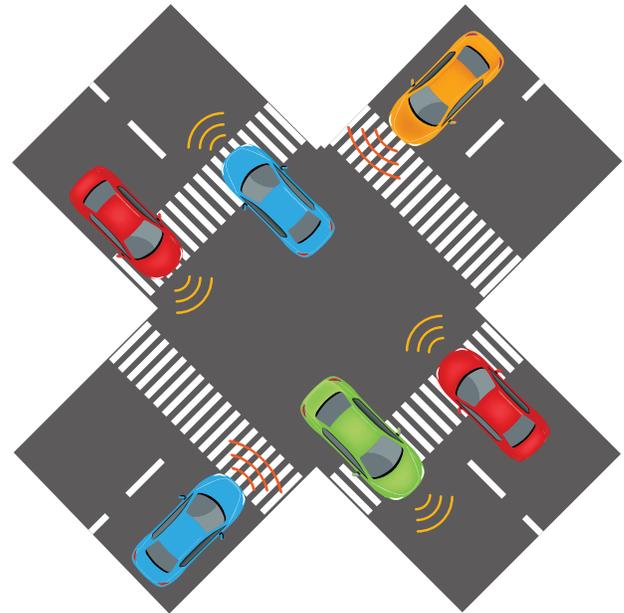
There are also macro level events that affect overall transportation conditions and demand. Periods of economic uncertainty often result in reduced travel and transportation funding. Changes in costs of living (and the price of gas and other transportation related energy sources) can also have great 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 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 manufacturers are focusing more on the predictive 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 to Autonomous 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.

# CHAPTER I: INTRODUCTION

---





**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.



# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

**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.

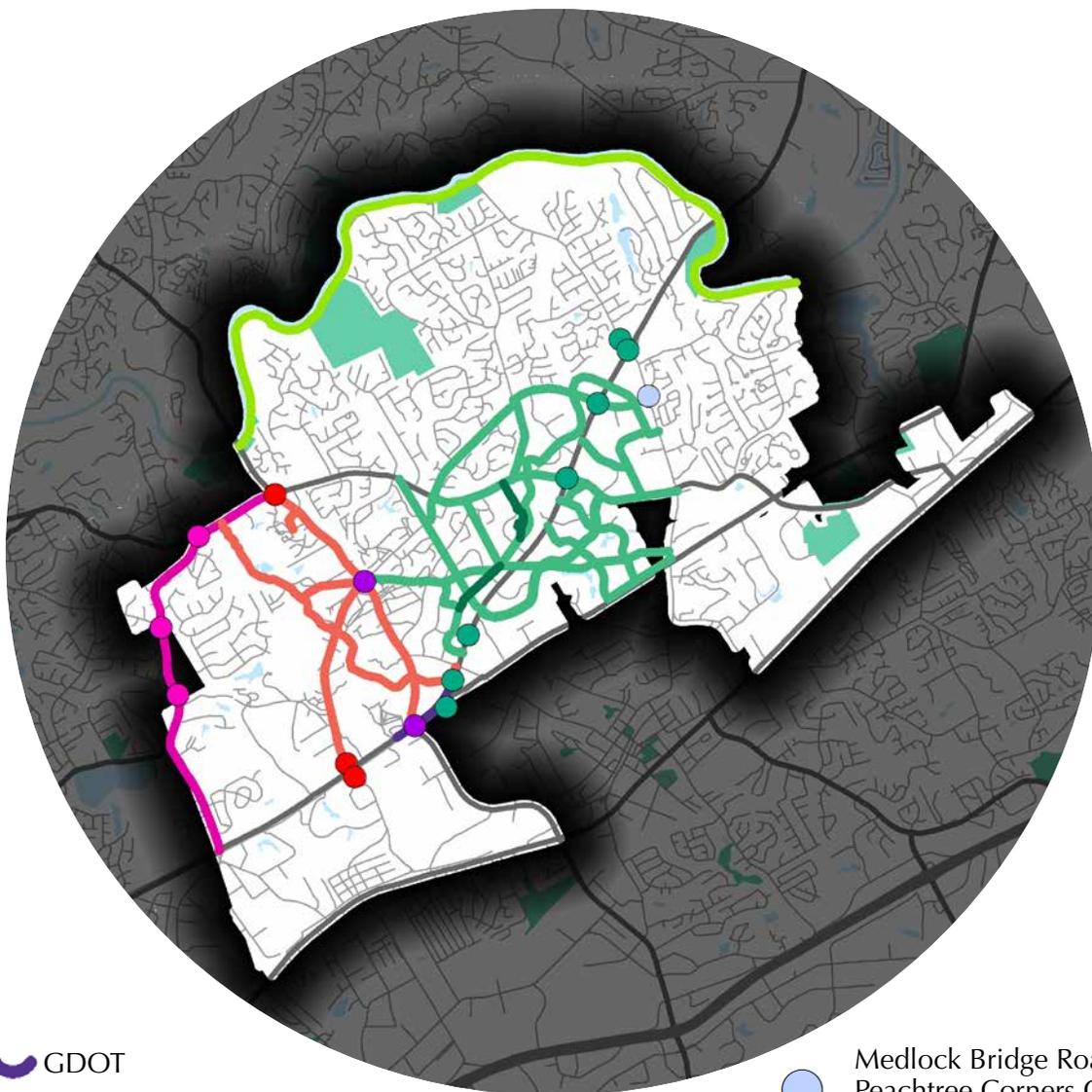
**Comprehensive Plan –** This plan, required by the Georgia Department of Community Affairs, acts as an overall articulation of the City’s vision and the broad steps to achieve

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.

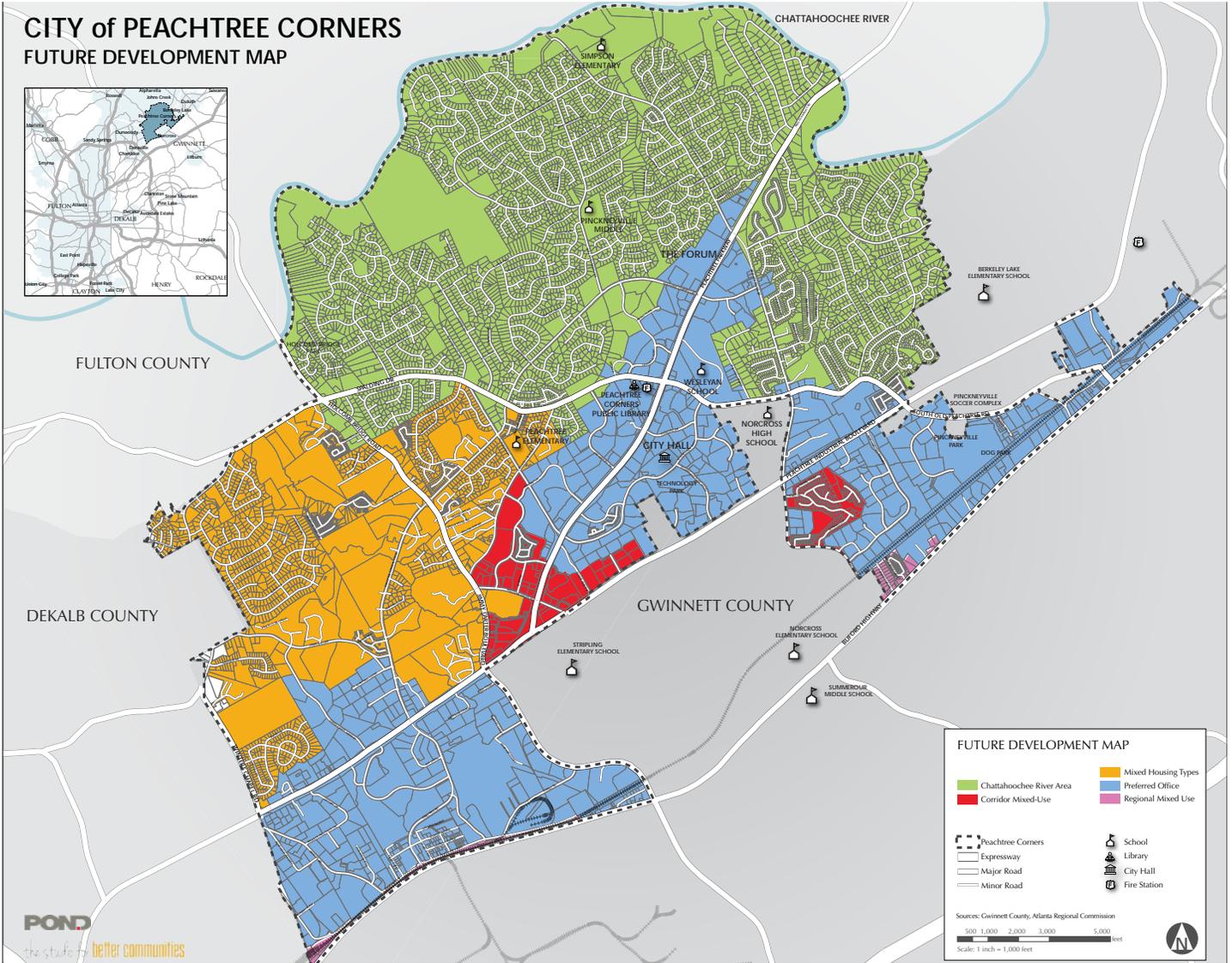
**Figure 1 - Transportation Projects from Previous Planning Efforts**



-  GDOT
-  Holcomb Bridge Road Study
-  LCI Study
-  Winters Chapel Road Study

-  Medlock Bridge Road at Peachtree Corners Circle Roundabout Study
-  Gwinnett Greenways Plan
-  Technology Park Trail Plan

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.

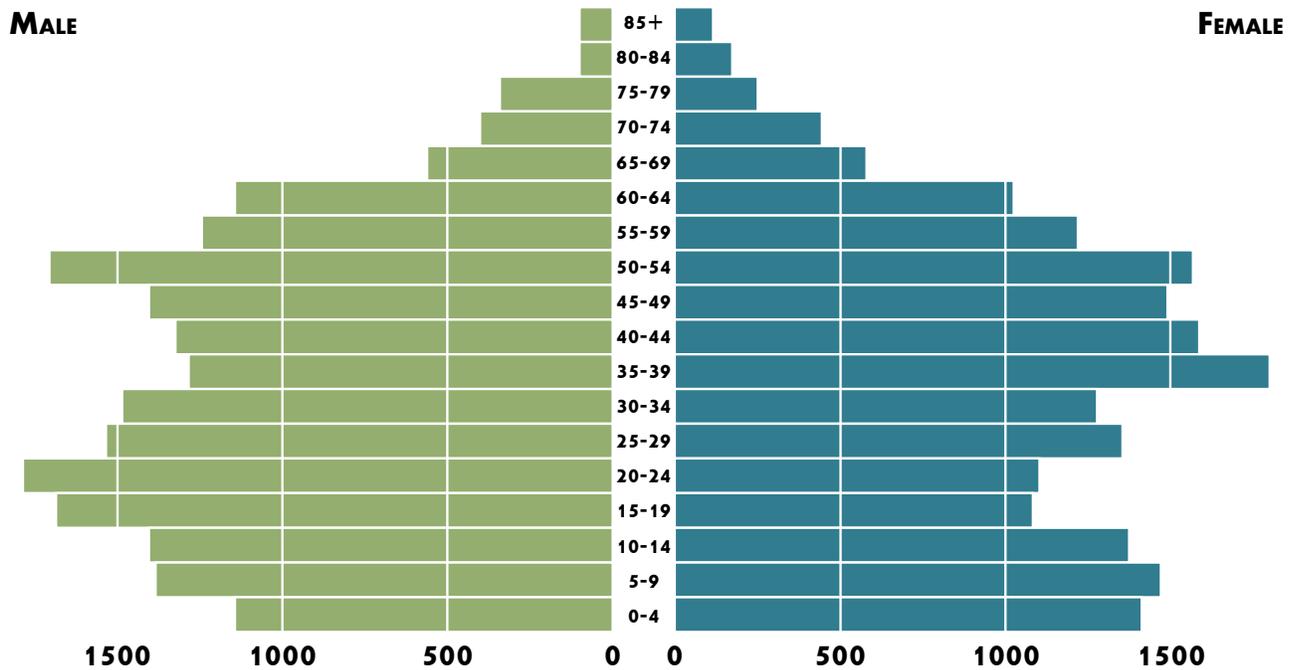
A more direct focus on the ages of the people in the community, as shown below, also suggests some revelations. Unlike many neighboring suburban communities, Peachtree Corners actually has a fairly significant number of young adults in their 20s (particularly males) which may relate to the employment 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.

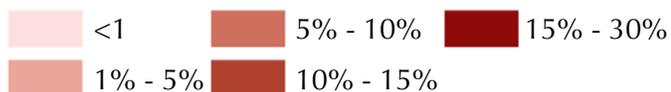


Peachtree Corners Population by Age and Gender

Source: U.S. Census Bureau

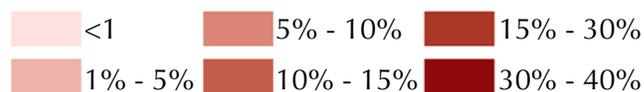
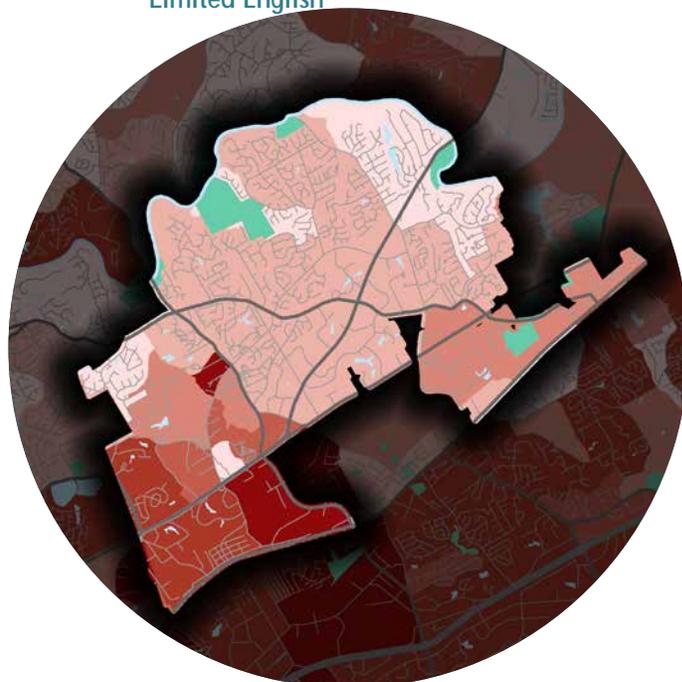
# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

Figure 4 - Percentage of People Living below the Poverty Level



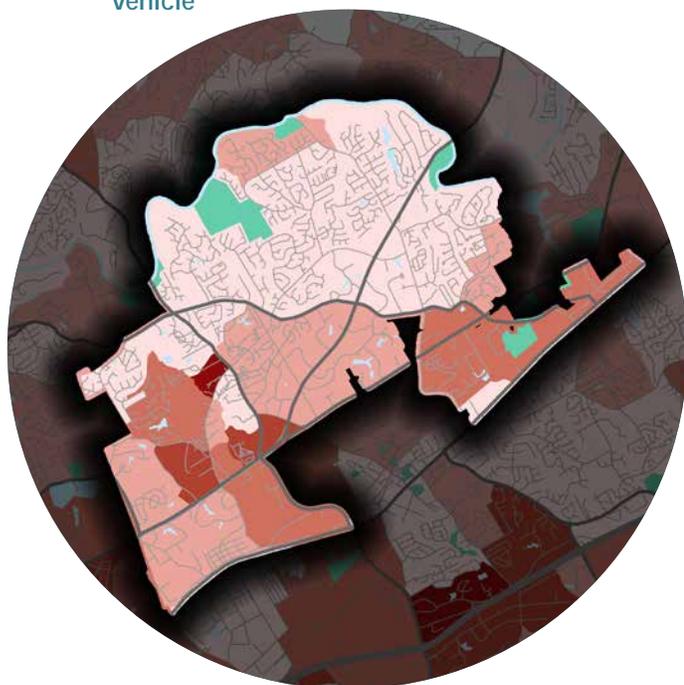
Source: U.S. Census Bureau

Figure 6 - Percentage of Households Which Speak Limited English



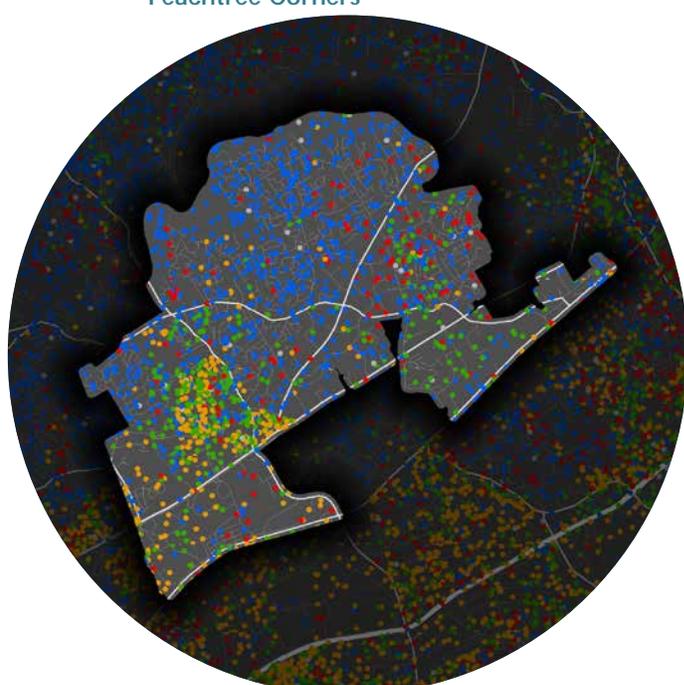
Source: U.S. Census Bureau

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



Source: U.S. Census Bureau

Figure 7 - Racial Distribution Within and Near Peachtree Corners

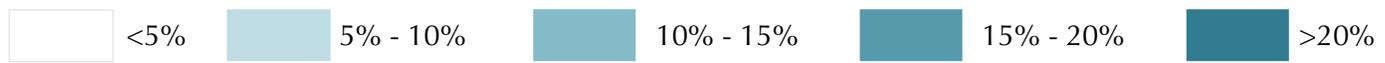


Each dot represents 30 residents



Source: U.S. Census Bureau

Figure 8 - Commuting Mode Choice



Source: U.S. Census Bureau

# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

## 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 imbalance – 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 10 - Locations of Retail Center, Schools, and Parks

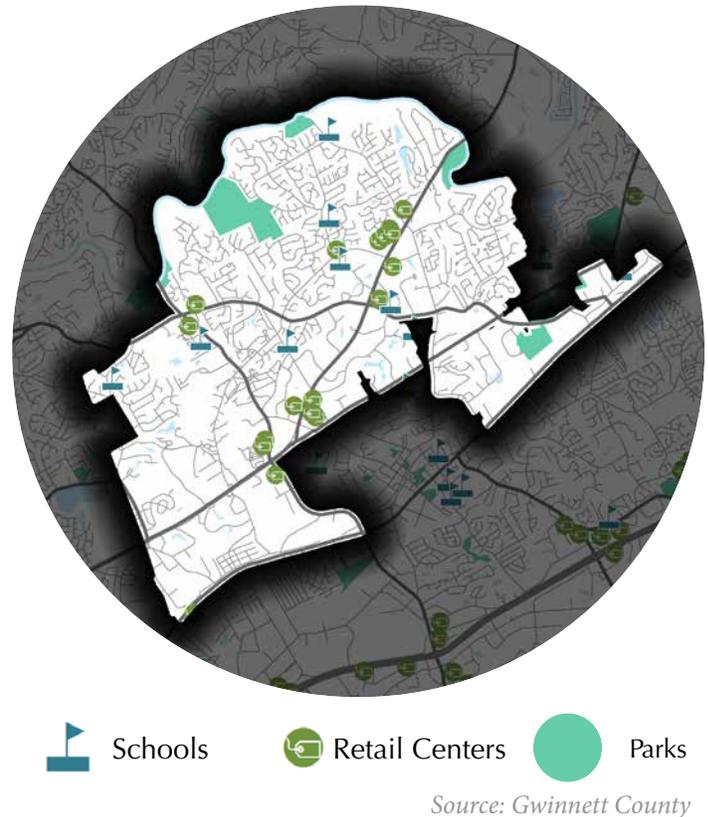
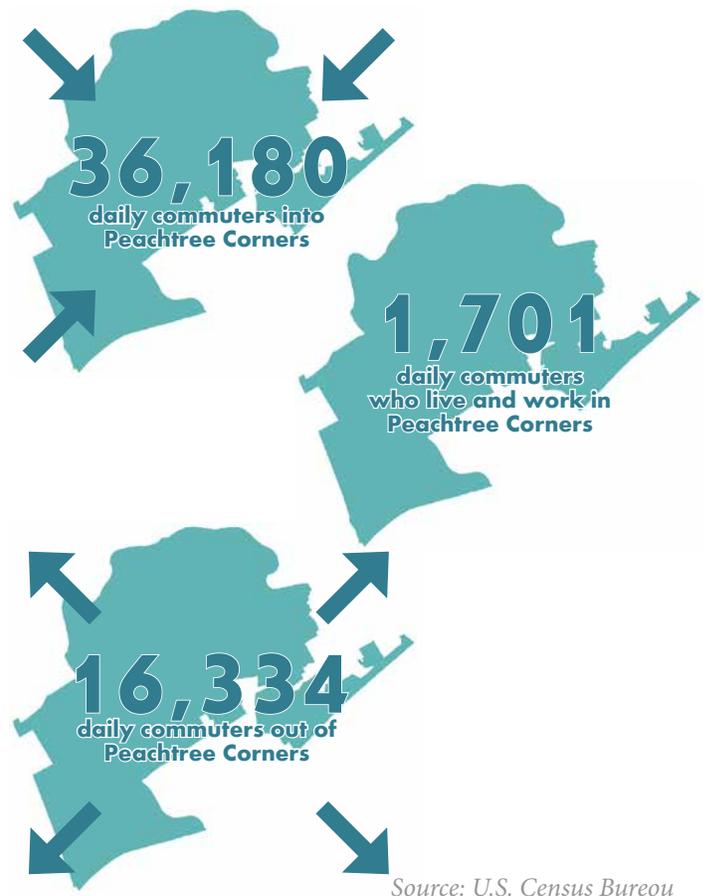


Figure 9 - Location of Job Centers



### 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



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 or more lanes per direction

Source: ARC

Figure 12 - Existing Model Roadway Network Speed Limit

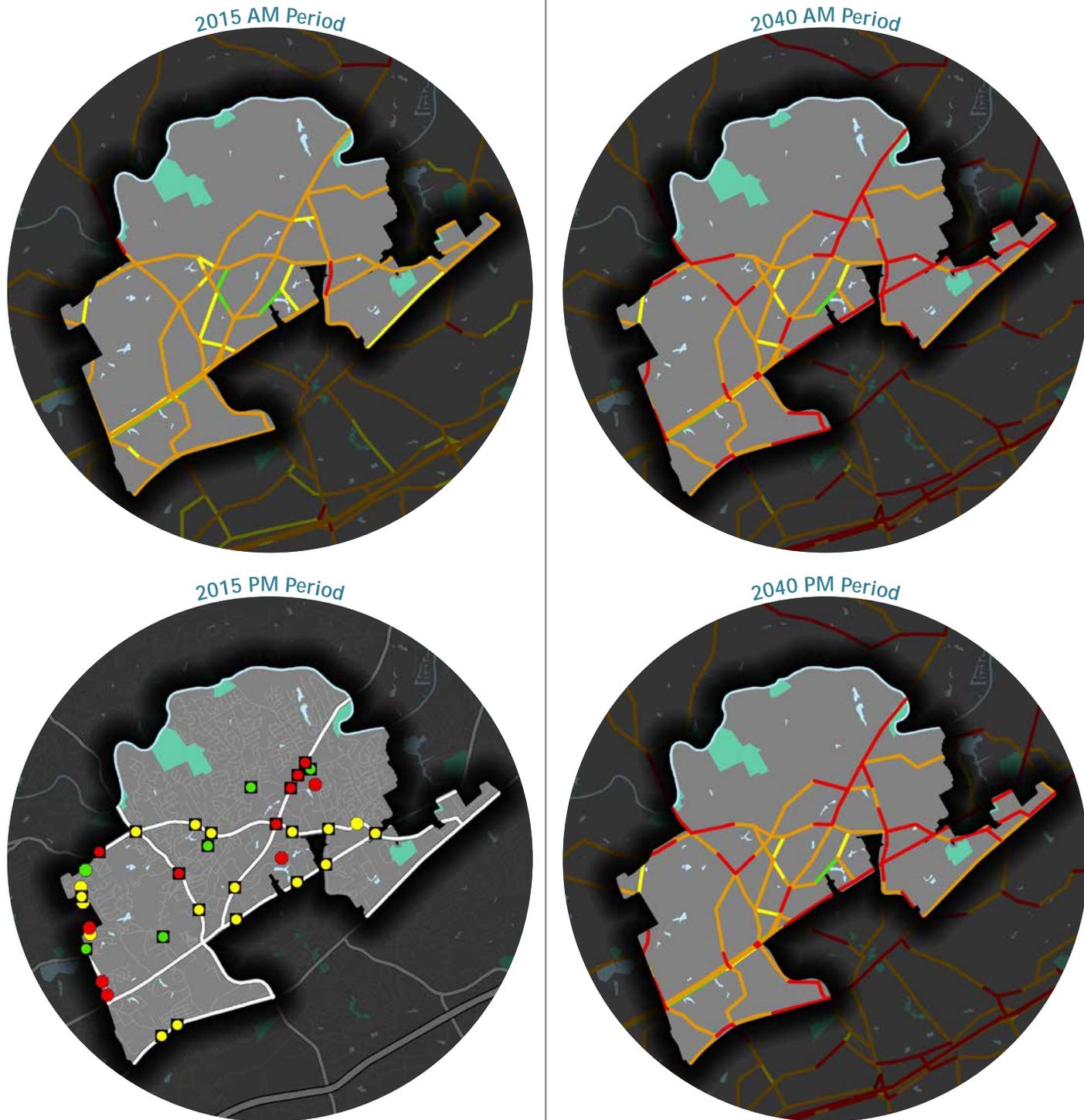


- 25
- 30
- 35
- 40
- 45
- 55
- 60
- 65
- 70

Source: ARC

# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

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.

# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

Figure 14 - Analyzed Intersections by Control Type and Count Source



 Stop Controlled Intersection,  
New Counts Taken

 Signalized Intersection,  
New Counts Taken

 Stop Controlled Intersection,  
Counts from Previous Study

 Signalized Intersection,  
Counts from Previous Study

**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)**

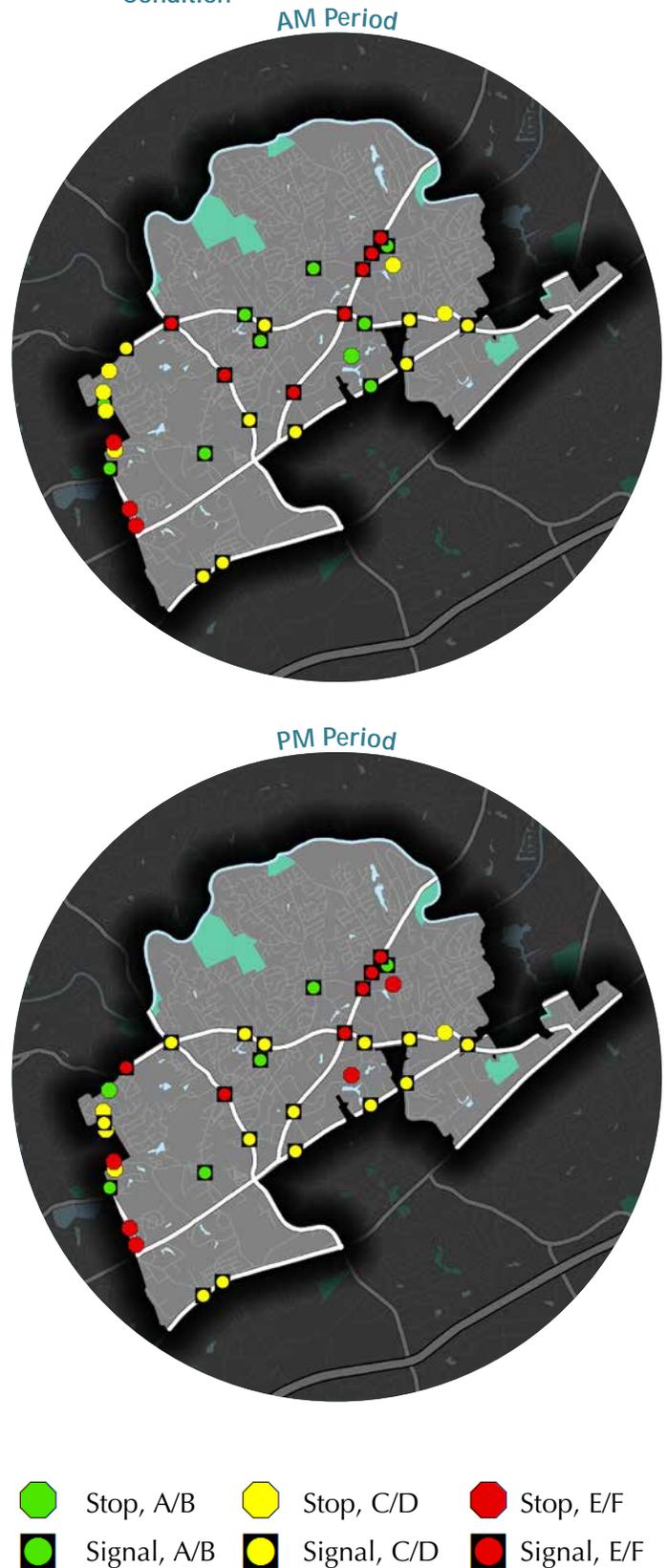
LOS	Signalized Intersection	Unsignalized Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	>80 sec	>50 sec

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**



# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

## 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:

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

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



- Blue line: Below GDOT Average (<75%)
- Green line: Near GDOT Average (+/- 25%)
- Yellow line: Greater than GDOT Average (up to 200%)
- Orange line: 2 to 10 times GDOT Average
- Red line: 10 times GDOT Average or more

### 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.



# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

## 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**

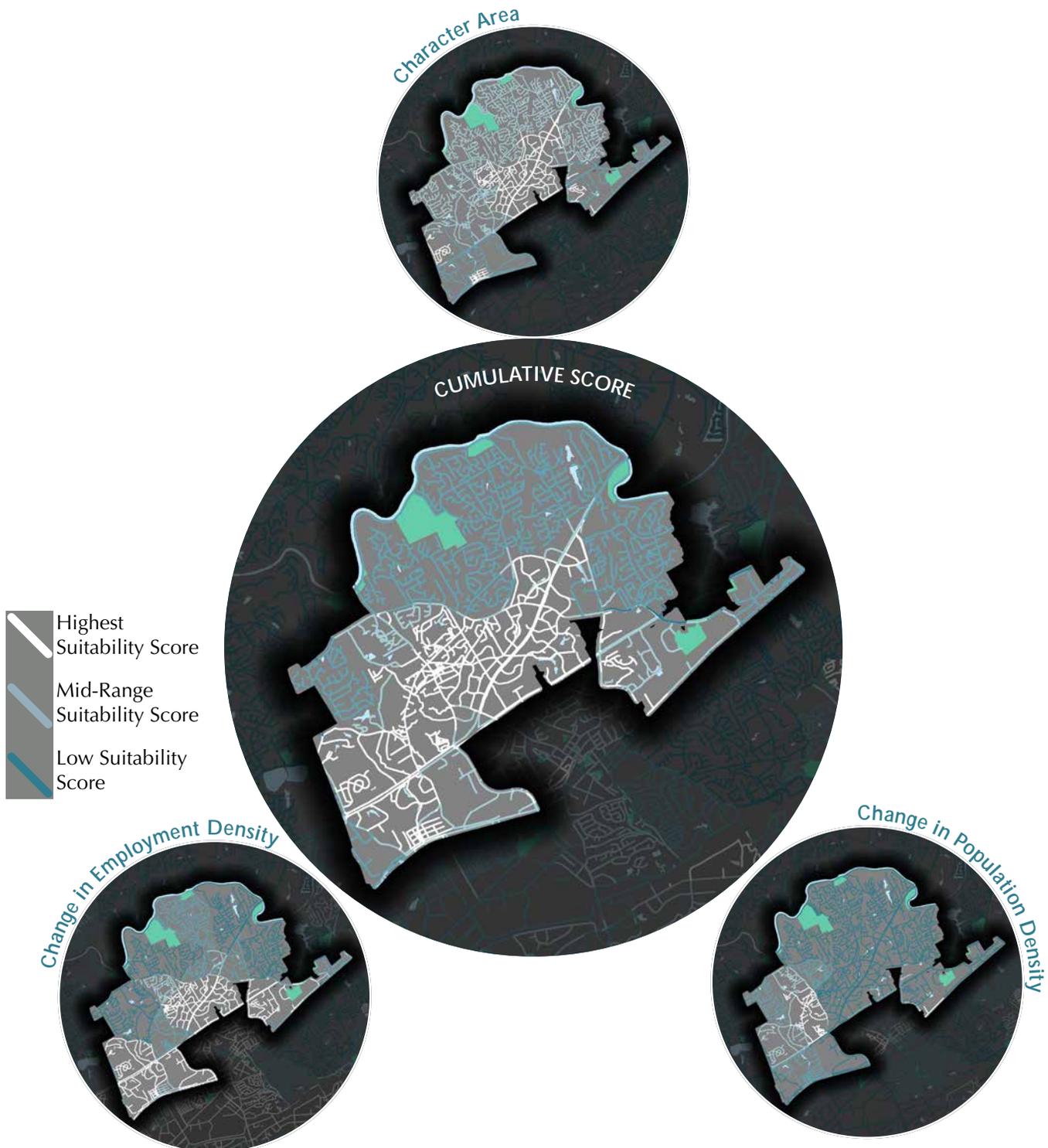
In order to identify the most comfortable and safest places to encourage bike and pedestrian facilities, the character of existing facilities was considered. This category gave higher scores to segments that are near existing bike and pedestrian facilities, and lower scores to facilities on hilly roadways,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



# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

## 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.



# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

## 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.

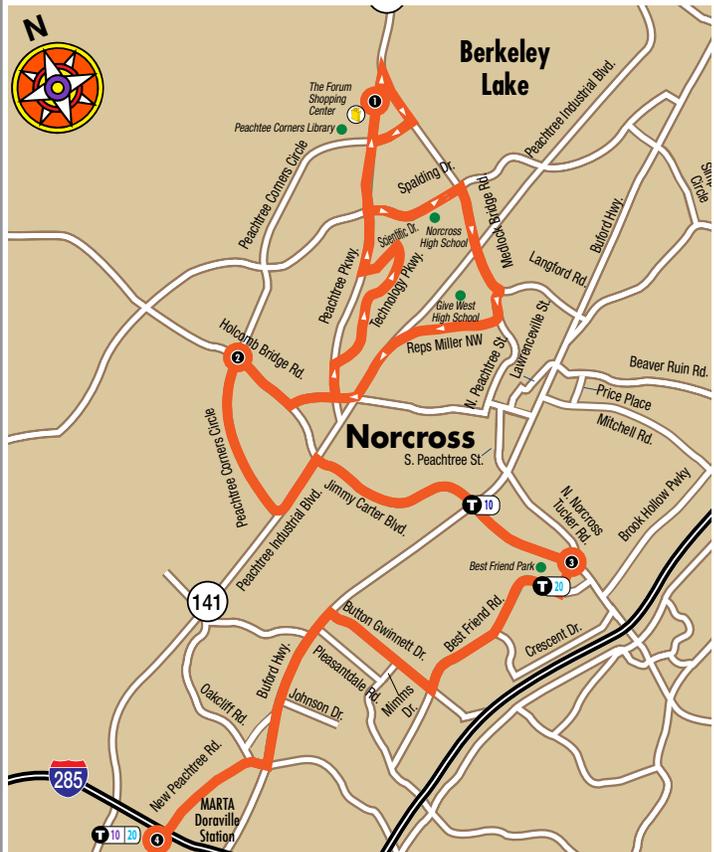
Figure 19 - GRTA Xpress Route 408 Map



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

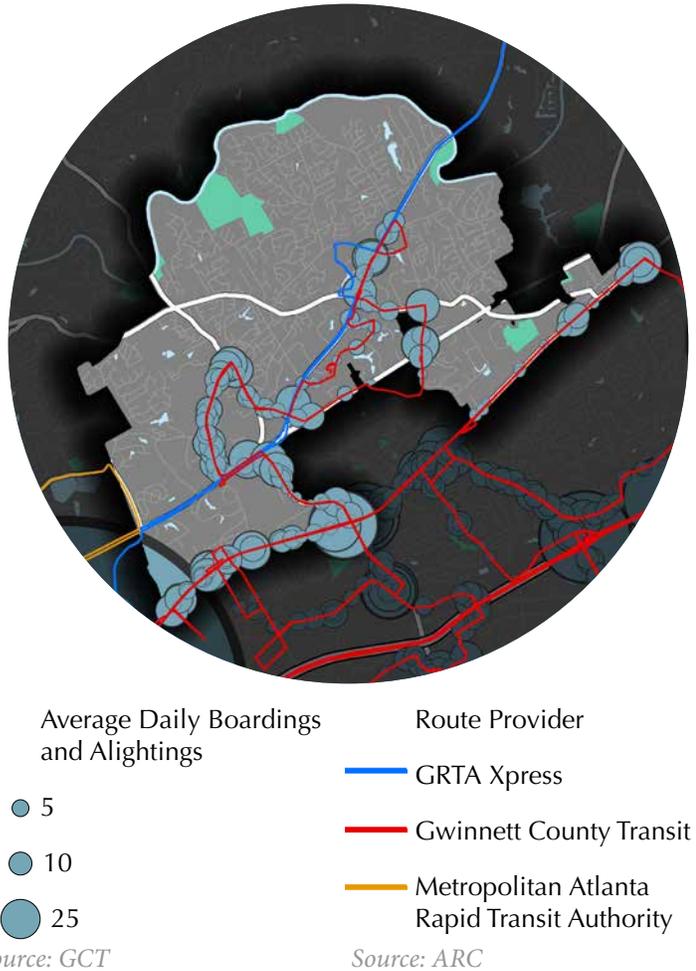


Source: GCT

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

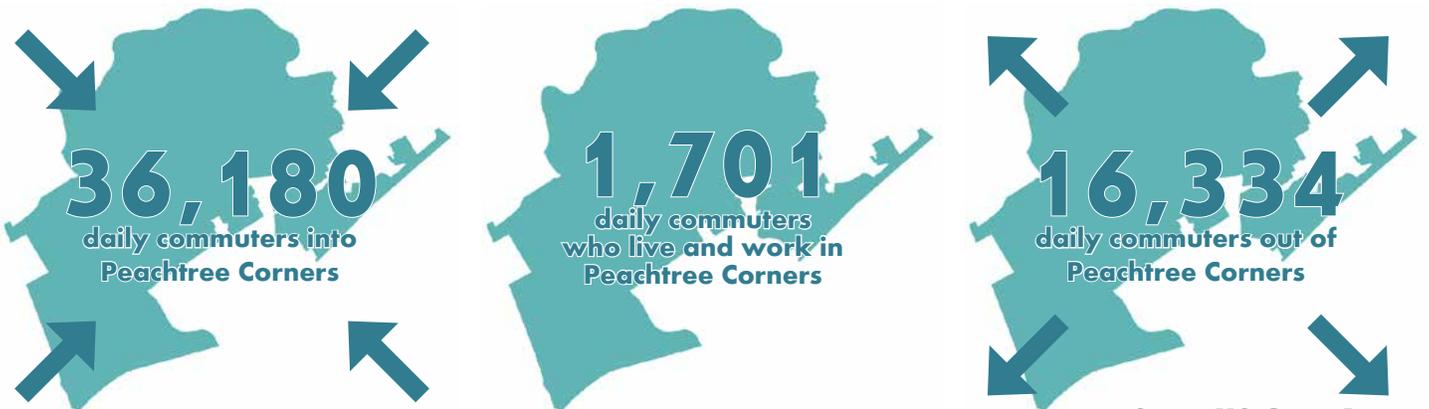
Figure 20 - Daily Boardings and Alightings



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 21 - Excerpt from “Concept 3” Regional Transit Vision



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](http://www.peachtreecornersga.gov/CTP2016)



## 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

### 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 feedback 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:

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

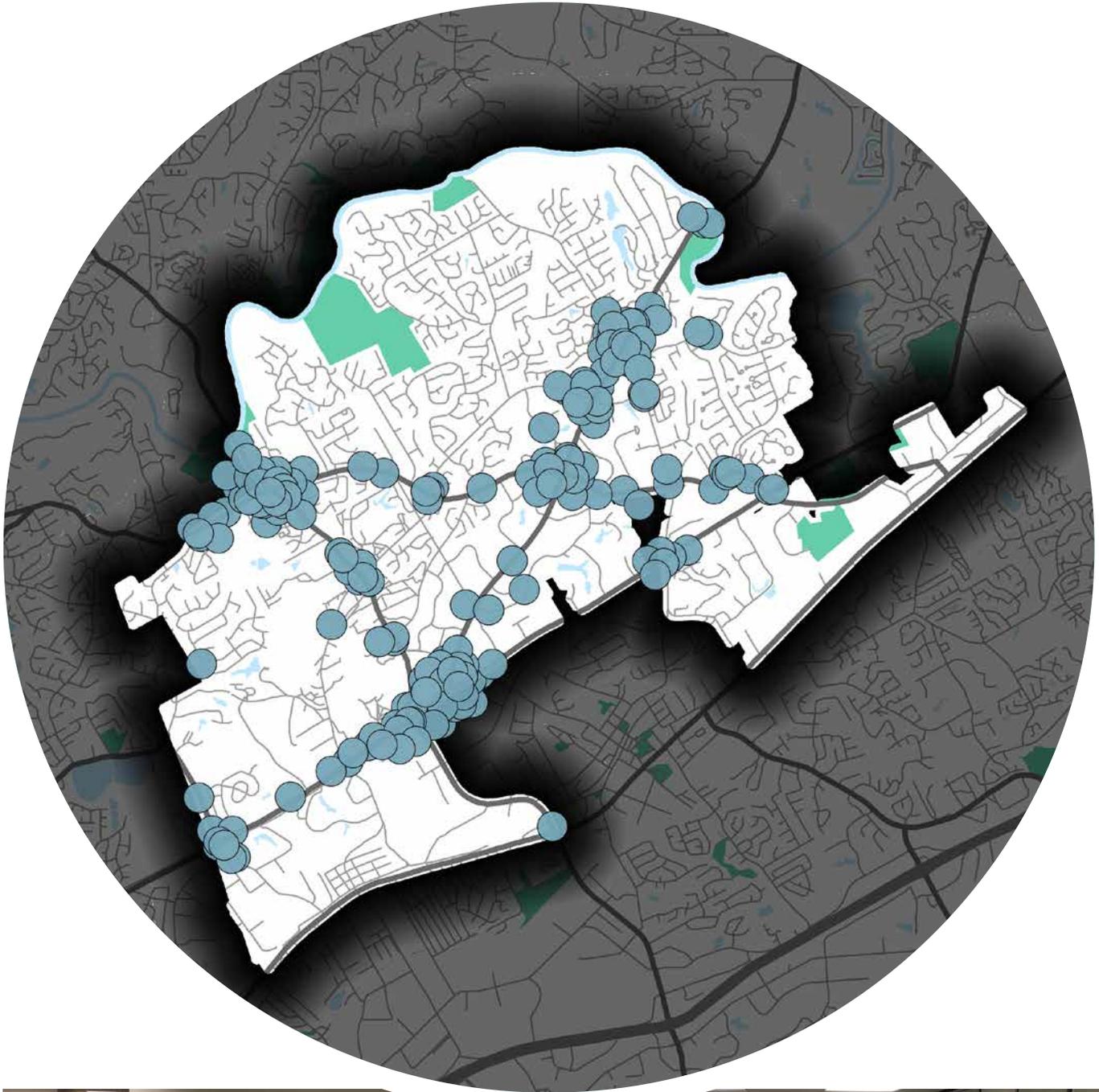
Each attendant will be able to select up to three projects from each category they support the most and indicate them on their comment form. These comments will be used in the prioritization process, as discussed during the presentation. If you have any additional comments on any projects, please indicate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

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 _____	

# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

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

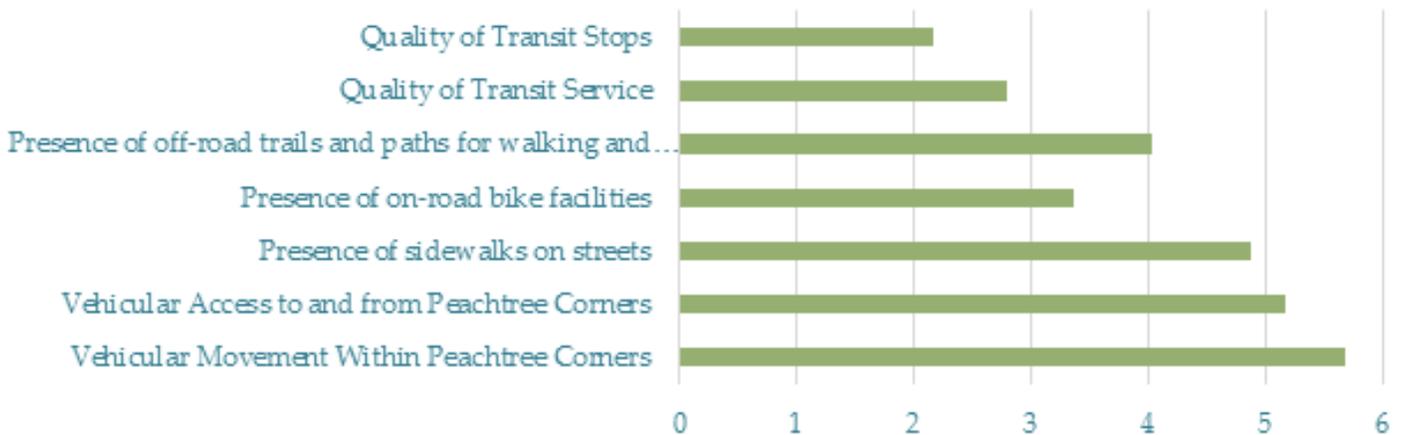
of questions to help support the planning team’s understanding of transportation needs, community preferences, and overall context. Select responses are indicated in the graphics below. The full survey results are provided in Appendix C.

“Sort the following priorities from the most important to you...to the least important to you”

# of First Place Votes



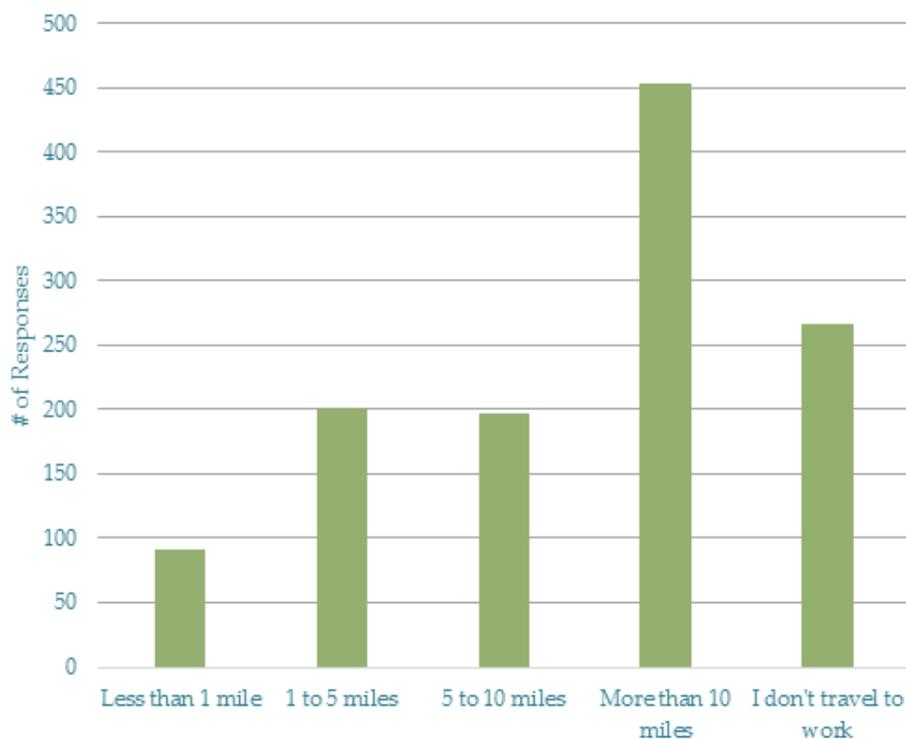
Average Ranking



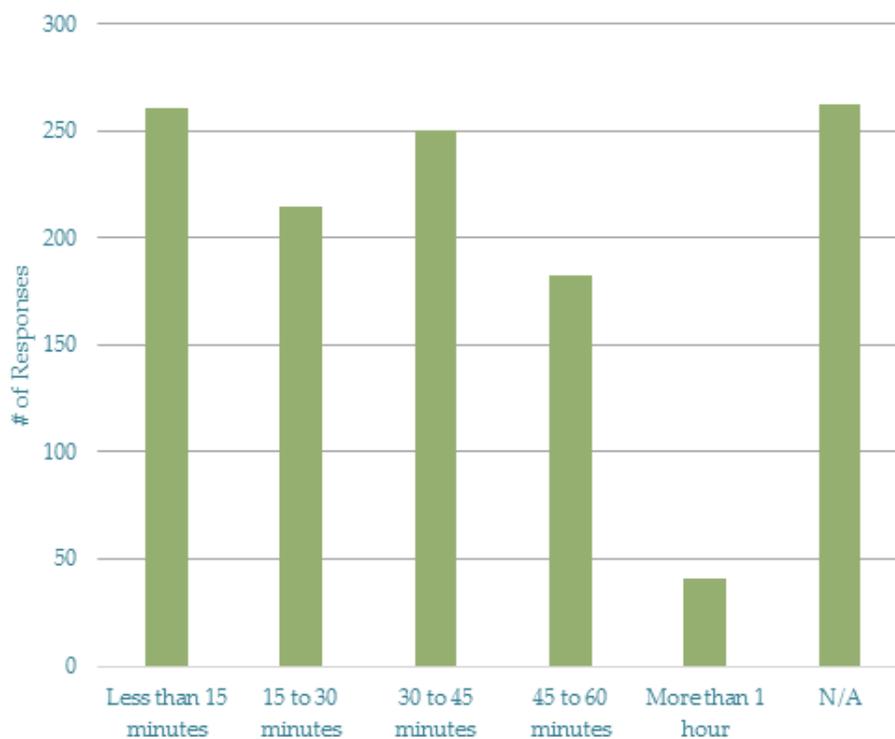
Of particular interest, is that most survey respondents prioritized vehicular movements as their biggest concern. However, when those same respondents were asked what their follow up concerns in the community are, addressing multi-modal transportation needs are shown to still be a large concern within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

# CHAPTER II: EXISTING CONDITIONS + NEEDS ASSESSMENT

### How far do you travel to work?



### How long do you travel to work?





A dimly lit conference room with several people seated at long tables. The room has large windows in the background. The text "PLAN EVALUATION" is overlaid in large, white, bold letters across the center of the image. The tables are set with water bottles, papers, and plates. A microphone is visible on a table in the foreground.

# 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

## 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

## 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

## 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

# CHAPTER III: PLAN EVALUATION

## 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.

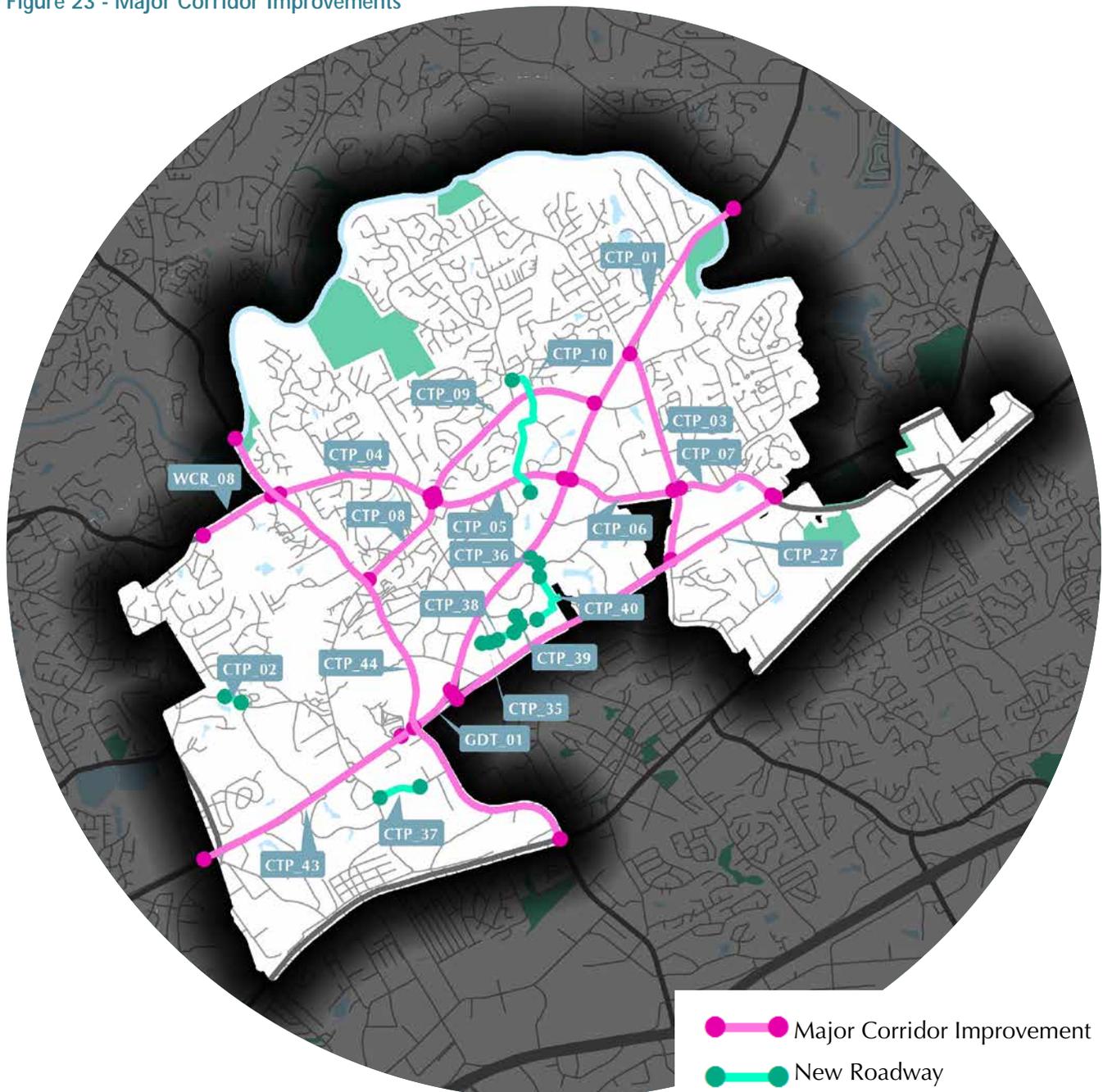
- Identify transportation projects and policies to improve transportation safety
- Prioritize asset management and maintenance of the existing transportation system
- Use the City's transportation system to maximize economic development opportunities
- Make transportation decisions that improve the quality 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

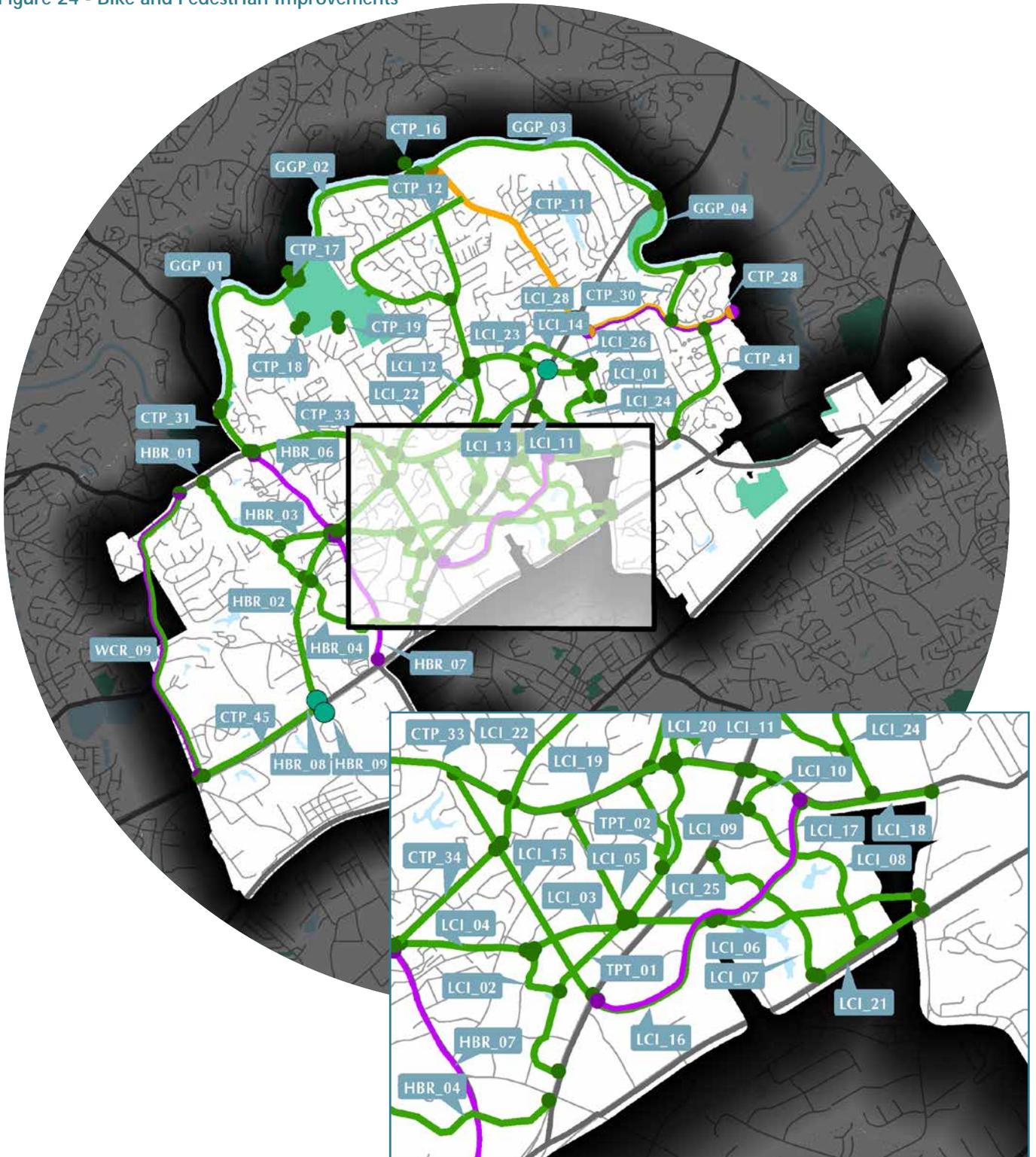


# CHAPTER III: PLAN EVALUATION

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
- Bike Improvement
- Multi-Use Trail
- Pedestrian Improvement
- Multi-Use Trail/Pedestrian Improvement
- Pedestrian Improvement/Bike Improvement

# CHAPTER III: PLAN EVALUATION

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

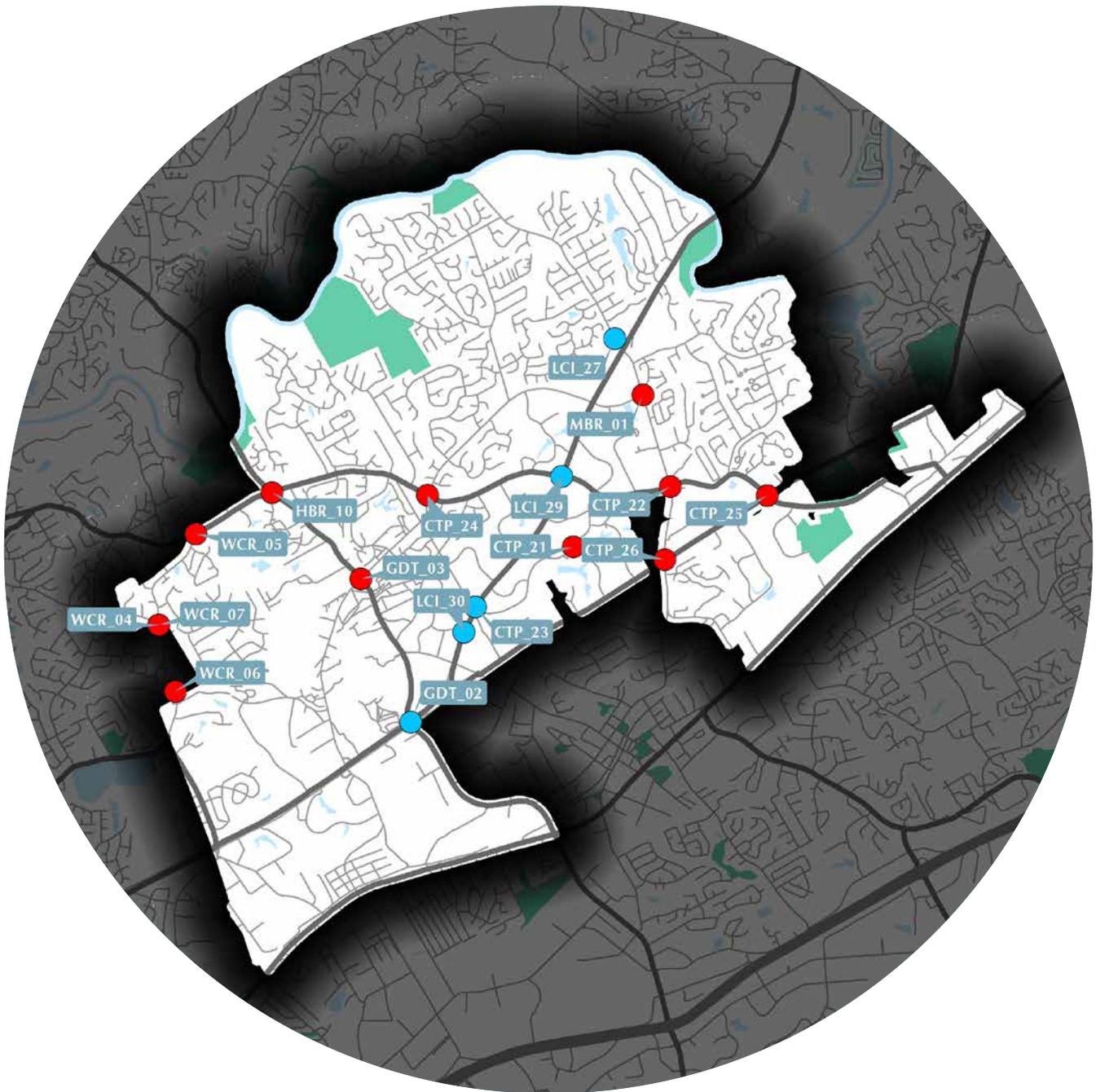
Project ID	Description	Category	Source
LCI_04	Gas easment trail from Peachtree Corners Circle east to The Corners Parkway	Multi-Use Trail	LCI Study, Technology Park Multi-Use Trails Study, & HBR Study
LCI_05	Trail connecting Spalding Drive to gas easment trail north of Peachtree Parkway	Multi-Use Trail	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

# CHAPTER III: PLAN EVALUATION

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 easement 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



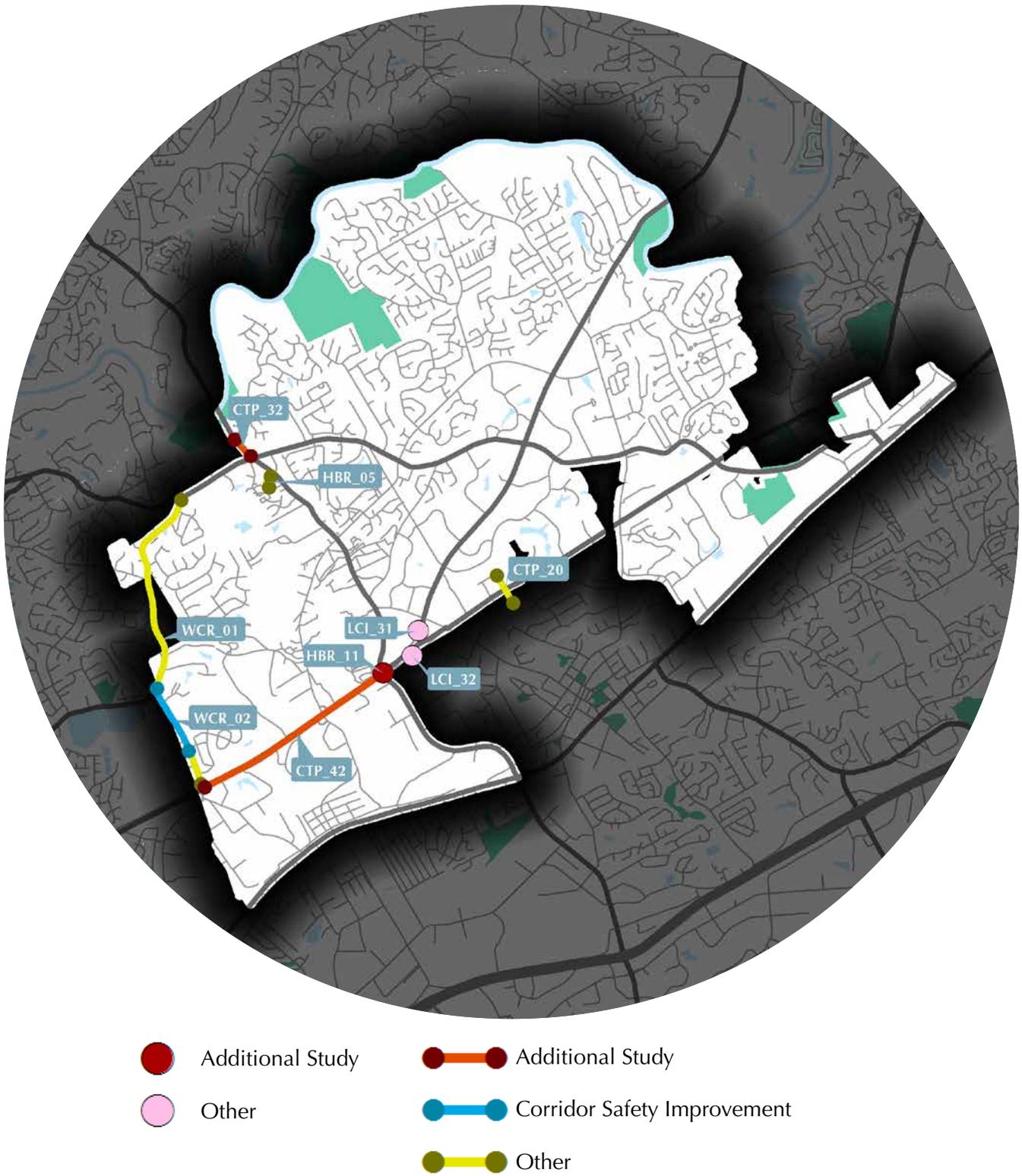
-  Intersection Safety Improvement
-  Operational Intersection Improvement

# CHAPTER III: PLAN EVALUATION

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



# CHAPTER III: PLAN EVALUATION

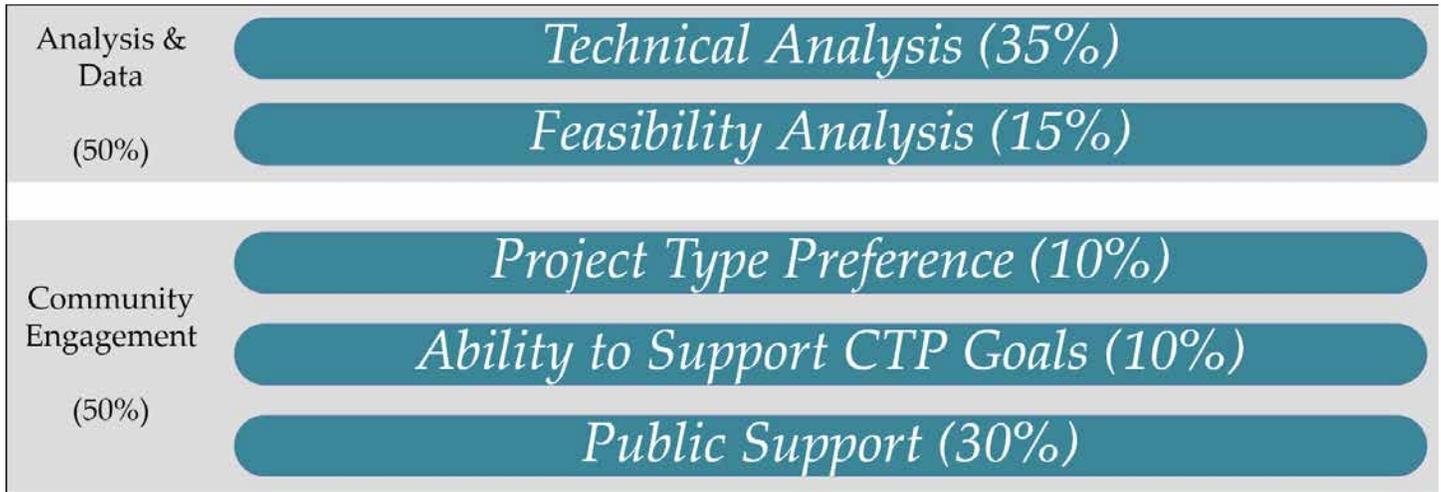
Table 7 -Other Improvements

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 Exchange 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 Connectivity	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

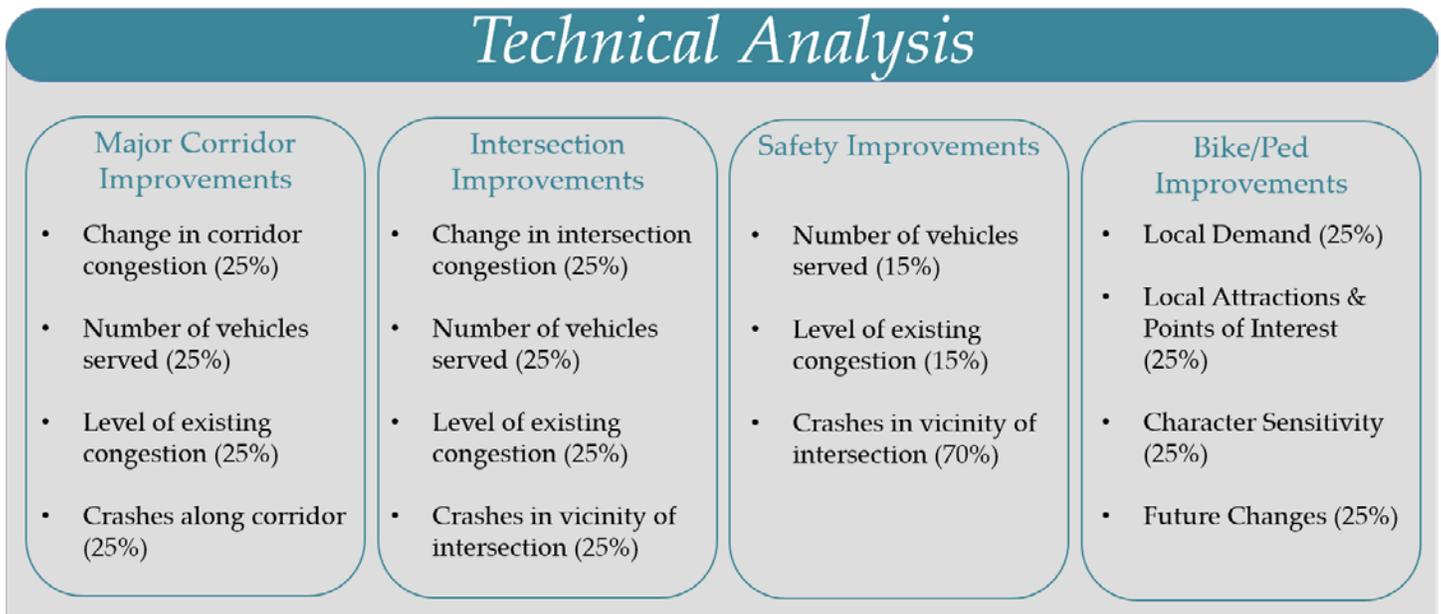
A prioritization process was developed to reflect the two main sources of evaluation criteria for the project considerations: (1) Analysis and Data and (2) Community Engagement. As indicated below, five criteria under these two sources were developed so that the overall weights reflected 50% of the prioritization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



# CHAPTER III: PLAN EVALUATION

## Feasibility Analysis

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

### *Feasibility Analysis*

General Constructability (50%)

Anticipated Right-of-Way Impacts (50%)

## 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.

### *Project Type Preference*

Vehicular Movement Within Peachtree Corners (81%)

Vehicle access to and from Peachtree Corners (74%)

Presence of sidewalks on streets in Peachtree Corners (70%)

Presence of on-road bike facilities in Peachtree Corners (48%)

Presence of off-road trails for walking and biking in Peachtree Corners (58%)

### 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.

## Ability to Support CTP Goals

Identify transportation projects and policies to improve transportation safety (10%)

Prioritize asset management and maintenance of the existing transportation system (9%)

Use of the City's transportation system to maximize economic development opportunities (14%)

Make transportation decisions that improve the quality of life in the community (20%)

Consider projects that enhance and protect the City's natural and cultural environment (12%)

Accommodate all users of transportation (8%)

Leverage technology as a mechanism to improve the transportation system (16%)

Facilitate east-west movements across Peachtree Corners (11%)

### 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.

## Public Support

Number of public indicated needs within vicinity of project (50%)

Project supported at Community Meeting #2 (50%)

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.

# CHAPTER III: PLAN EVALUATION

## 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

# CHAPTER III: PLAN EVALUATION

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

# CHAPTER III: PLAN EVALUATION

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

# CHAPTER III: PLAN EVALUATION

---



# CONCLUSIONS

A photograph of a parking lot in front of a commercial building. The building has signs for "Pizzeria" and "Poppie's". The image is dark, and the word "CONCLUSIONS" is overlaid in large white letters. The parking lot is paved and has a white line. There are several cars parked in the lot, and a bicycle is visible on the left. The sky is blue with some clouds.

# 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

# CHAPTER IV: CONCLUSIONS

## Implementation Plan

Implementation 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.

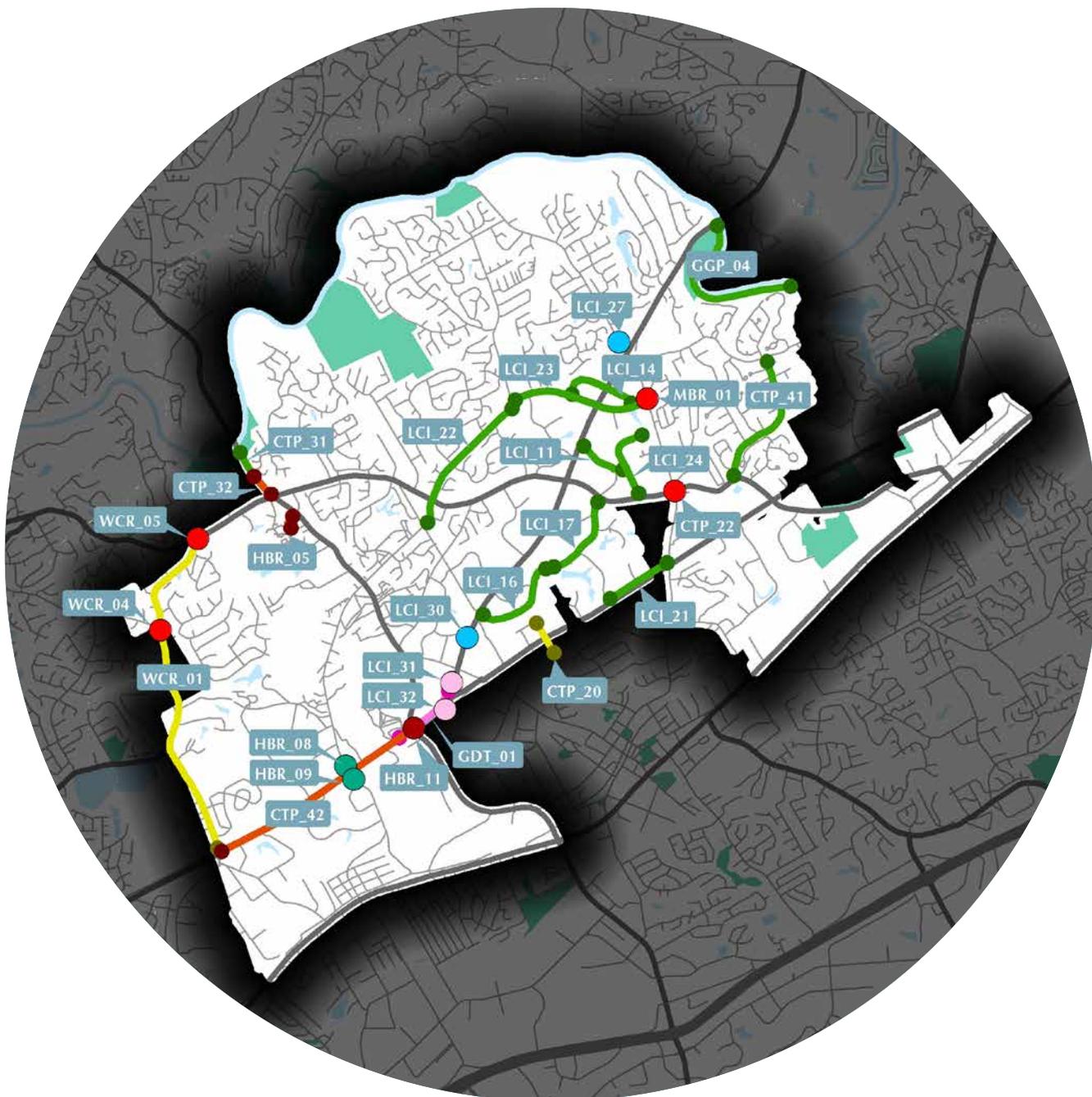
**Mid-Term Projects (2022-2031):** These projects are relatively more complex or not as far along in the life cycle of implementing a transportation project but are also not likely to include particularly challenging barriers to implementation, including the need for significant right of way or reliance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



- |  |                                      |  |   |  |                             |
|--|--------------------------------------|--|---|--|-----------------------------|
|  | Pedestrian Intersection Improvement  |  | Bike Improvement                        |  | Major Corridor Improvement  |
|  | Intersection Safety Improvement      |  | Multi-Use Trail                         |  | New Roadway                 |
|  | Operational Intersection Improvement |  | Pedestrian Improvement                  |  | Additional Study            |
|  | Additional Study                     |  | Multi-Use Trail/Pedestrian Improvement  |  | Corridor Safety Improvement |
|  | Other                                |  | Pedestrian Improvement/Bike Improvement |  | Other                       |

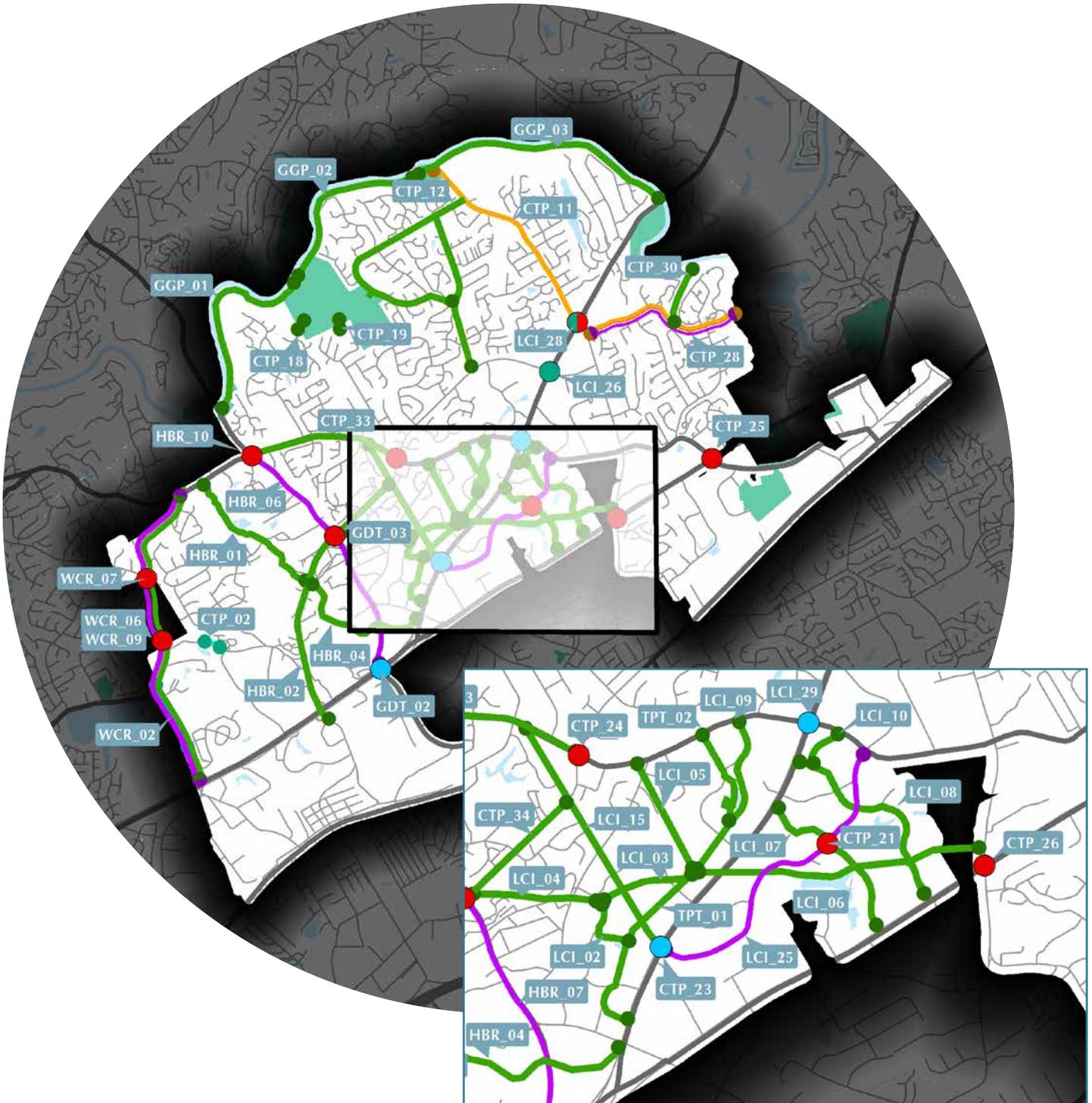
# CHAPTER IV: CONCLUSIONS

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 asterisk (\*) denotes a project that is underway (or contains some component that is underway)

Figure 28 - Mid-Term Improvements



- |  |   |   |
|--|---|---|
| <span style="color: green;">●</span> Pedestrian Intersection Improvement | <span style="color: orange;">●</span> Bike Improvement                        | <span style="color: magenta;">●</span> Major Corridor Improvement |
| <span style="color: cyan;">●</span> Intersection Safety Improvement      | <span style="color: green;">●</span> Multi-Use Trail                          | <span style="color: cyan;">●</span> New Roadway                   |
| <span style="color: red;">●</span> Operational Intersection Improvement  | <span style="color: purple;">●</span> Pedestrian Improvement                  | <span style="color: brown;">●</span> Additional Study             |
| <span style="color: darkred;">●</span> Additional Study                  | <span style="color: green;">●</span> Multi-Use Trail/Pedestrian Improvement   | <span style="color: blue;">●</span> Corridor Safety Improvement   |
| <span style="color: pink;">●</span> Other                                | <span style="color: purple;">●</span> Pedestrian Improvement/Bike Improvement | <span style="color: yellow;">●</span> Other                       |

# CHAPTER IV: CONCLUSIONS

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 asterisk (\*) denotes a project that is underway (or contains some component that is underway)

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 asterisk (\*) denotes a project that is underway (or contains some component that is underway)

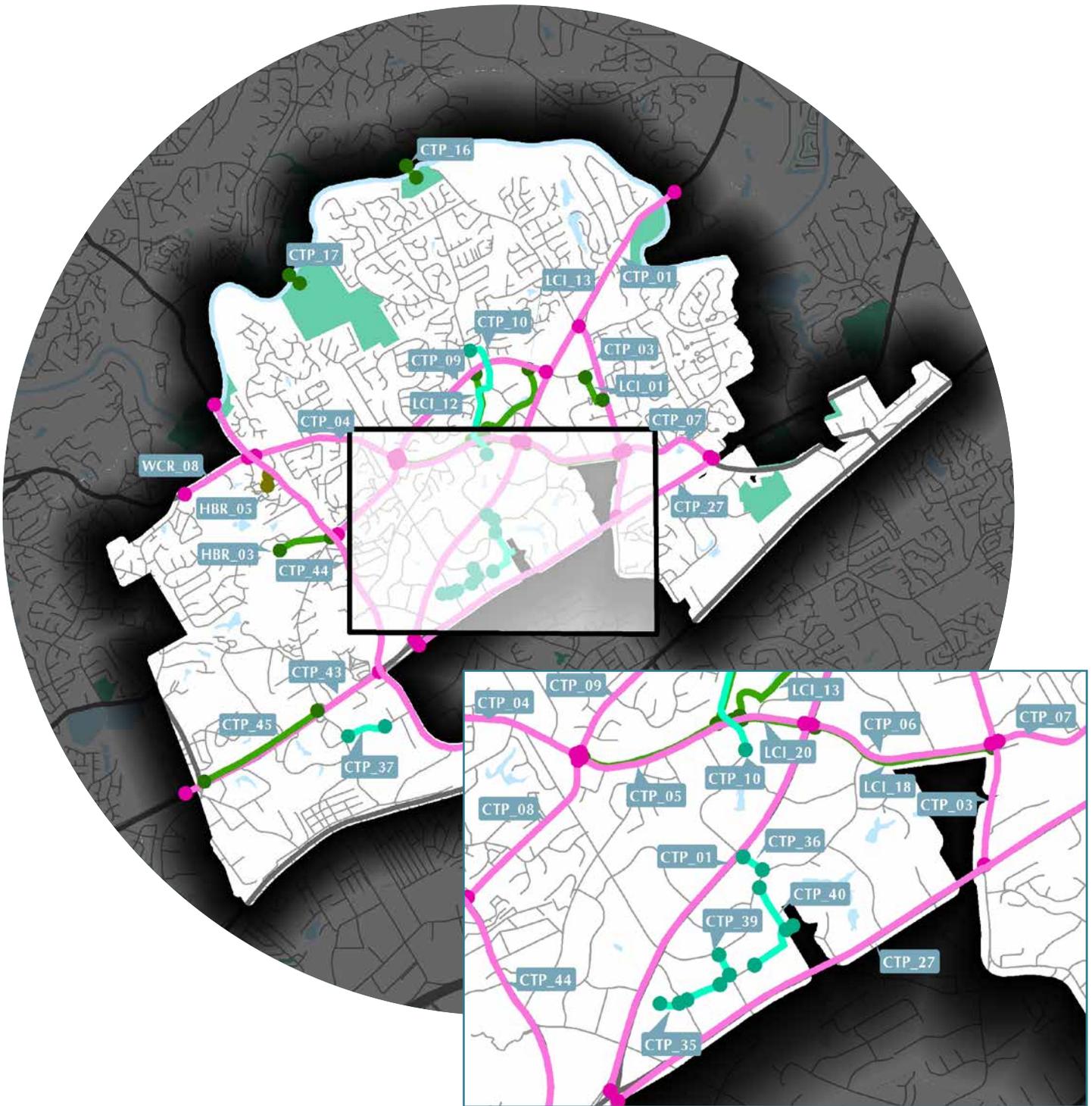
# CHAPTER IV: CONCLUSIONS

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 asterisk (\*) denotes a project that is underway (or contains some component that is underway)*

Figure 29 - Long Term Improvements



- |  |                                      |  |   |  |                             |
|--|--------------------------------------|--|---|--|-----------------------------|
|  | Pedestrian Intersection Improvement  |  | Bike Improvement                        |  | Major Corridor Improvement  |
|  | Intersection Safety Improvement      |  | Multi-Use Trail                         |  | New Roadway                 |
|  | Operational Intersection Improvement |  | Pedestrian Improvement                  |  | Additional Study            |
|  | Additional Study                     |  | Multi-Use Trail/Pedestrian Improvement  |  | Corridor Safety Improvement |
|  | Other                                |  | Pedestrian Improvement/Bike Improvement |  | Other                       |

# CHAPTER IV: CONCLUSIONS

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 asterisk (\*) denotes a project that is underway (or contains some component that is underway)

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 asterisk (\*) denotes a project that is underway (or contains some component that is underway)*

# CHAPTER IV: CONCLUSIONS

---

**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

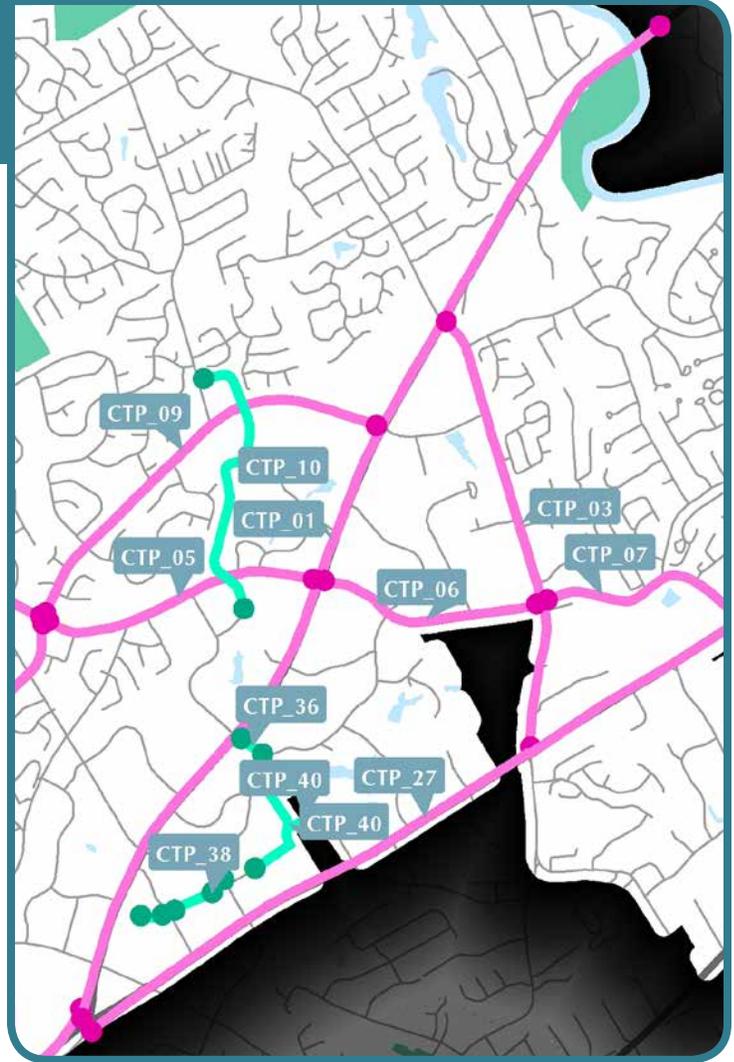
**To:** Northern extent of ongoing study; Johns Creek northern city limit

**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**

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

**PLANNING LEVEL COST ESTIMATE**

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

# CHAPTER IV: CONCLUSIONS

## 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

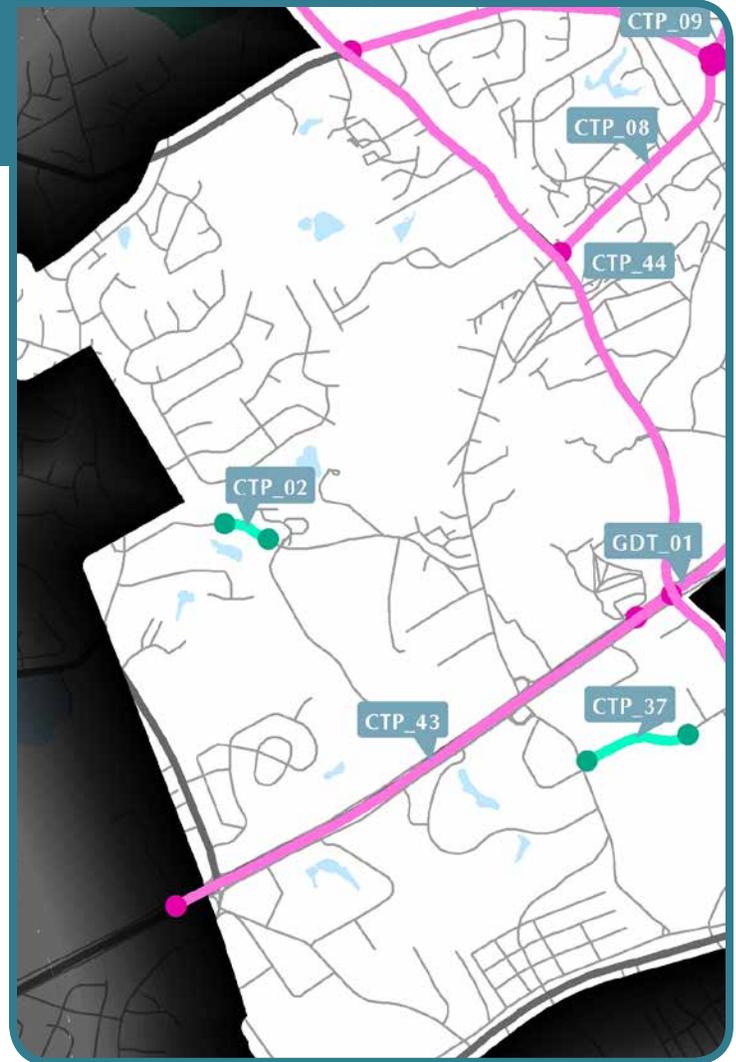
**To:** Western Jones Mill Road segment, approximately 2200 feet east of Winters Chapel Road

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$59,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$297,000
<b>Contingency</b>	\$89,000
<b>Total Cost</b>	\$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

---

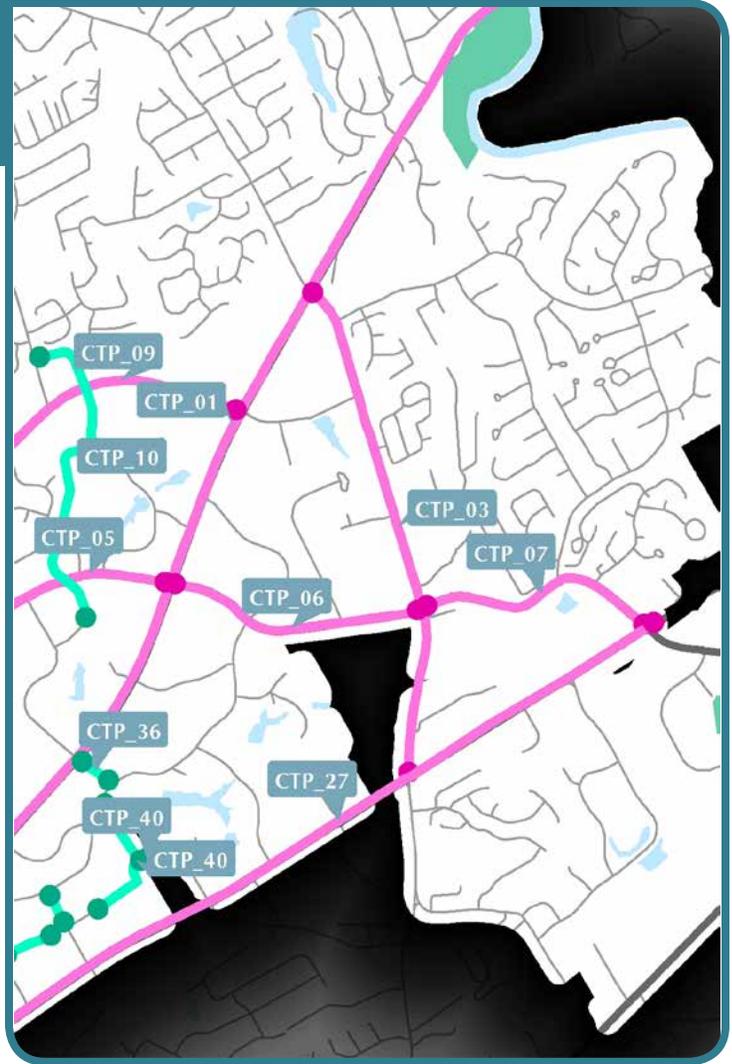
**Proposed Condition:** Consistent 4 lanes with turn lanes

---

**Implementation Phase:** Long Term (2032-2040+)

---

**Additional Notes:**



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

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

# CHAPTER IV: CONCLUSIONS

**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

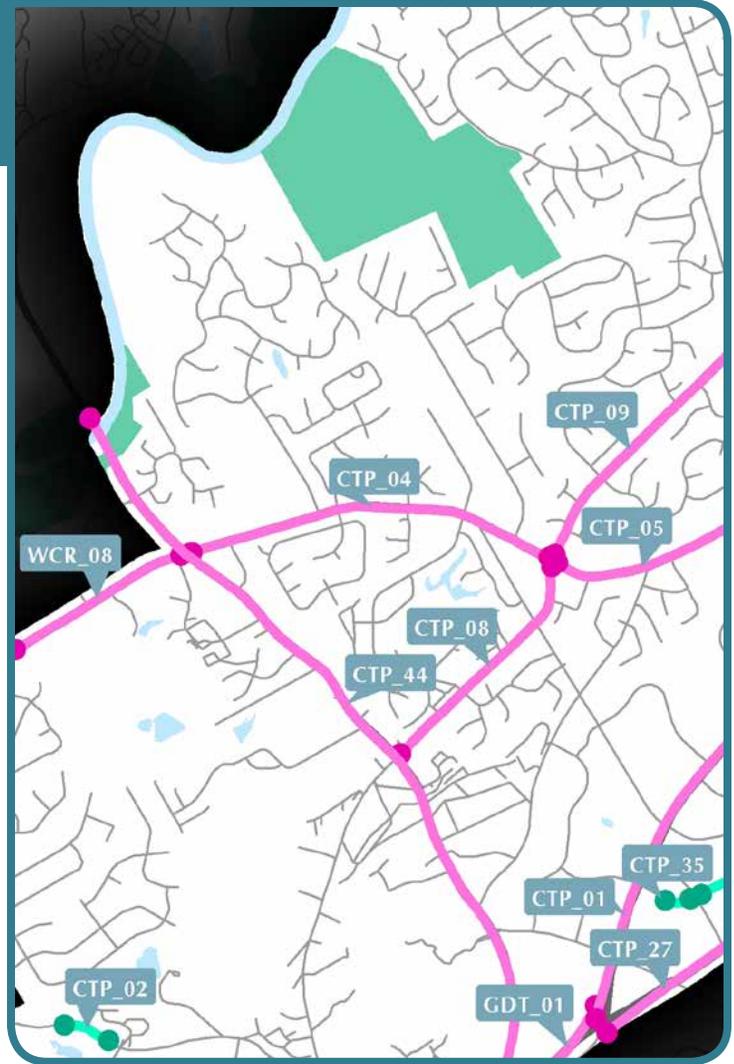
**To:** Peachtree Corners Circle

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$2,003,000
<b>Right of Way</b>	\$2,919,000
<b>Construction</b>	\$13,020,000
<b>Contingency</b>	\$3,906,000
<b>Total Cost</b>	\$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

---

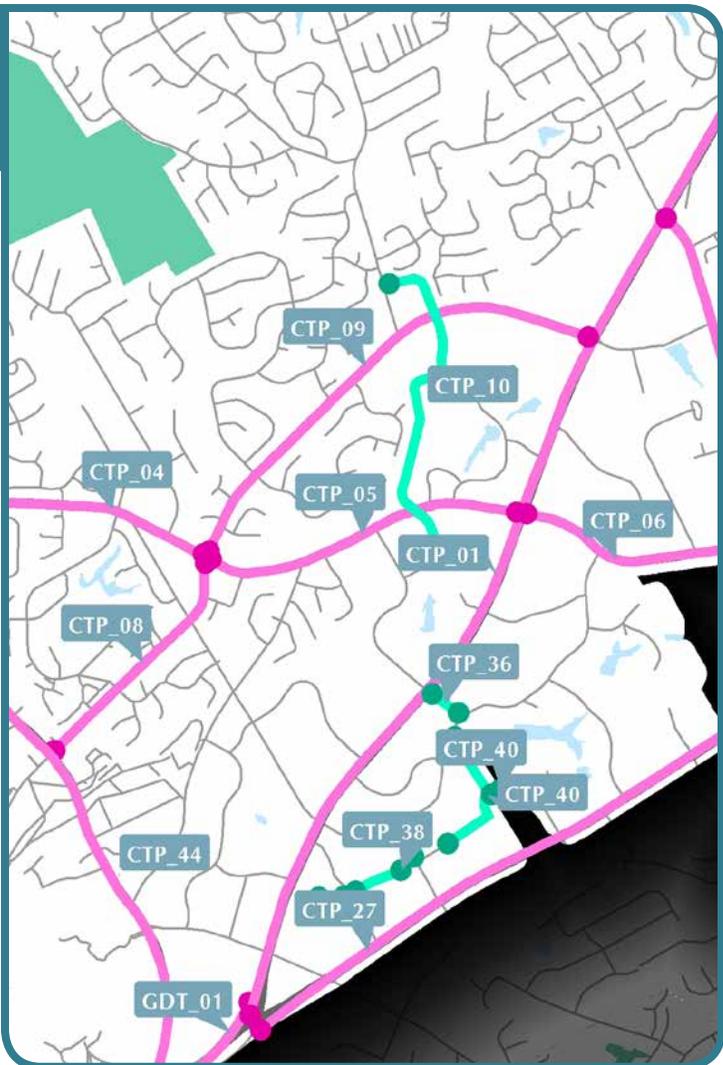
**Proposed Condition:** 4 lanes with center turn lane

---

**Implementation Phase:** Long Term (2032-2040+)

---

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



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

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

# CHAPTER IV: CONCLUSIONS

**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

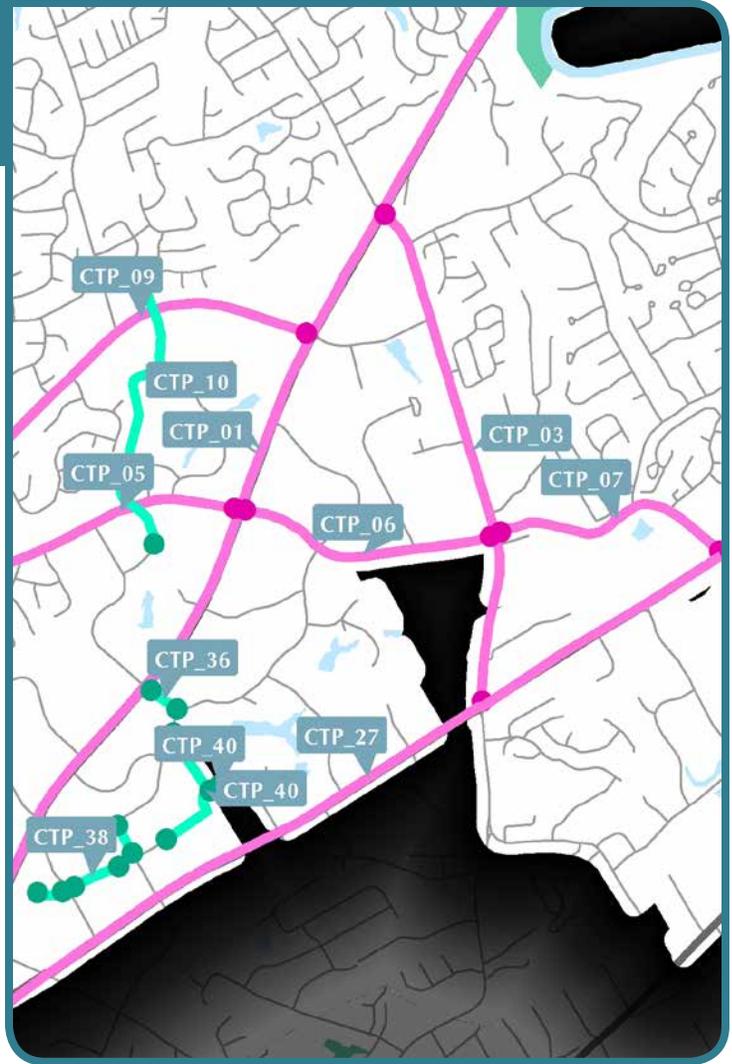
**To:** Medlock Bridge Road

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$1,613,000
<b>Right of Way</b>	\$2,158,000
<b>Construction</b>	\$10,420,000
<b>Contingency</b>	\$3,126,000
<b>Total Cost</b>	\$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**

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

**PLANNING LEVEL COST ESTIMATE**

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

# CHAPTER IV: CONCLUSIONS

## 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

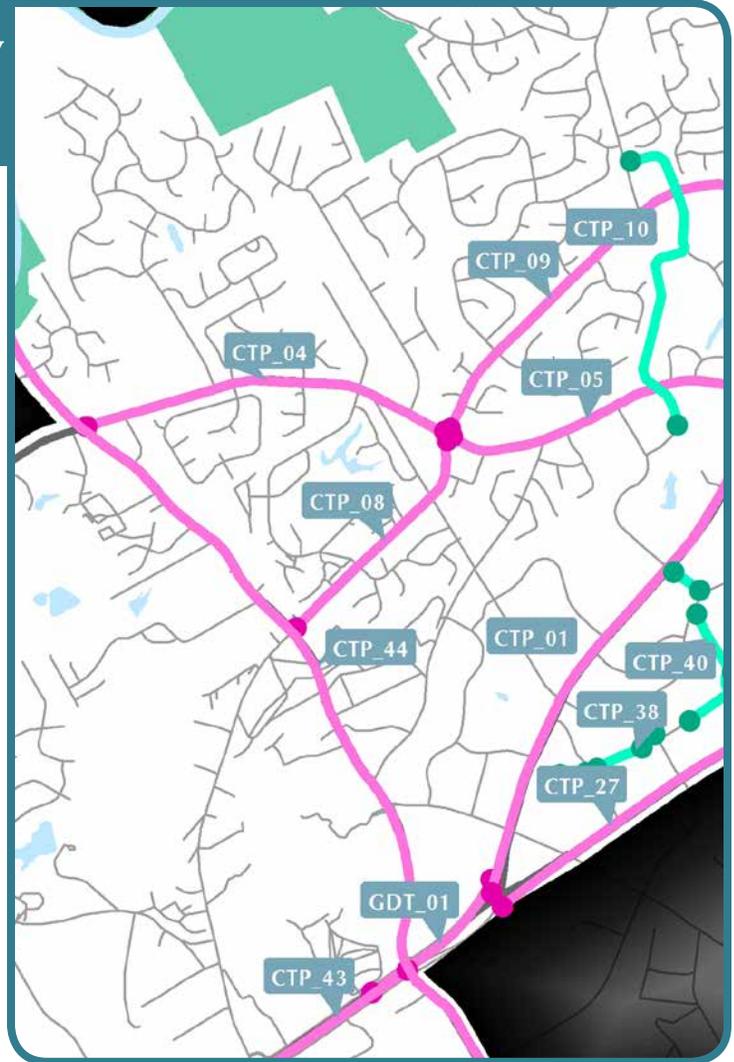
**To:** Spalding Drive

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$1,558,000
<b>Right of Way</b>	\$586,000
<b>Construction</b>	\$10,051,000
<b>Contingency</b>	\$3,015,000
<b>Total Cost</b>	\$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

---

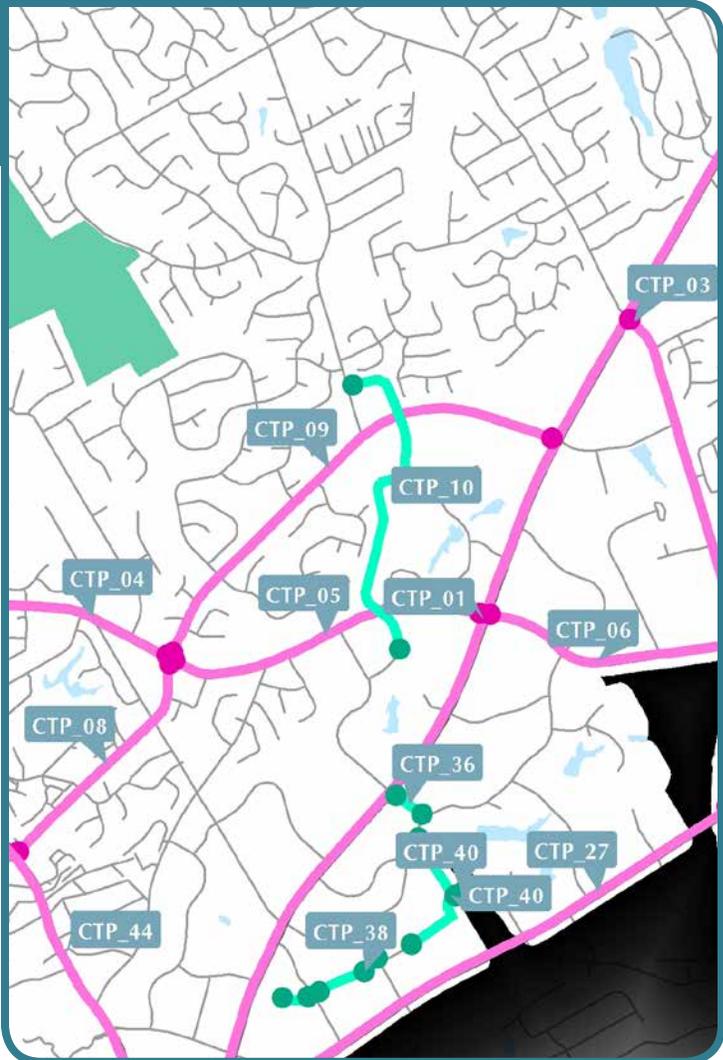
**Proposed Condition:** 4 lanes with center turn lane and possible additional safety improvements

---

**Implementation Phase:** Long Term (2032-2040+)

---

**Additional Notes:**



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

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

# CHAPTER IV: CONCLUSIONS

**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

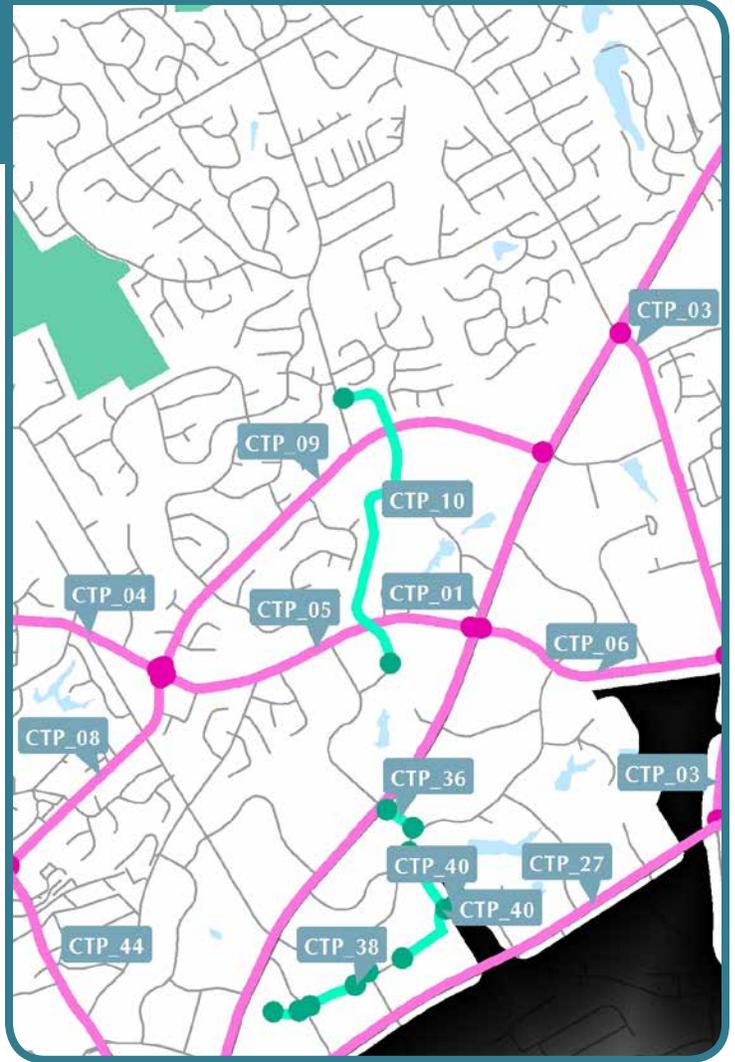
**To:** Sun Court

**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 connection between West Jones Bridge Road to SR 141/Peachtree Parkway



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$1,457,000
<b>Right of Way</b>	\$3,271,000
<b>Construction</b>	\$9,377,000
<b>Contingency</b>	\$2,813,000
<b>Total Cost</b>	\$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

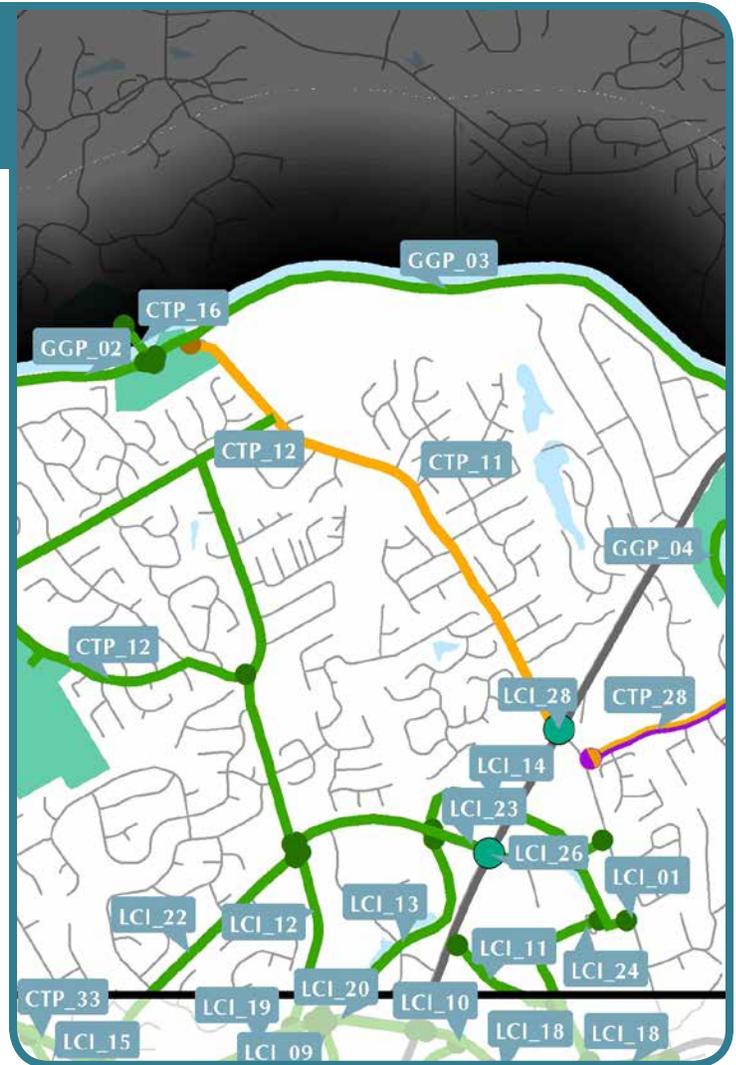
**To:** Jones Bridge Circle

**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**

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

**PLANNING LEVEL COST ESTIMATE**

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

# CHAPTER IV: CONCLUSIONS

## 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
<b>Total Prioritization Score (out of 100)</b>	<b>49.75</b>

## PLANNING LEVEL COST ESTIMATE

Preliminary Engineering	\$215,000
Right of Way	\$33,000
Construction	\$1,101,000
Contingency	\$330,000
<b>Total Cost</b>	<b>\$1,679,000</b>

**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)

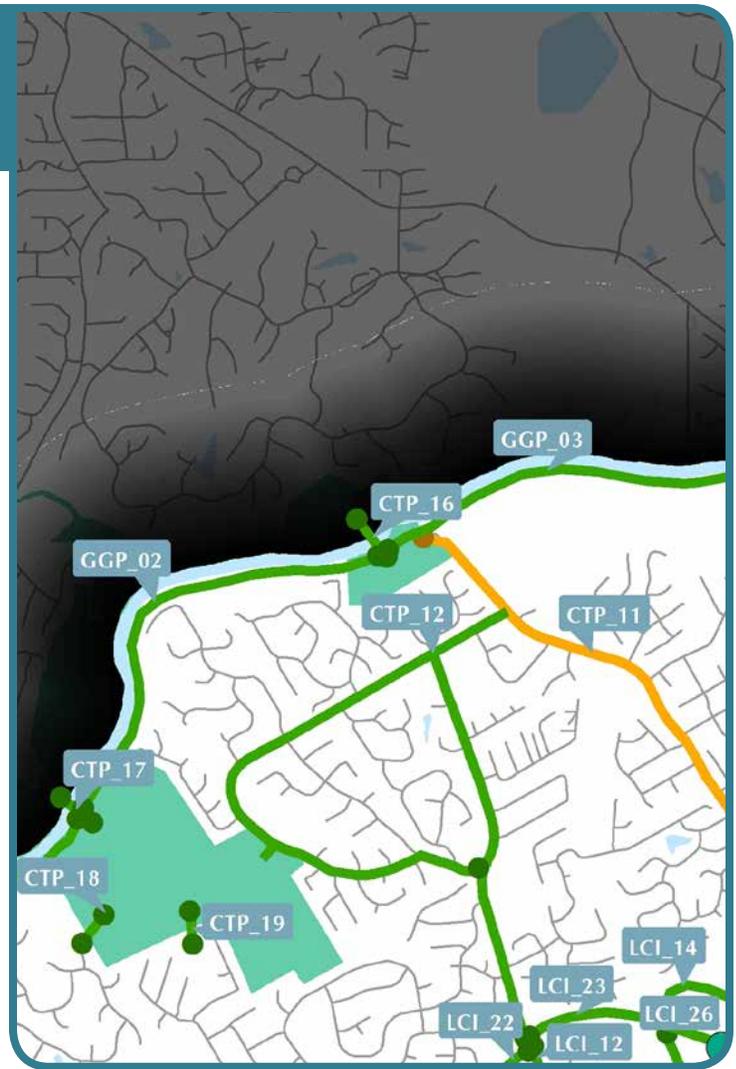
**To:** Jones Bridge Unit of Chattahoochee River NRA (Johns Creek)

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$11,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$57,000
<b>Contingency</b>	\$17,000
<b>Total Cost</b>	\$85,000

# CHAPTER IV: CONCLUSIONS

**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)

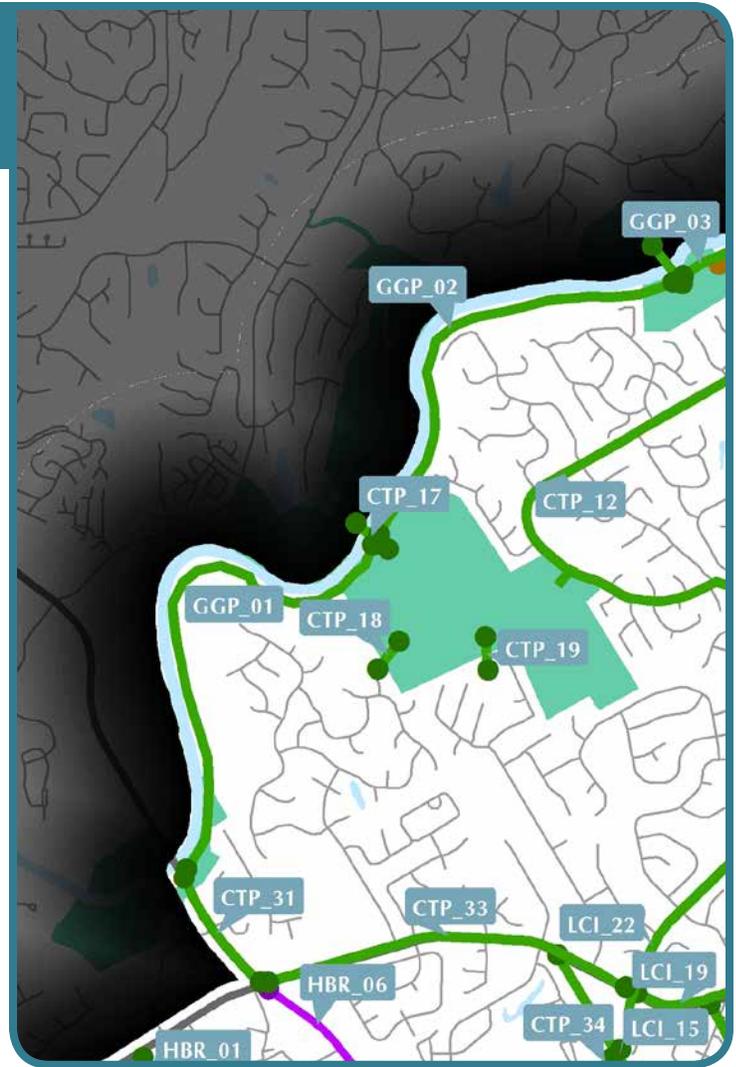
**To:** Chattahoochee River Environmental Education Center (Johns Creek/Roswell)

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$10,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$50,000
<b>Contingency</b>	\$15,000
<b>Total Cost</b>	\$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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$9,000
<b>Right of Way</b>	\$53,000
<b>Construction</b>	\$45,000
<b>Contingency</b>	\$13,000
<b>Total Cost</b>	\$120,000

# CHAPTER IV: CONCLUSIONS

## 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

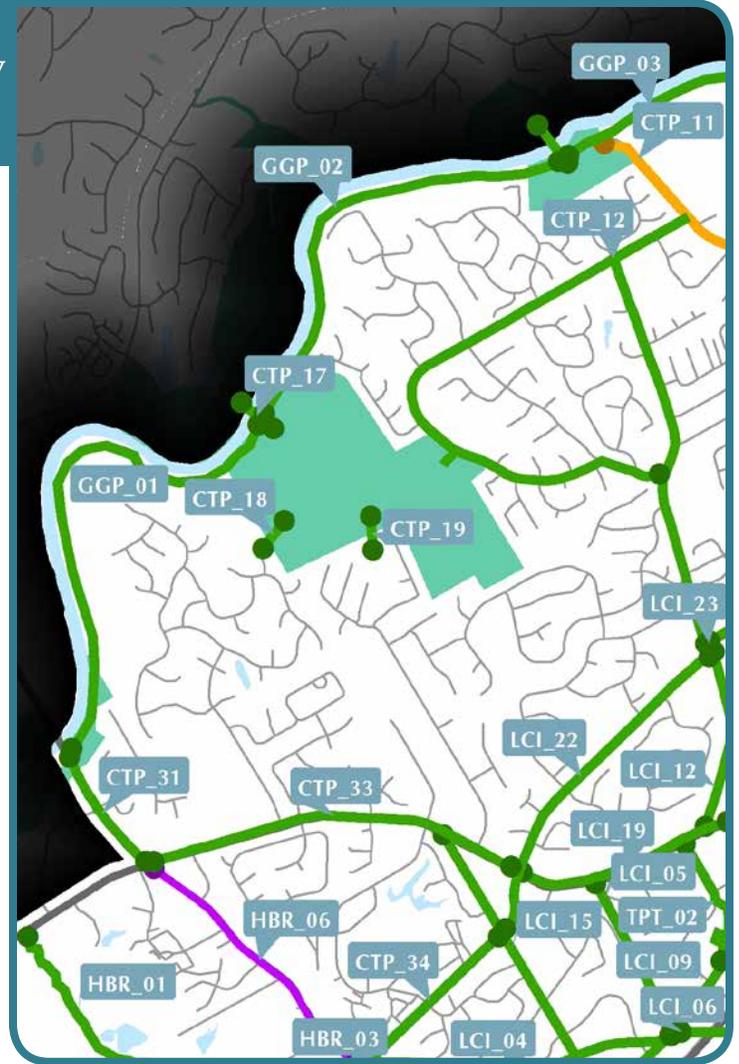
**To:** River Valley subdivision

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$8,000
<b>Right of Way</b>	\$50,000
<b>Construction</b>	\$42,000
<b>Contingency</b>	\$13,000
<b>Total Cost</b>	\$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

---

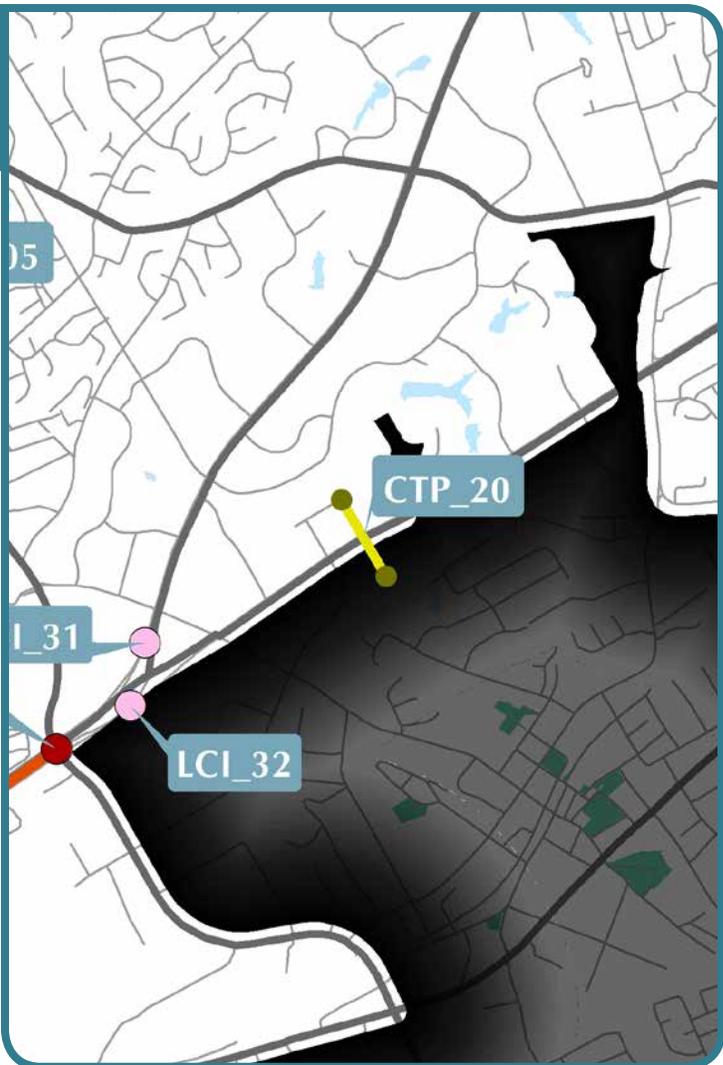
**Proposed Condition:** Increased bike and pedestrian facilities connecting Peachtree Corners with Norcross

---

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$0
<b>Right of Way</b>	\$0
<b>Construction</b>	\$0
<b>Contingency</b>	\$0
<b>Total Cost</b>	\$0

# CHAPTER IV: CONCLUSIONS

## 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

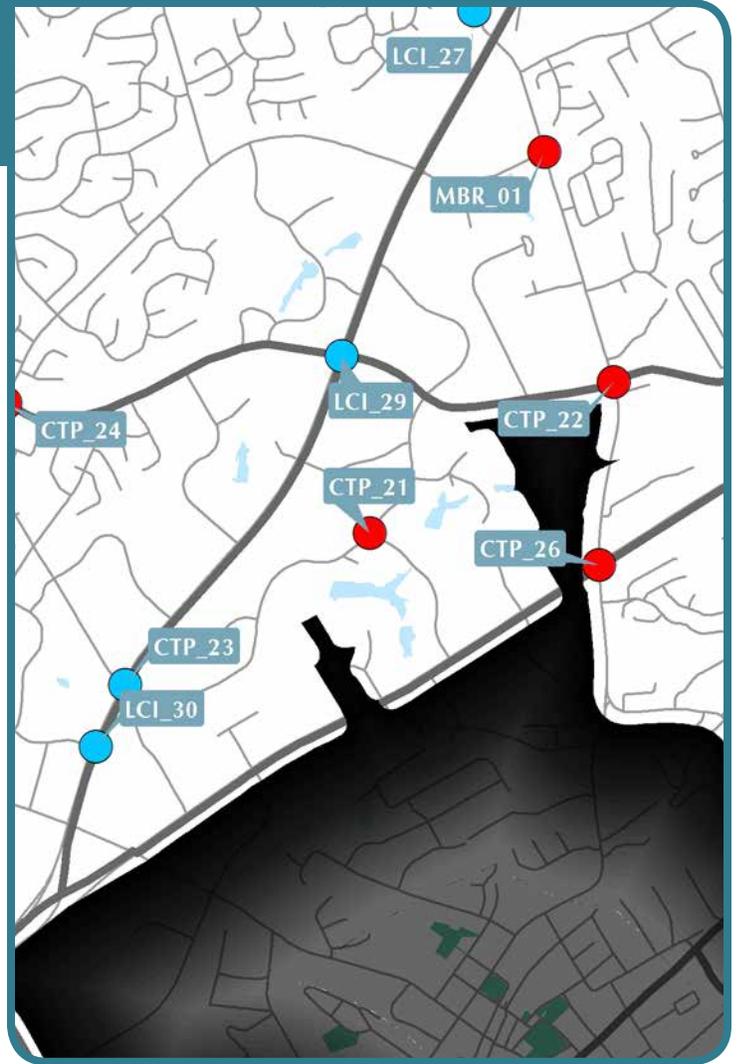
**To:** Technology Parkway South

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$185,000
<b>Right of Way</b>	\$344,000
<b>Construction</b>	\$927,000
<b>Contingency</b>	\$278,000
<b>Total Cost</b>	\$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

---

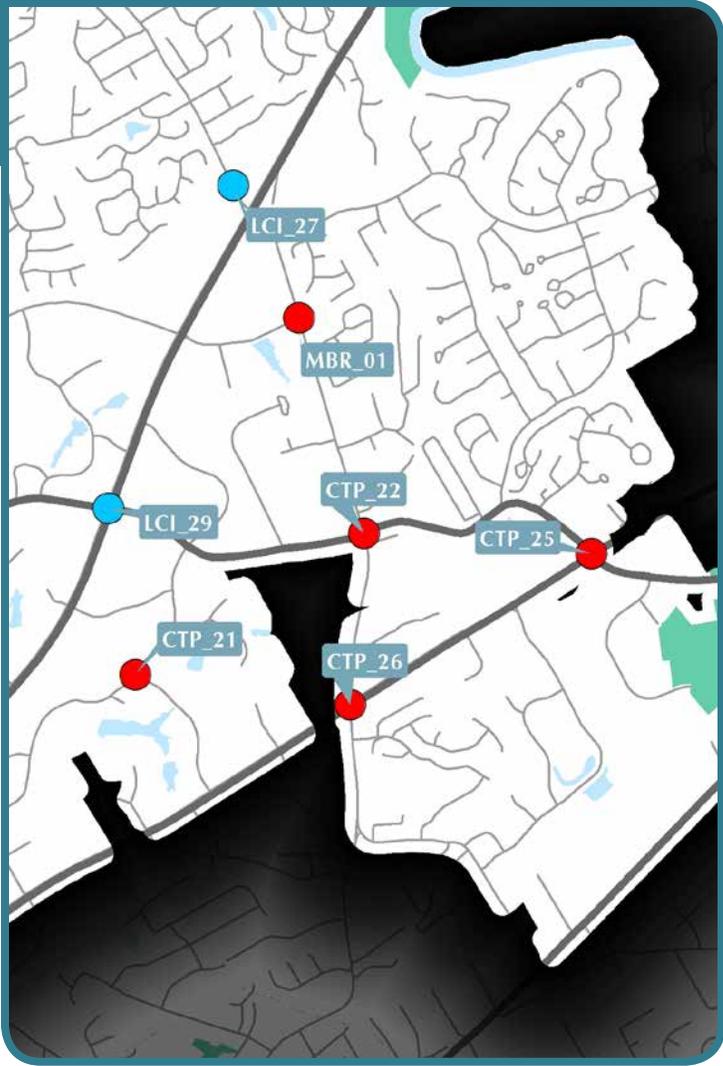
**Proposed Condition:** Addition of second southbound left turn lane; removal of yield-controlled right turn lanes and addition of right turn overlaps

---

**Implementation Phase:** Short Term (2017-2021)

---

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



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$60,000
<b>Right of Way</b>	\$41,000
<b>Construction</b>	\$300,000
<b>Contingency</b>	\$90,000
<b>Total Cost</b>	\$491,000

# CHAPTER IV: CONCLUSIONS

## 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

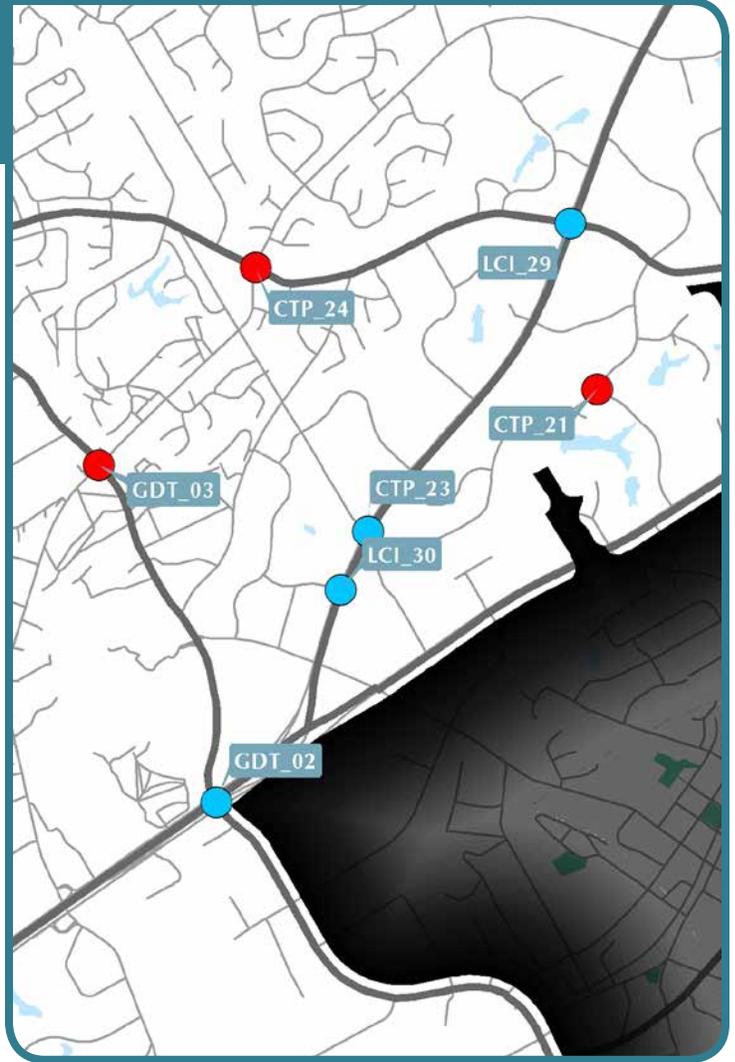
**To:** Jay Bird Alley/Technology Parkway

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$187,000
<b>Right of Way</b>	\$69,000
<b>Construction</b>	\$935,000
<b>Contingency</b>	\$281,000
<b>Total Cost</b>	\$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

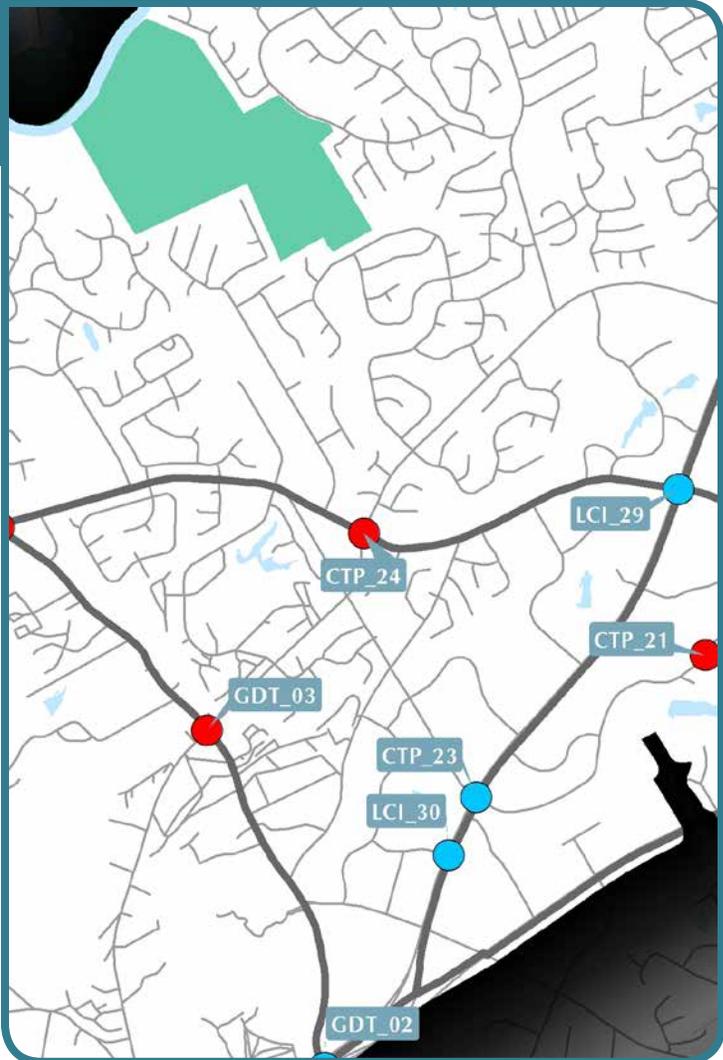
---

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	TBD
<b>Right of Way</b>	TBD
<b>Construction</b>	TBD
<b>Contingency</b>	TBD
<b>Total Cost</b>	TBD

# CHAPTER IV: CONCLUSIONS

**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

---

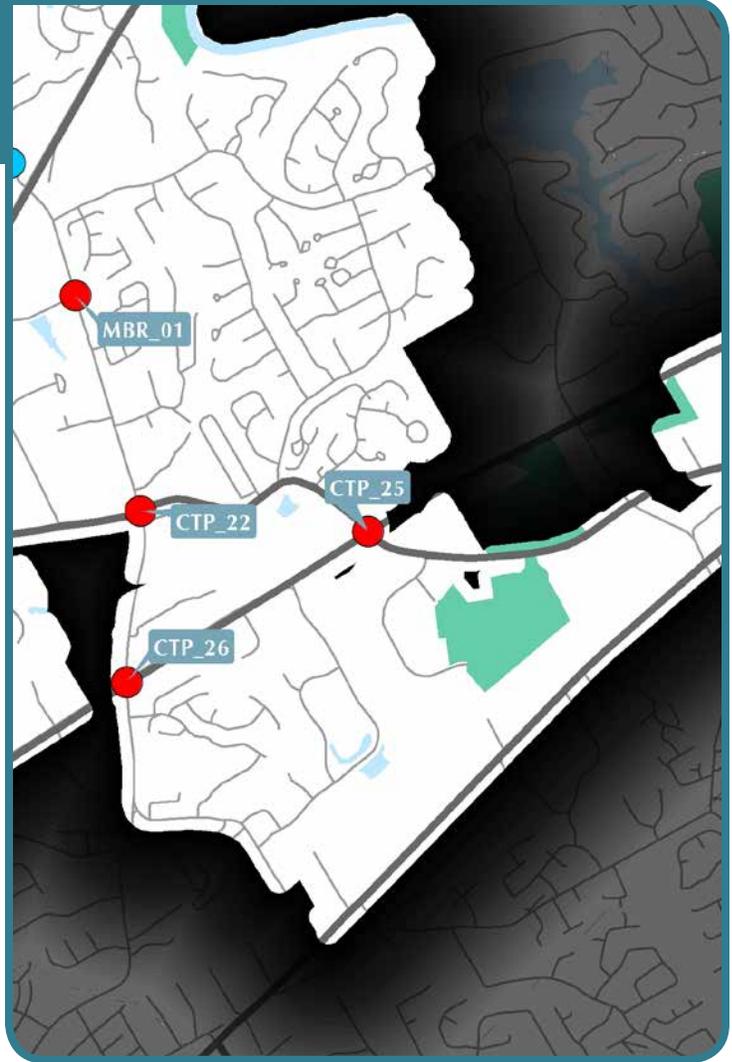
**Proposed Condition:** Operational improvement to be defined by Peachtree Industrial Boulevard Study

---

**Implementation Phase:** Mid-Term (2022-2031)

---

**Additional Notes:**



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	TBD
<b>Right of Way</b>	TBD
<b>Construction</b>	TBD
<b>Contingency</b>	TBD
<b>Total Cost</b>	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

---

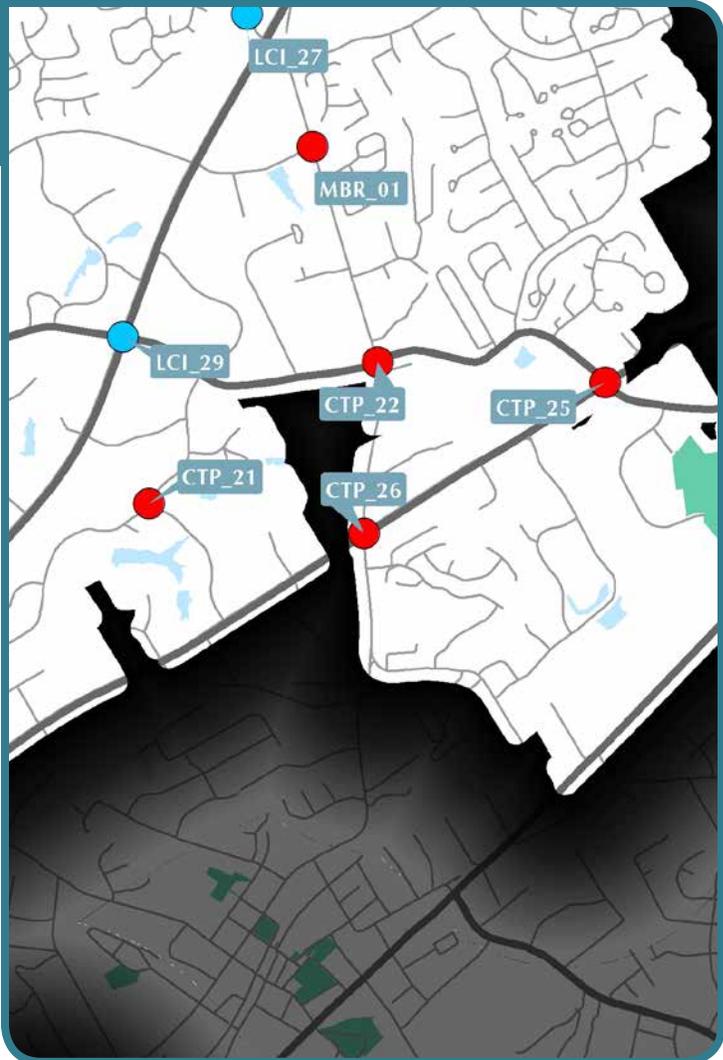
**Proposed Condition:** Improvement to be defined by Peachtree Industrial Boulevard Study

---

**Implementation Phase:** Mid-Term (2022-2031)

---

**Additional Notes:**



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	TBD
<b>Right of Way</b>	TBD
<b>Construction</b>	TBD
<b>Contingency</b>	TBD
<b>Total Cost</b>	TBD

# CHAPTER IV: CONCLUSIONS

**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

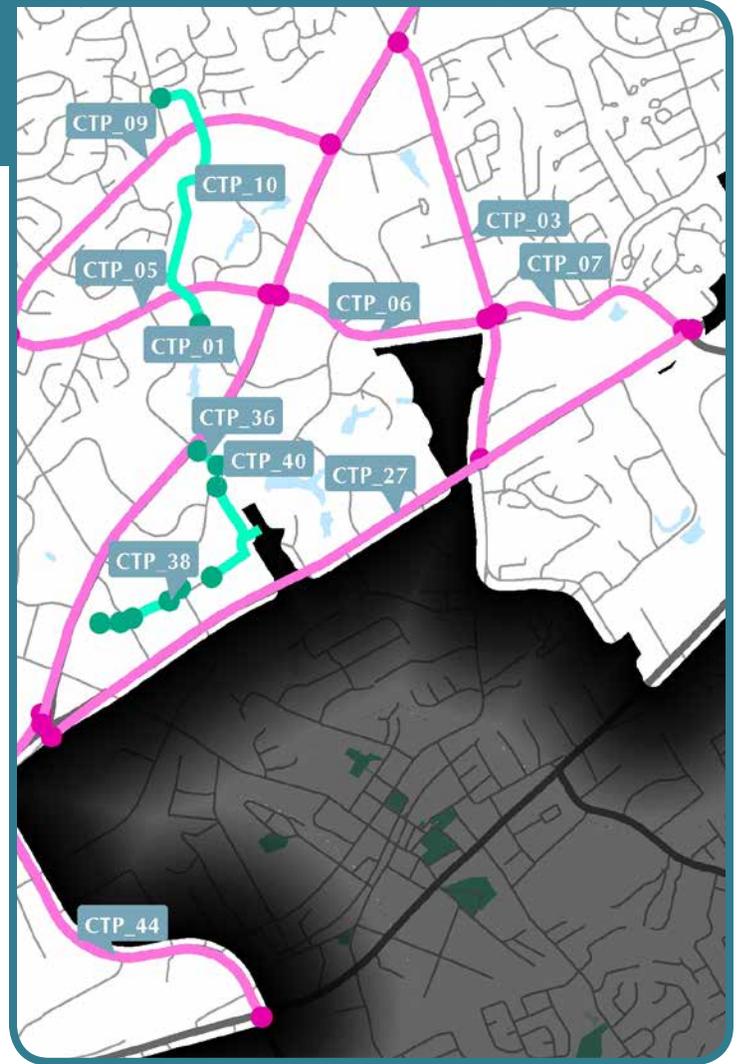
**To:** City limit/S. Old Peachtree Road

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$5,255,000
<b>Right of Way</b>	\$202,000
<b>Construction</b>	\$34,703,000
<b>Contingency</b>	\$10,411,000
<b>Total Cost</b>	\$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

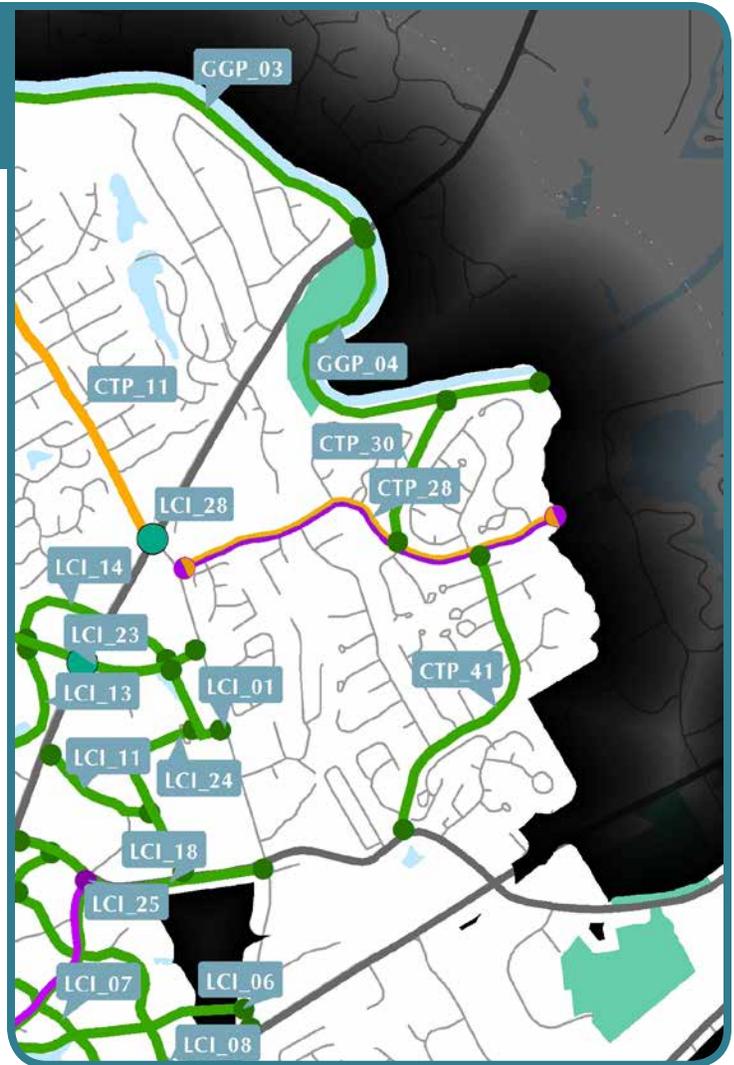
**To:** City limit/River Mansion Drive

**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**

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

**PLANNING LEVEL COST ESTIMATE**

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

# CHAPTER IV: CONCLUSIONS

**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)

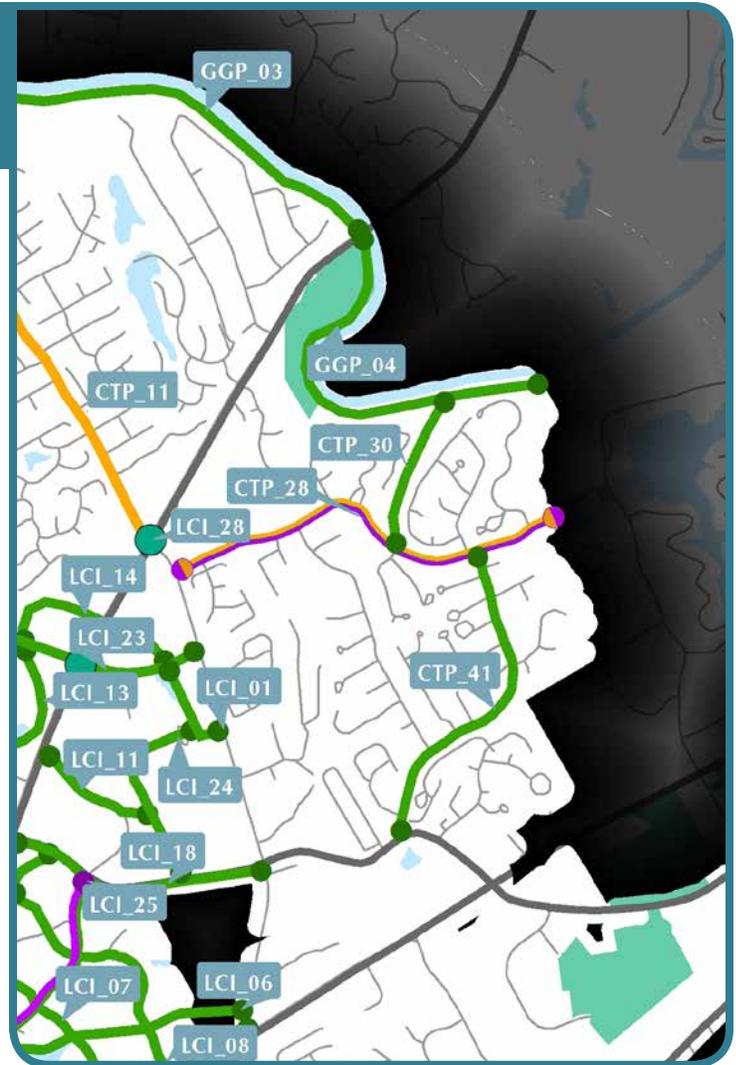
**To:** Bush Road

**Existing Condition:** Creekbed

**Proposed Condition:** Multi-use trail

**Implementation Phase:** Mid-Term (2022-2031)

**Additional Notes:**



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$31,000
<b>Right of Way</b>	\$184,000
<b>Construction</b>	\$155,000
<b>Contingency</b>	\$47,000
<b>Total Cost</b>	\$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)

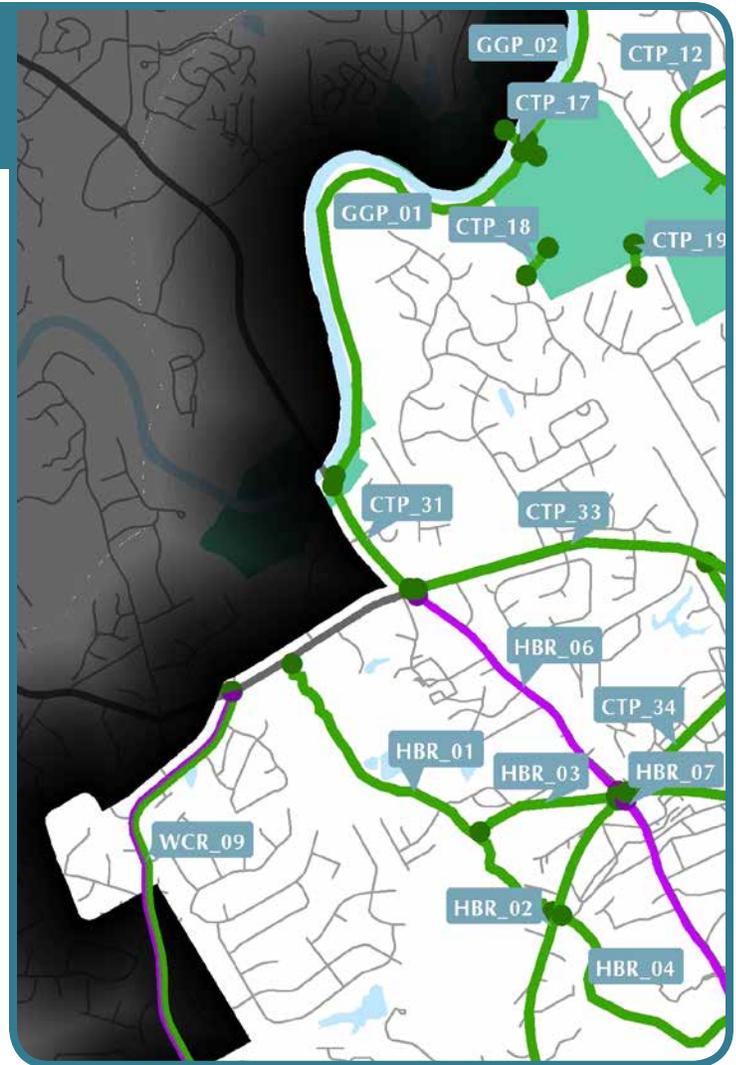
**To:** Spalding Drive

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$27,000
<b>Right of Way</b>	\$210,000
<b>Construction</b>	\$134,000
<b>Contingency</b>	\$40,000
<b>Total Cost</b>	\$411,000

# CHAPTER IV: CONCLUSIONS

**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

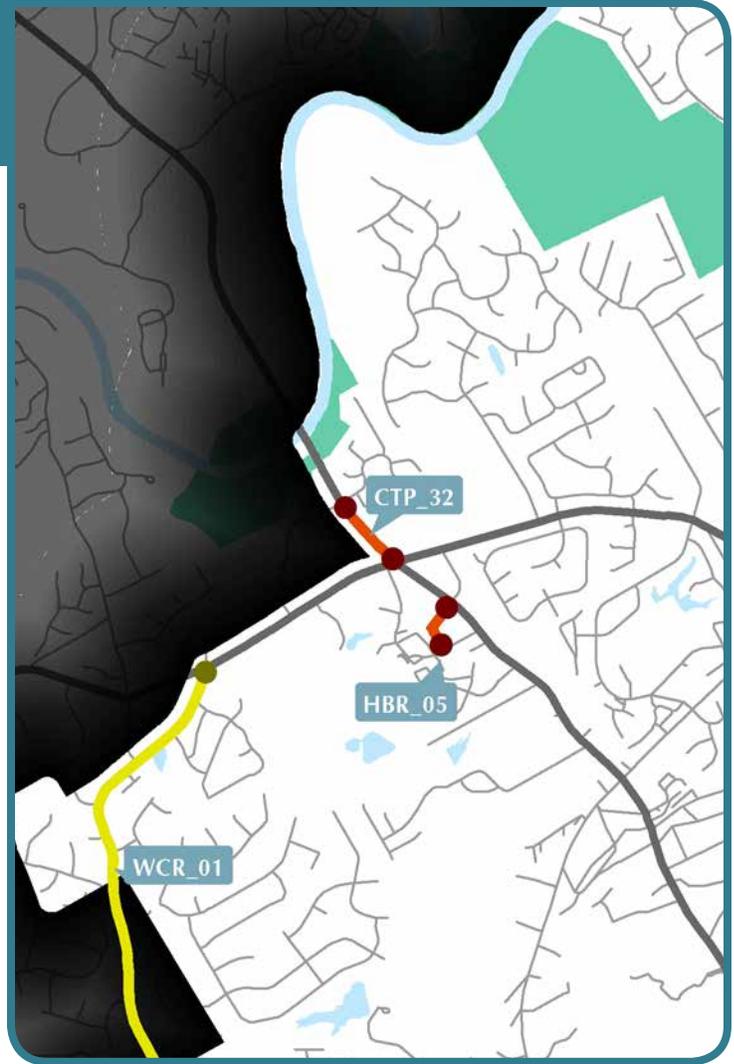
**To:** Spalding Drive

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$350,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$0
<b>Contingency</b>	\$0
<b>Total Cost</b>	\$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

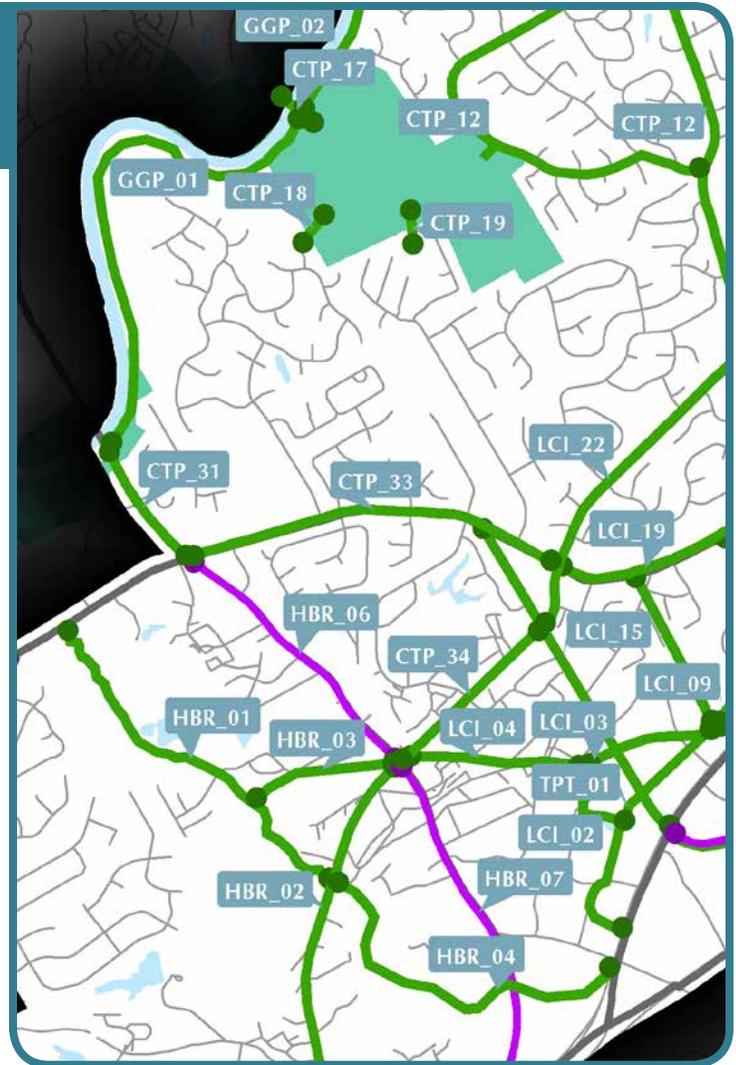
**To:** Peachtree Corners Circle

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$73,000
<b>Right of Way</b>	\$499,000
<b>Construction</b>	\$366,000
<b>Contingency</b>	\$110,000
<b>Total Cost</b>	\$1,048,000

# CHAPTER IV: CONCLUSIONS

**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

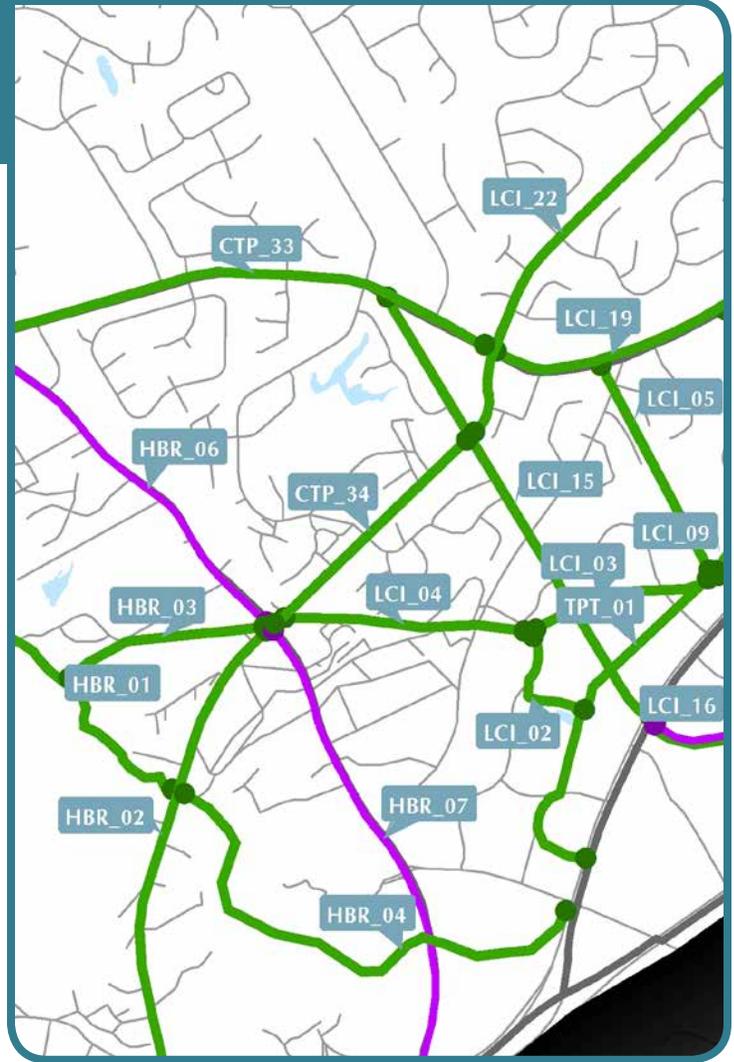
**To:** Jay Bird Alley

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$37,000
<b>Right of Way</b>	\$37,000
<b>Construction</b>	\$187,000
<b>Contingency</b>	\$56,000
<b>Total Cost</b>	\$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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$283,000
<b>Right of Way</b>	\$653,000
<b>Construction</b>	\$1,554,000
<b>Contingency</b>	\$466,000
<b>Total Cost</b>	\$2,956,000

# CHAPTER IV: CONCLUSIONS

## 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

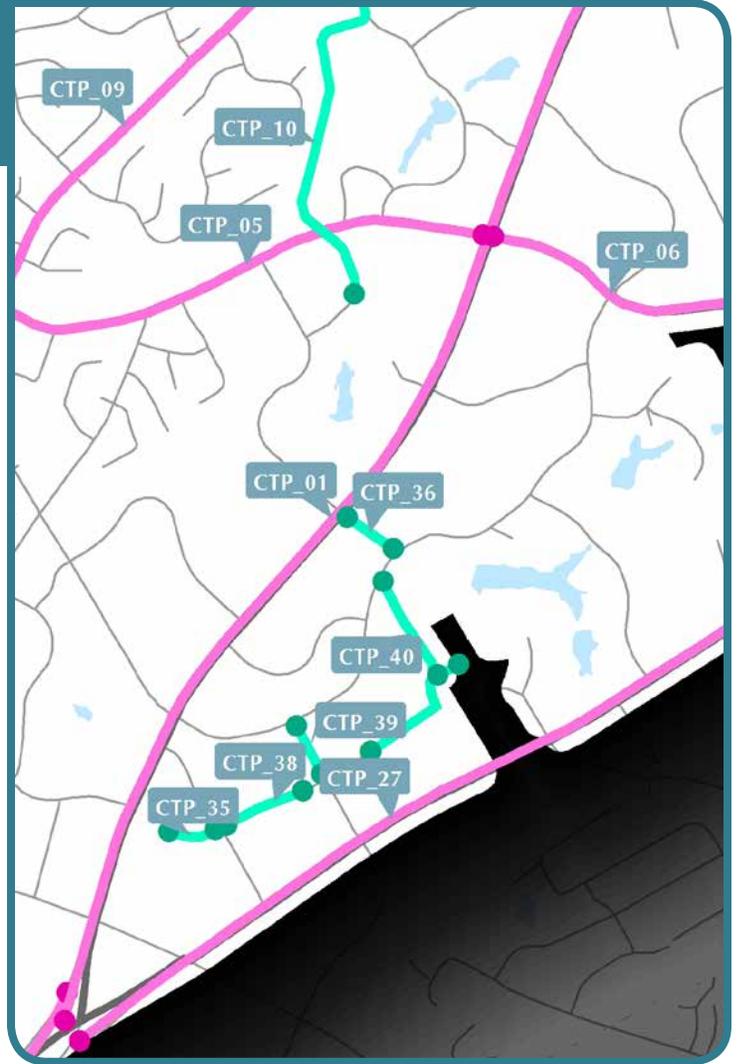
**To:** Technology Parkway

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$311,000
<b>Right of Way</b>	\$730,000
<b>Construction</b>	\$1,737,000
<b>Contingency</b>	\$521,000
<b>Total Cost</b>	\$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

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

## PLANNING LEVEL COST ESTIMATE

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

# CHAPTER IV: CONCLUSIONS

**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)

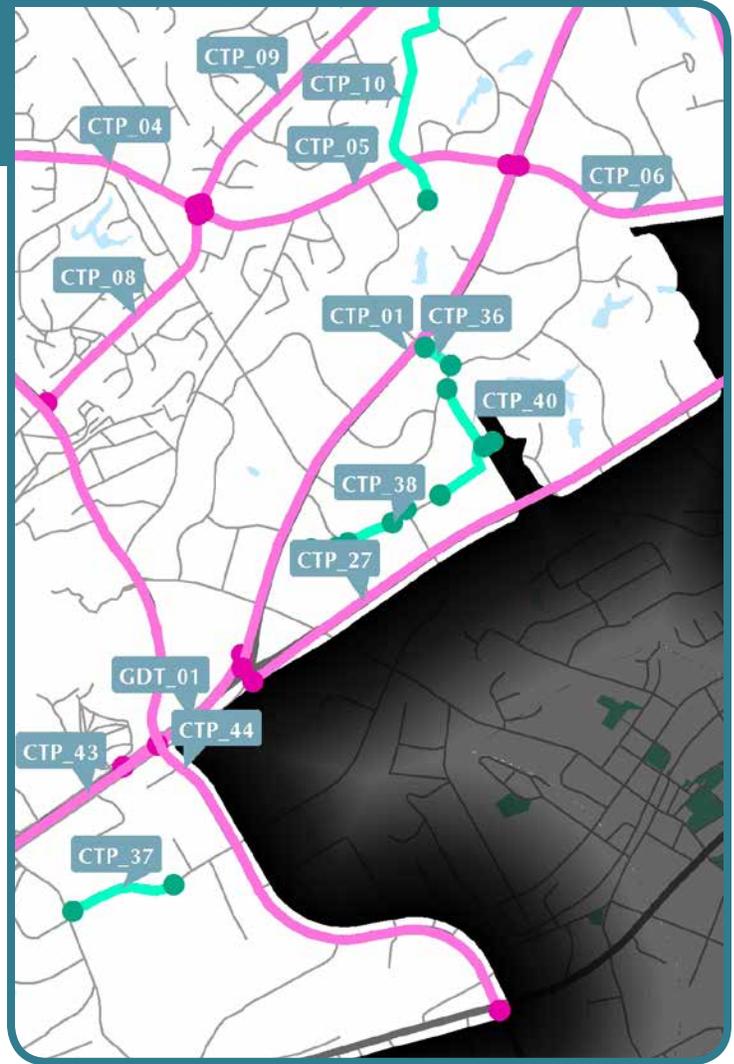
**To:** Pointe Parkway

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$421,000
<b>Right of Way</b>	\$1,038,000
<b>Construction</b>	\$2,471,000
<b>Contingency</b>	\$741,000
<b>Total Cost</b>	\$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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$306,000
<b>Right of Way</b>	\$716,000
<b>Construction</b>	\$1,704,000
<b>Contingency</b>	\$511,000
<b>Total Cost</b>	\$3,237,000

# CHAPTER IV: CONCLUSIONS

**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)

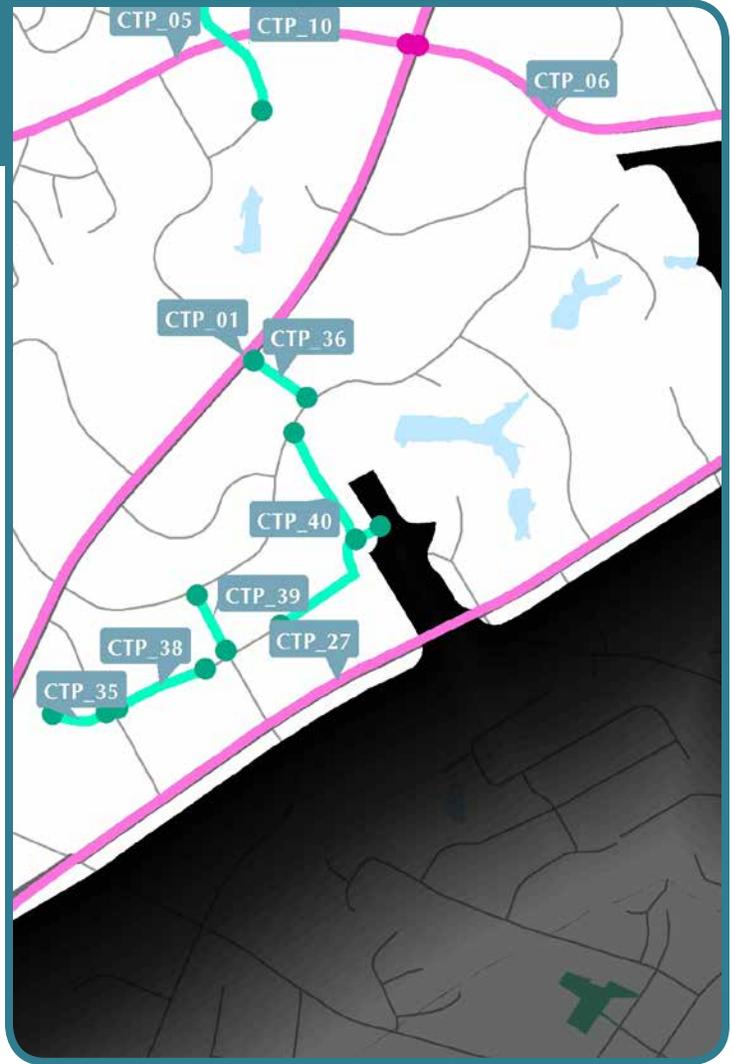
**To:** Glenwood Oak Drive

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$945,000
<b>Right of Way</b>	\$2,506,000
<b>Construction</b>	\$5,965,000
<b>Contingency</b>	\$1,789,000
<b>Total Cost</b>	\$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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$65,000
<b>Right of Way</b>	\$96,000
<b>Construction</b>	\$323,000
<b>Contingency</b>	\$97,000
<b>Total Cost</b>	\$581,000

# CHAPTER IV: CONCLUSIONS

**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

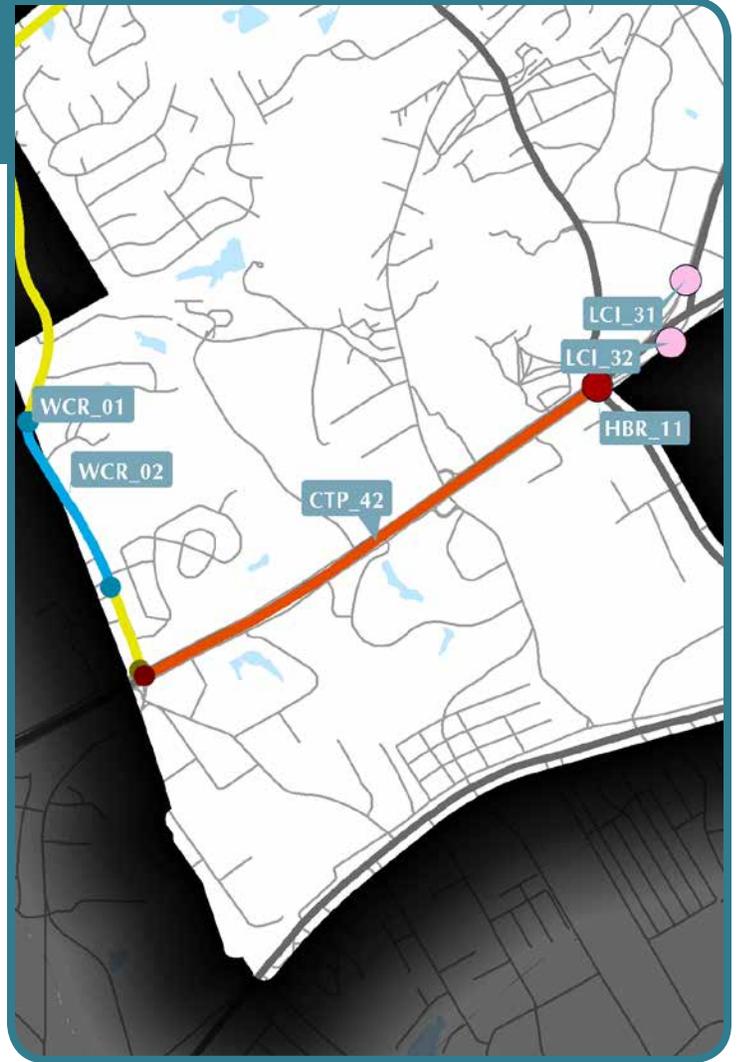
**To:** End of freeway section/Holcomb Bridge Road

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$500,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$0
<b>Contingency</b>	\$0
<b>Total Cost</b>	\$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

---

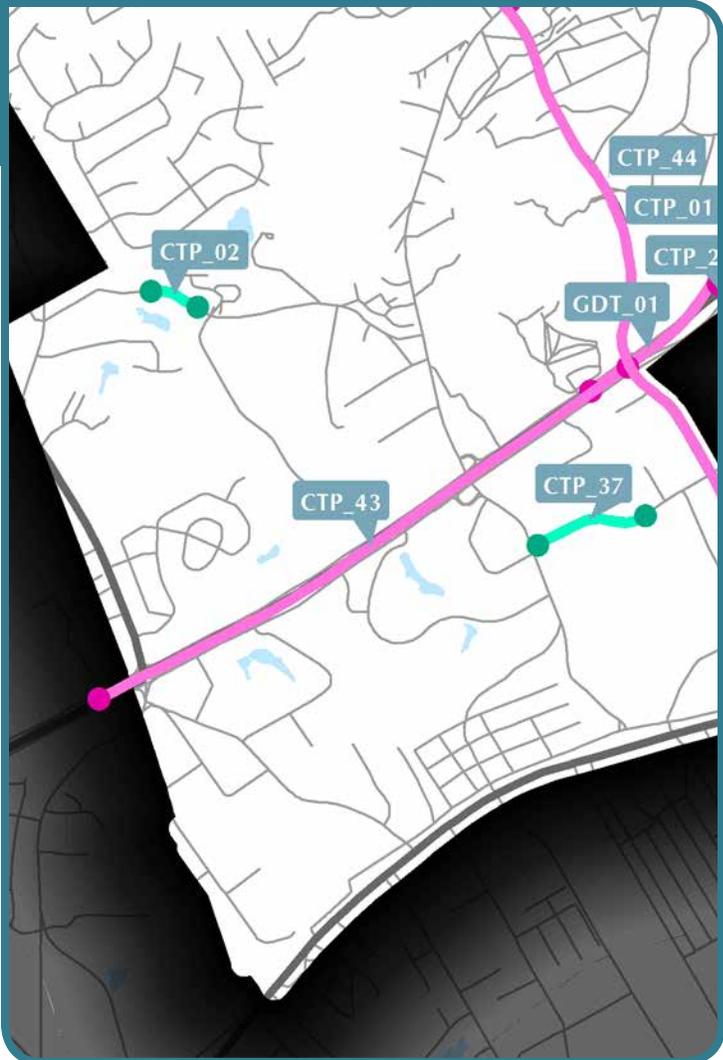
**Proposed Condition:** To be determined by detailed study; likely additional lane in each direction on freeway

---

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	TBD
<b>Right of Way</b>	TBD
<b>Construction</b>	TBD
<b>Contingency</b>	TBD
<b>Total Cost</b>	TBD

# CHAPTER IV: CONCLUSIONS

## 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)

---

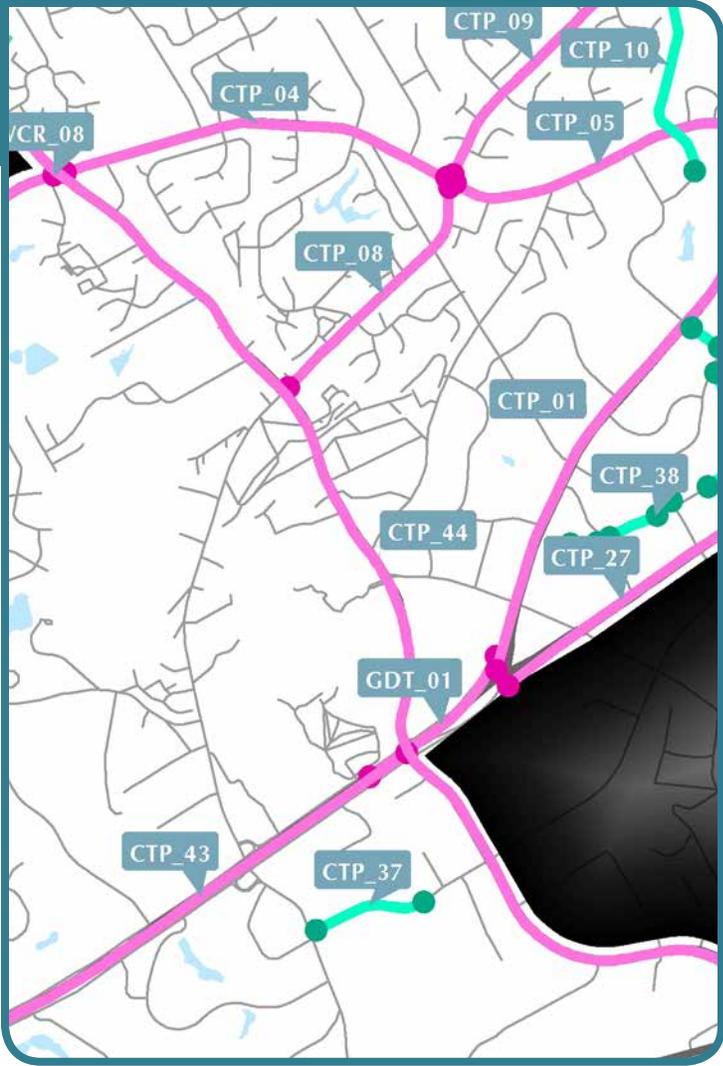
**Proposed Condition:** 7 lanes (three through lanes in each direction with center left turn lane)

---

**Implementation Phase:** Long Term (2032-2040+)

---

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



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$7,685,000
<b>Right of Way</b>	\$11,282,000
<b>Construction</b>	\$50,900,000
<b>Contingency</b>	\$15,270,000
<b>Total Cost</b>	\$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

---

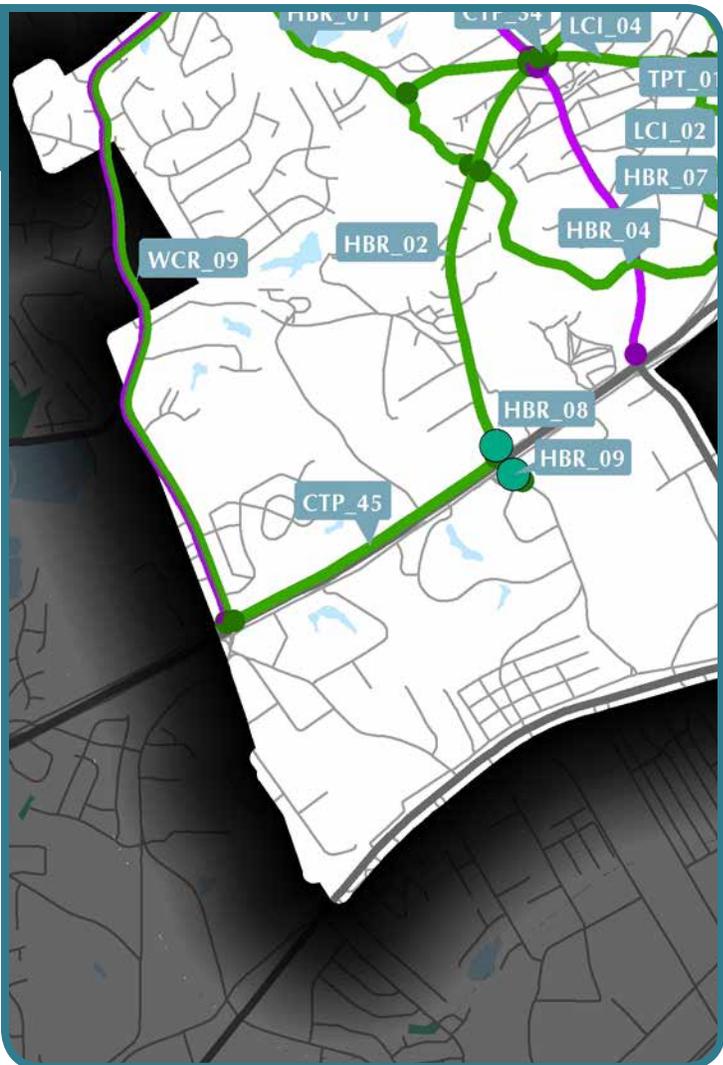
**Proposed Condition:** Continuous multi-use path from Peachtree Corners Circle to Winters Chapel Road with connection to Peachtree Corners Circle

---

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$68,000
<b>Right of Way</b>	\$1,450,000
<b>Construction</b>	\$339,000
<b>Contingency</b>	\$102,000
<b>Total Cost</b>	\$1,959,000

# CHAPTER IV: CONCLUSIONS

## 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

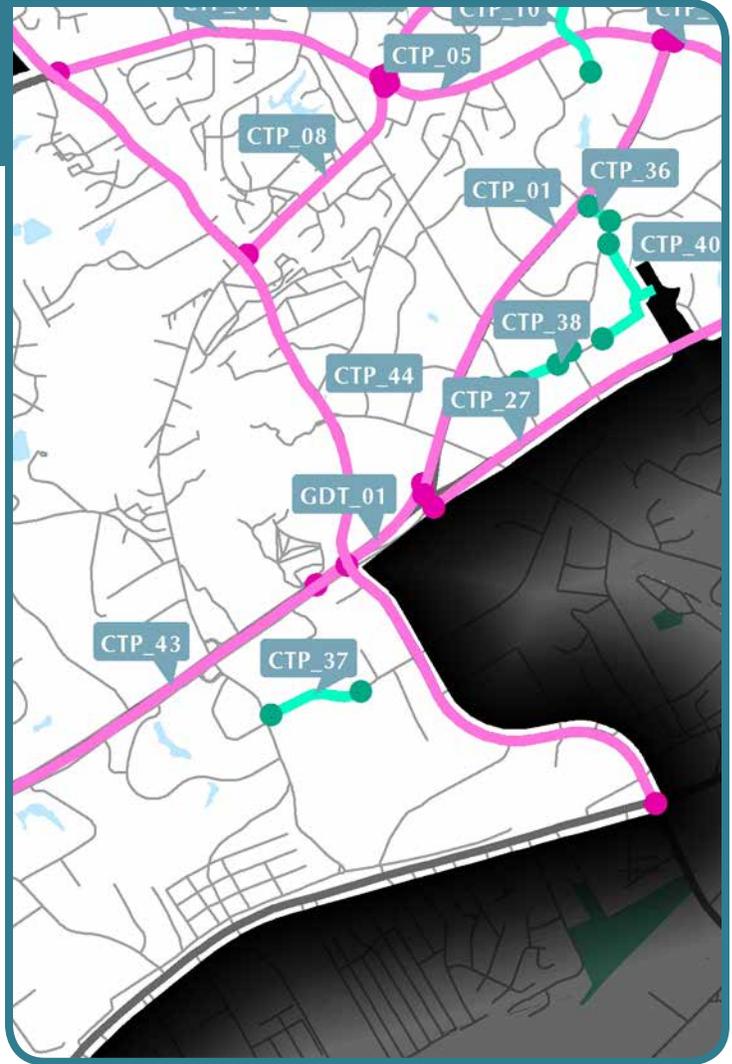
**To:** South of Winters Chapel Road

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$500,000
<b>Right of Way</b>	\$500,000
<b>Construction</b>	\$4,000,000
<b>Contingency</b>	\$1,200,000
<b>Total Cost</b>	\$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

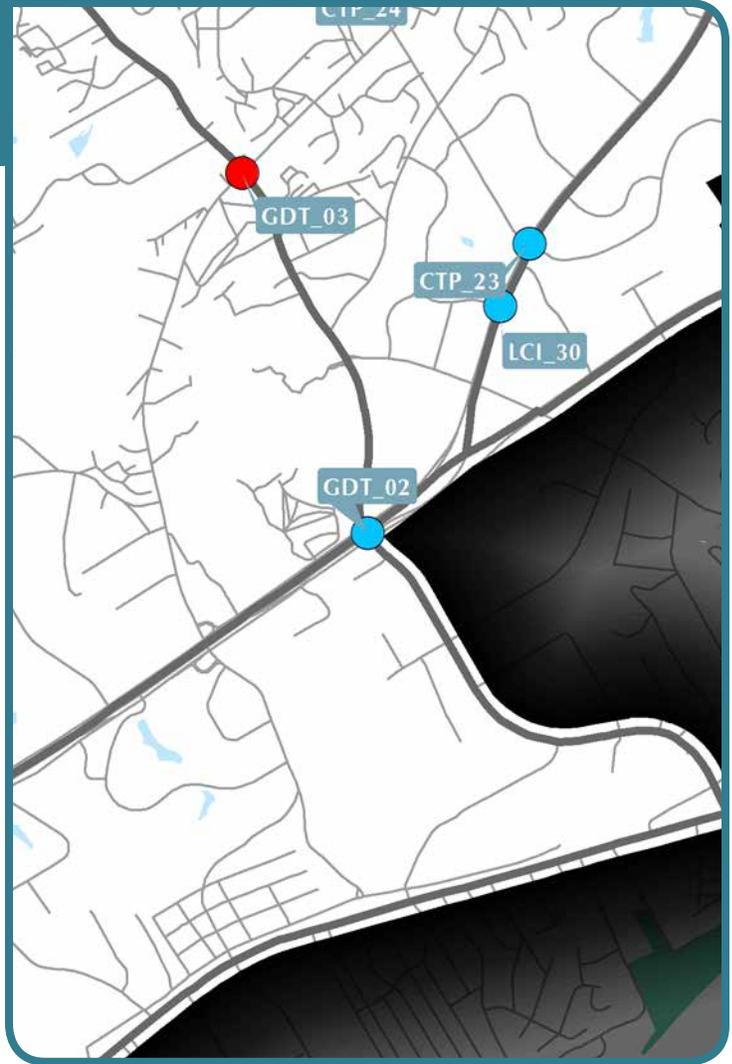
To: SR 141/Peachtree Industrial Boulevard CD roads

Existing Condition: Signalized intersection

Proposed Condition: Right turn lane improvements on Jimmy Carter Blvd

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$331,000
<b>Right of Way</b>	\$28,000
<b>Construction</b>	\$1,870,000
<b>Contingency</b>	\$561,000
<b>Total Cost</b>	\$2,790,000

# CHAPTER IV: CONCLUSIONS

**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

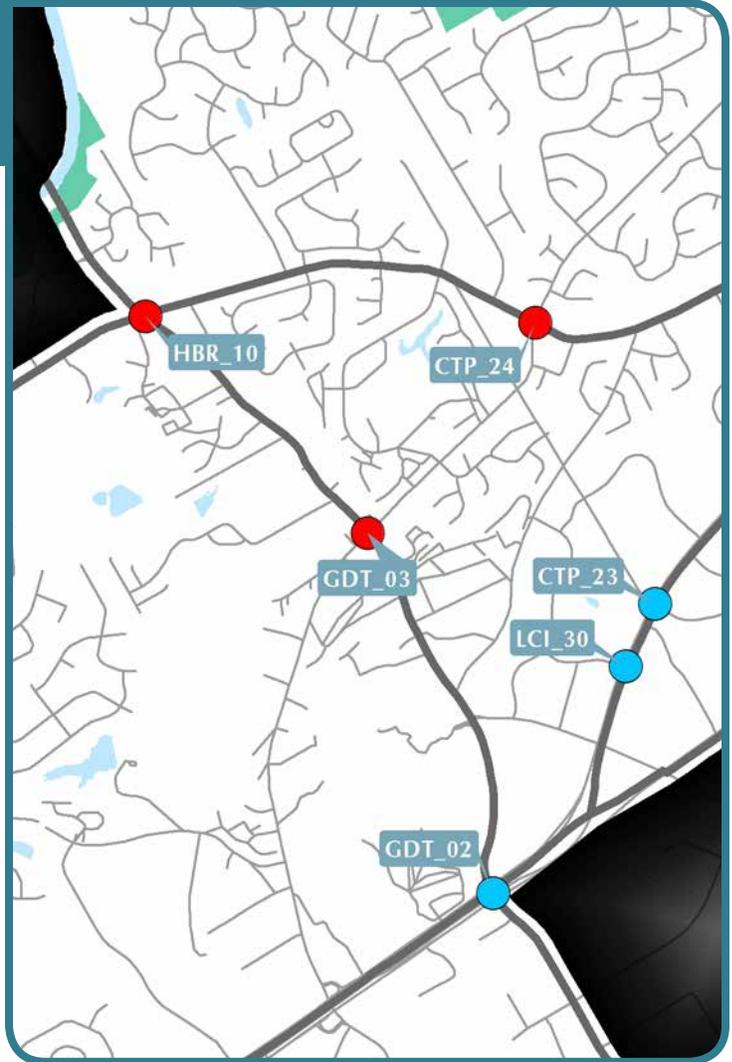
**To:** Peachtree Corners Circle

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$218,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$1,122,000
<b>Contingency</b>	\$337,000
<b>Total Cost</b>	\$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

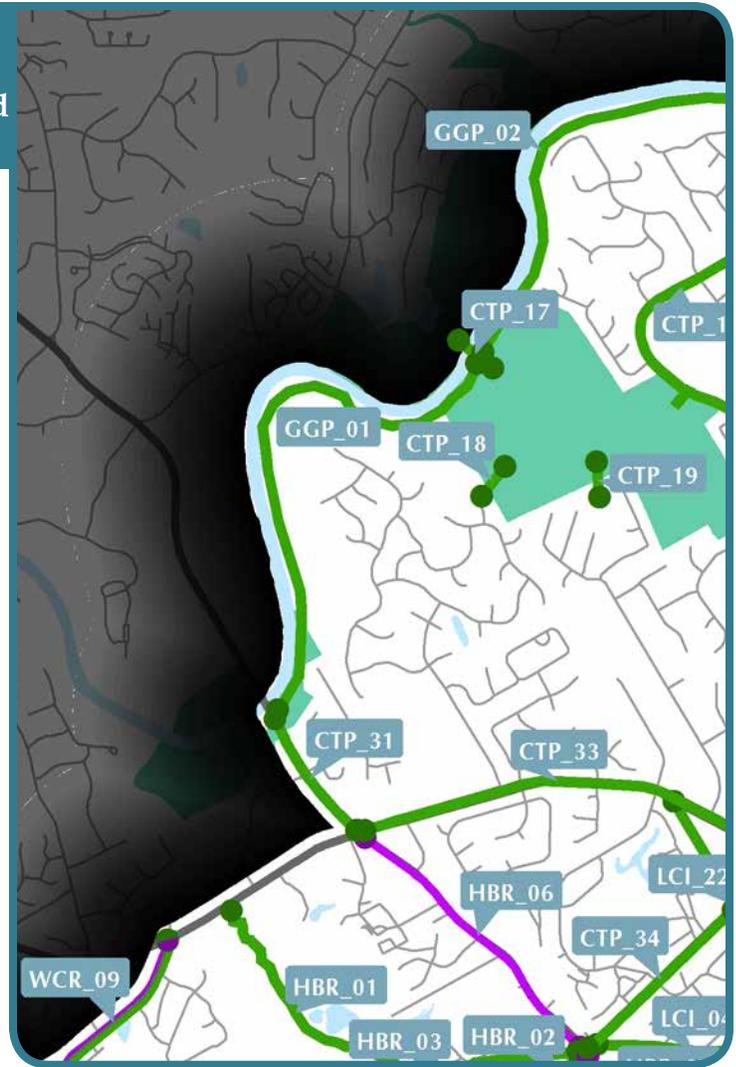
To: Simpsonwood Park

Existing Condition: Riverbed

Proposed Condition: Multi-use trail

Implementation Phase: Mid-Term (2022-2031)

Additional Notes:



**PRIORITIZATION  
SCORES**

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

**PLANNING LEVEL  
COST ESTIMATE**

<b>Preliminary Engineering</b>	\$103,000
<b>Right of Way</b>	\$489,000
<b>Construction</b>	\$515,000
<b>Contingency</b>	\$155,000
<b>Total Cost</b>	\$1,262,000

# CHAPTER IV: CONCLUSIONS

**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

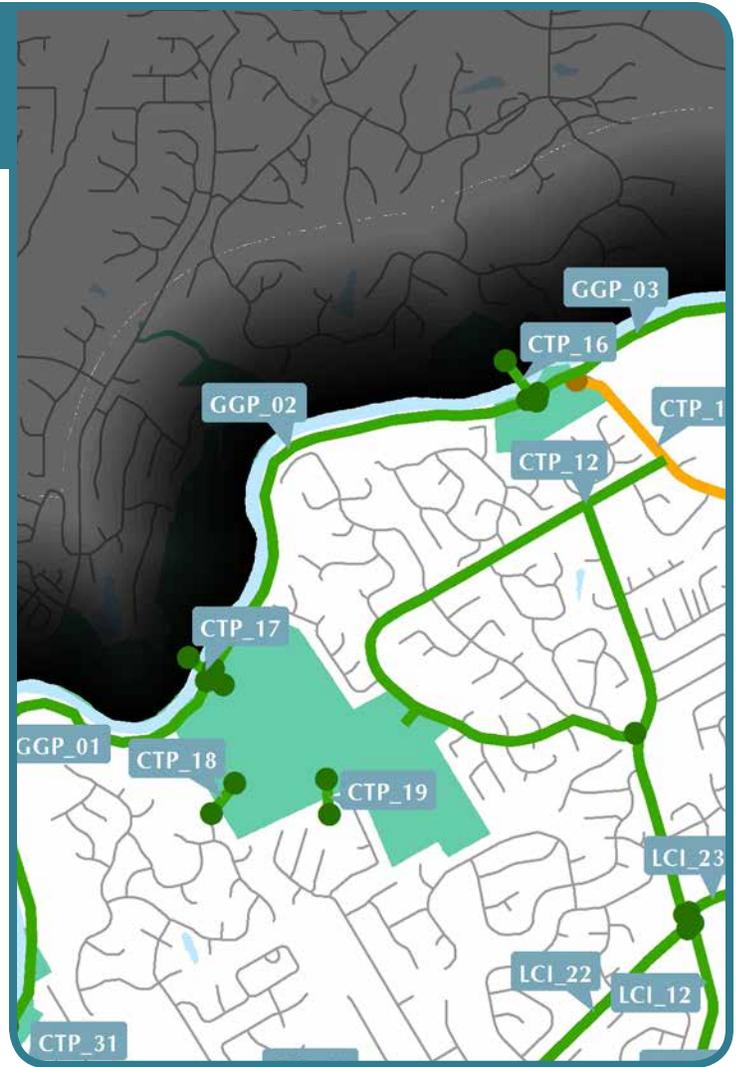
**To:** Jones Bridge Park

**Existing Condition:** Riverbed

**Proposed Condition:** Multi-use trail

**Implementation Phase:** Mid-Term (2022-2031)

**Additional Notes:**



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$89,000
<b>Right of Way</b>	\$424,000
<b>Construction</b>	\$447,000
<b>Contingency</b>	\$134,000
<b>Total Cost</b>	\$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

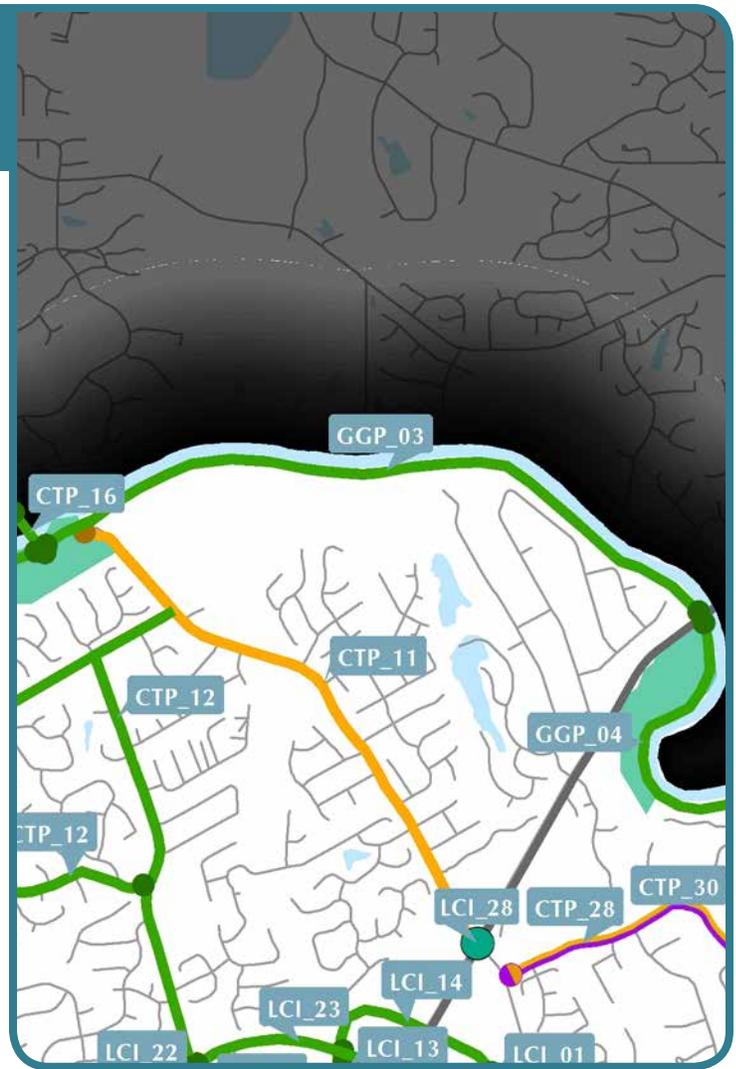
**To:** SR 141/Medlock Bridge Road

**Existing Condition:** Riverbed

**Proposed Condition:** Multi-use trail

**Implementation Phase:** Mid-Term (2022-2031)

**Additional Notes:**



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$131,000
<b>Right of Way</b>	\$778,000
<b>Construction</b>	\$656,000
<b>Contingency</b>	\$197,000
<b>Total Cost</b>	\$1,762,000

# CHAPTER IV: CONCLUSIONS

**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

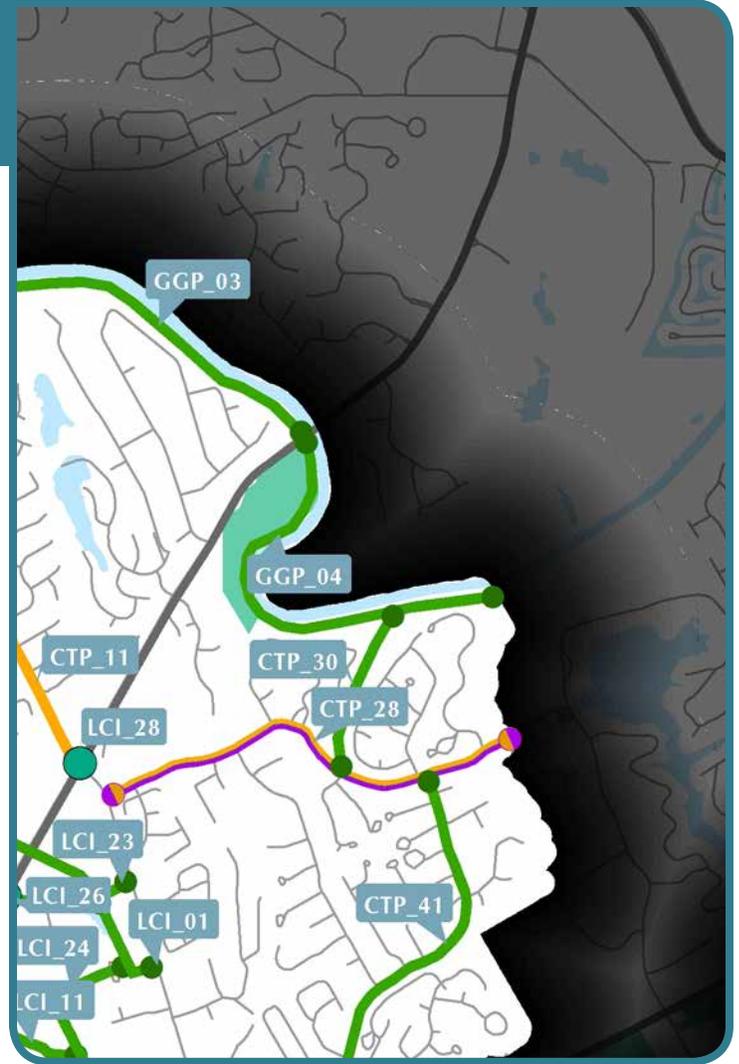
**To:** City limits/Berkeley Lake Road

**Existing Condition:** Riverbed

**Proposed Condition:** Multi-use trail

**Implementation Phase:** Short Term (2017-2021)

**Additional Notes:**



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$81,000
<b>Right of Way</b>	\$289,000
<b>Construction</b>	\$405,000
<b>Contingency</b>	\$122,000
<b>Total Cost</b>	\$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
<b>Total Prioritization Score (out of 100)</b>	<b>52.75</b>

**PLANNING LEVEL COST ESTIMATE**

Preliminary Engineering	\$316,000
Right of Way	\$100,000
Construction	\$1,580,000
Contingency	\$474,000
<b>Total Cost</b>	<b>\$2,470,000</b>

# CHAPTER IV: CONCLUSIONS

## 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

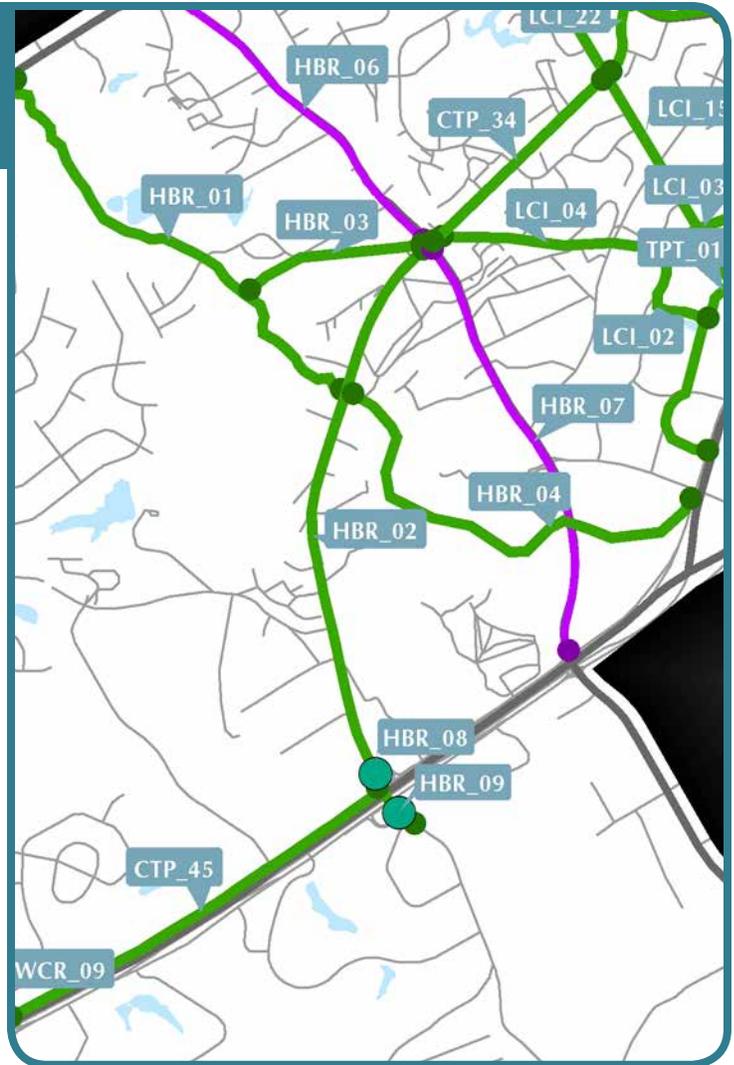
**To:** SR 141/Peachtree Industrial Boulevard

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$388,000
<b>Right of Way</b>	\$40,000
<b>Construction</b>	\$1,940,000
<b>Contingency</b>	\$582,000
<b>Total Cost</b>	\$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

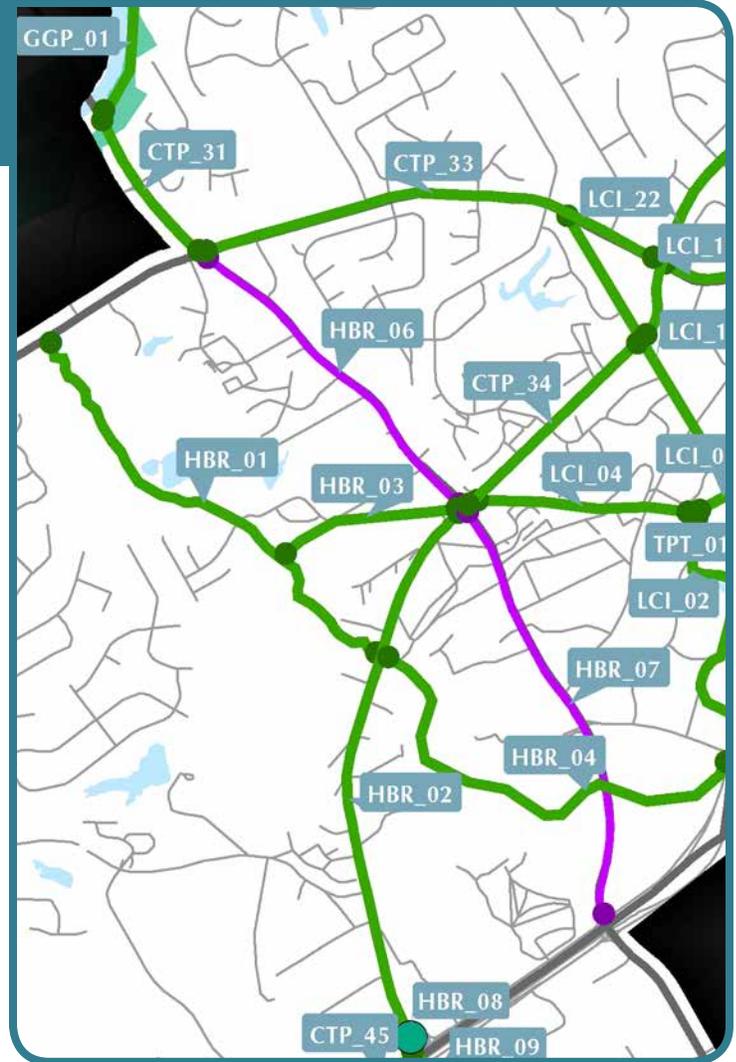
To: Crooked Creek Trail (HBR\_01)

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
<b>Total Prioritization Score (out of 100)</b>	<b>53.50</b>

**PLANNING LEVEL COST ESTIMATE**

Preliminary Engineering	\$200,000
Right of Way	\$40,000
Construction	\$1,000,000
Contingency	\$300,000
<b>Total Cost</b>	<b>\$1,540,000</b>

# CHAPTER IV: CONCLUSIONS

## 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

---

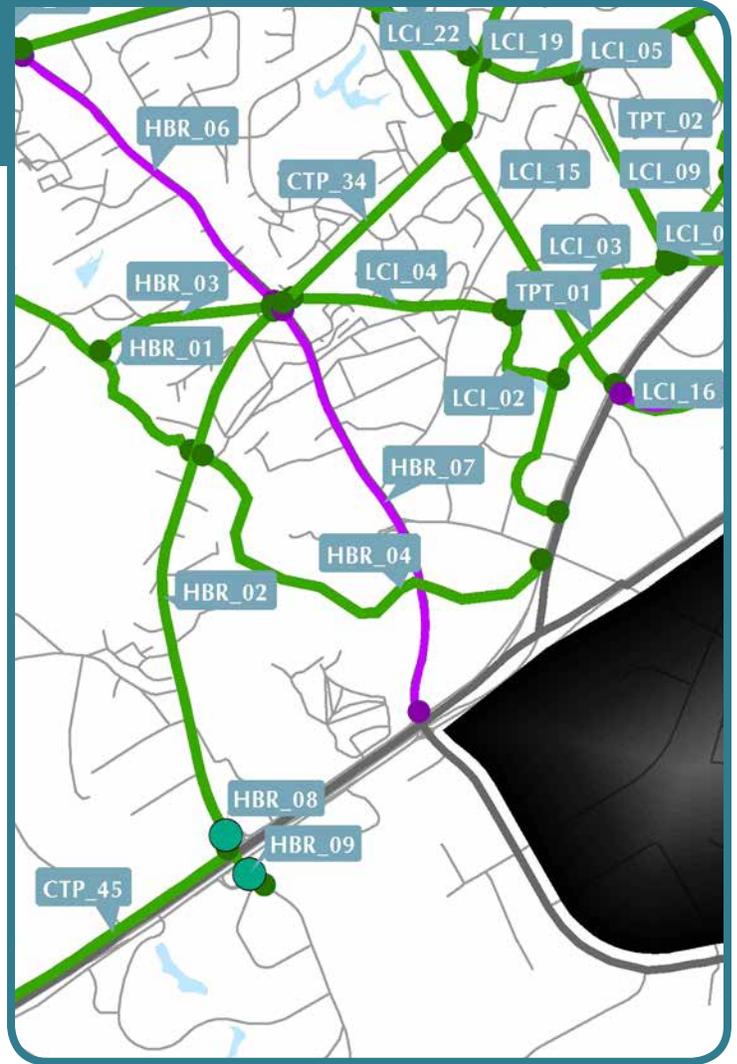
Proposed Condition: Multi-use trail

---

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
<b>Total Prioritization Score (out of 100)</b>	<b>64.63</b>

### PLANNING LEVEL COST ESTIMATE

Preliminary Engineering	\$368,000
Right of Way	\$100,000
Construction	\$1,840,000
Contingency	\$552,000
<b>Total Cost</b>	<b>\$2,860,000</b>

**HBR\_05** Deerings Lane Access

**Project Source:** HBR Study

**Project Category:** Additional Study

**Corridor:** Deerings Lane

**Length (feet):** N/A

**From:** Deerings Lane

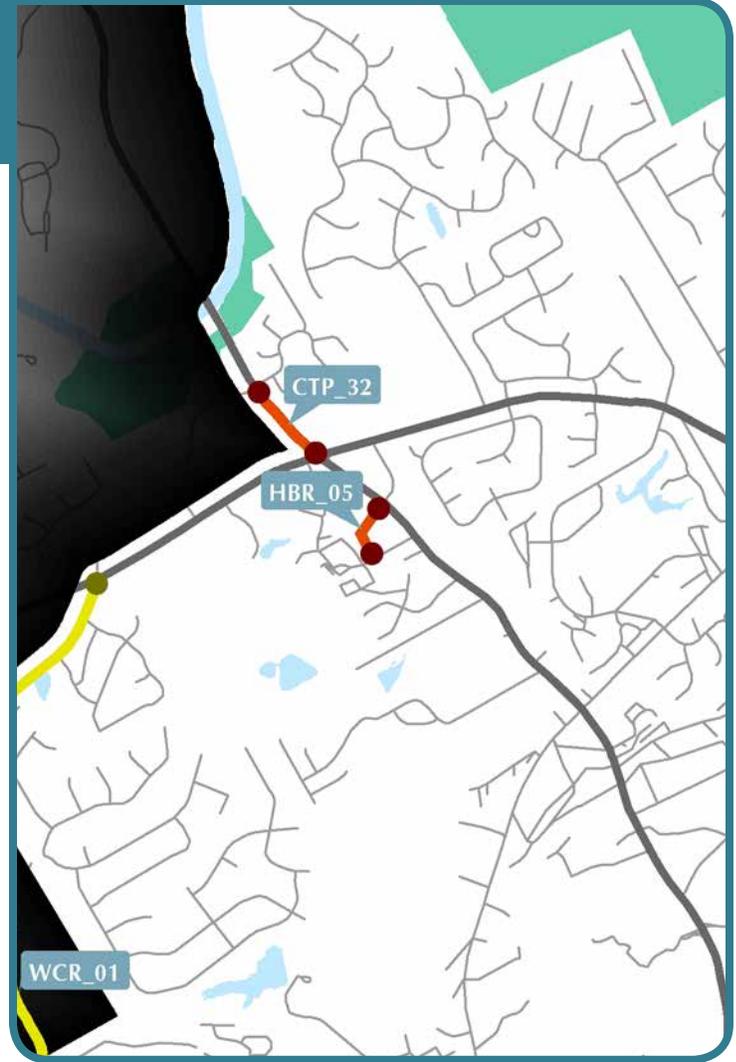
**To:** SR 140/Holcomb Bridge Road at Wetherburn Way

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$30,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$0
<b>Contingency</b>	\$0
<b>Total Cost</b>	\$30,000

# CHAPTER IV: CONCLUSIONS

## 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

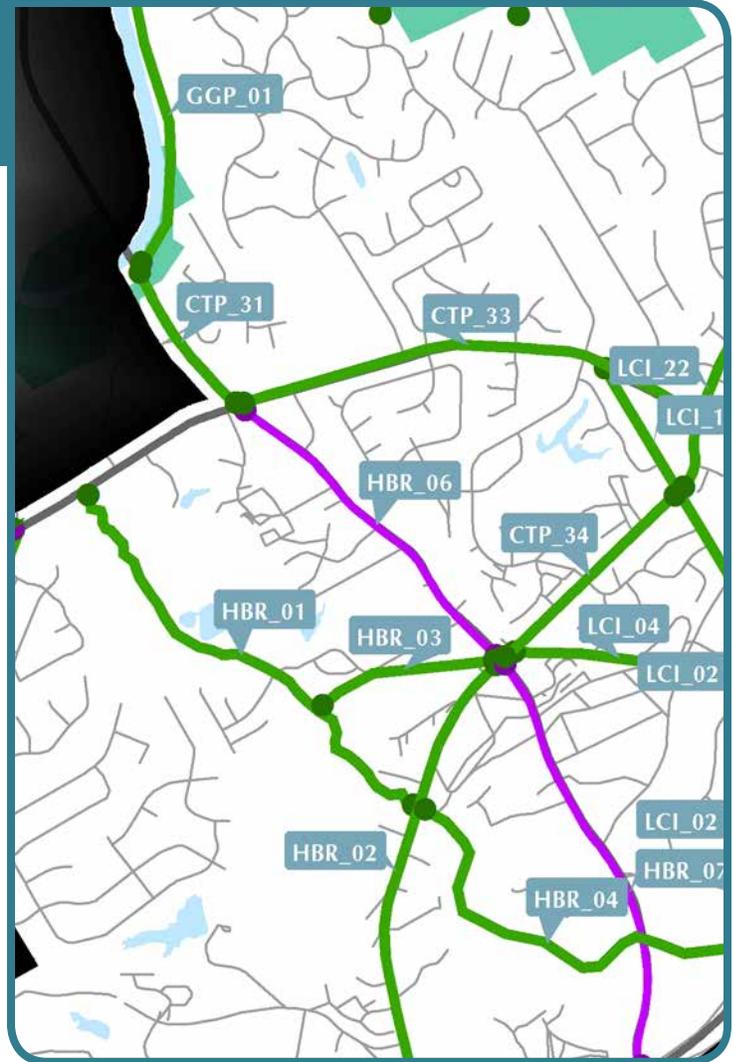
**To:** Peachtree Corners Circle

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$298,000
<b>Right of Way</b>	\$40,000
<b>Construction</b>	\$1,490,000
<b>Contingency</b>	\$447,000
<b>Total Cost</b>	\$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

---

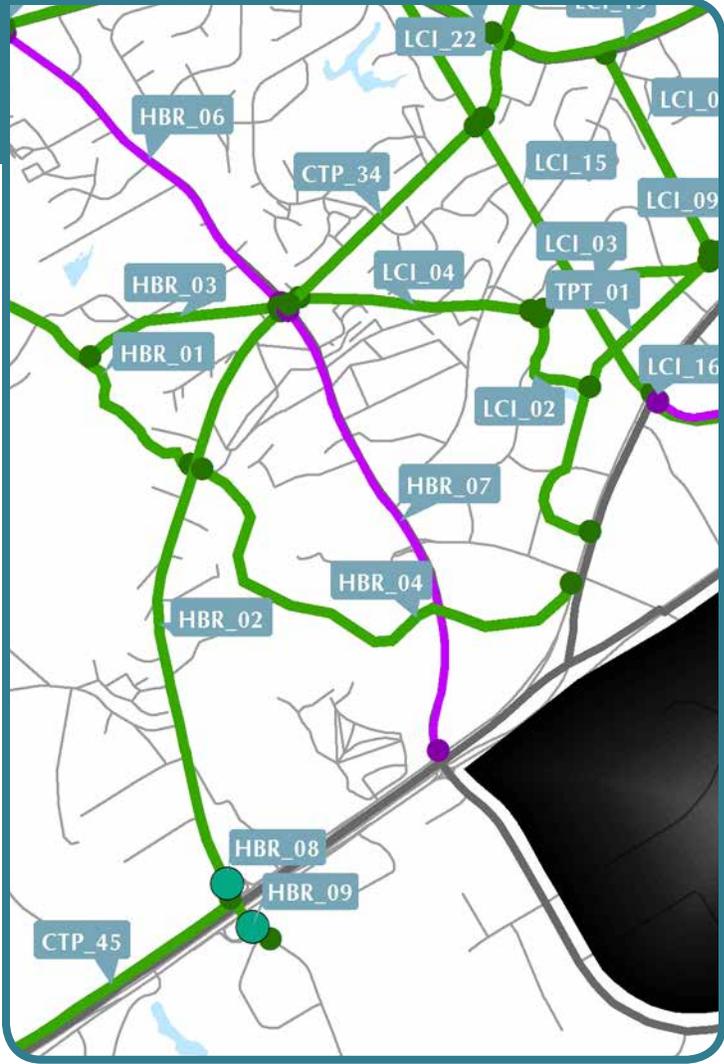
**Proposed Condition:** Consistent sidewalks on both sides of roadway; installation of shade trees and pedestrian lighting, and a mid-block HAWK pedestrian crossing

---

**Implementation Phase:** Mid-Term (2022-2031)

---

**Additional Notes:** T8/T9 from Holcomb Bridge Road study



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$388,000
<b>Right of Way</b>	\$40,000
<b>Construction</b>	\$1,940,000
<b>Contingency</b>	\$582,000
<b>Total Cost</b>	\$2,950,000

# CHAPTER IV: CONCLUSIONS

## 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

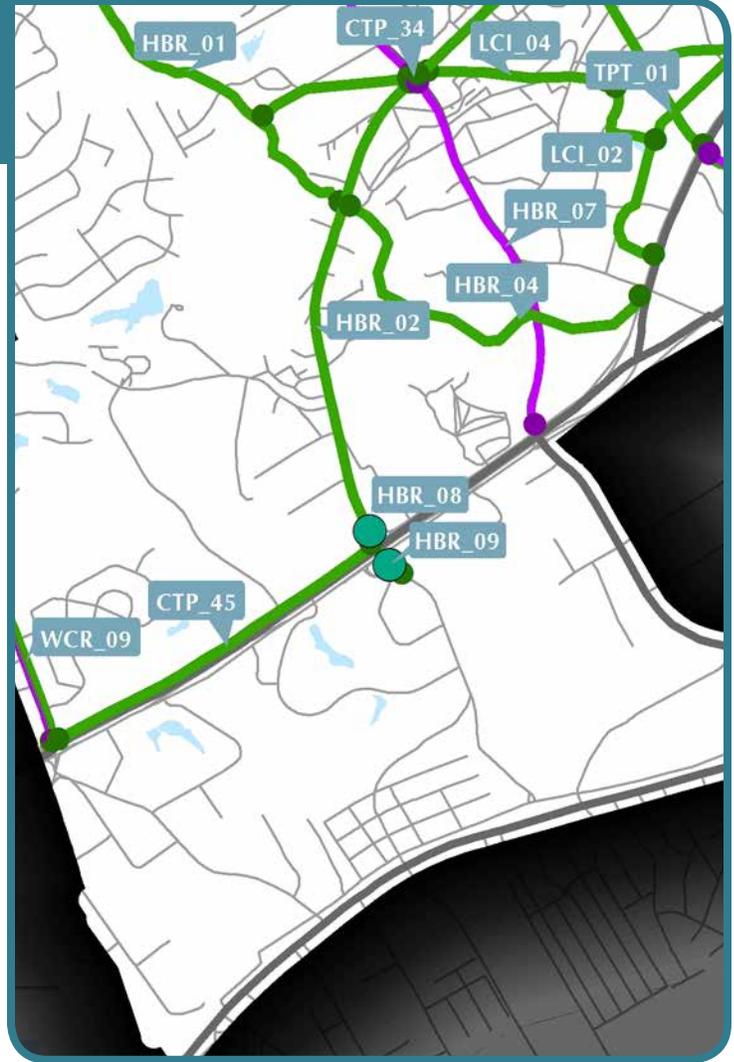
**To:** Peachtree Corners Circle

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$75,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$400,000
<b>Contingency</b>	\$120,000
<b>Total Cost</b>	\$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

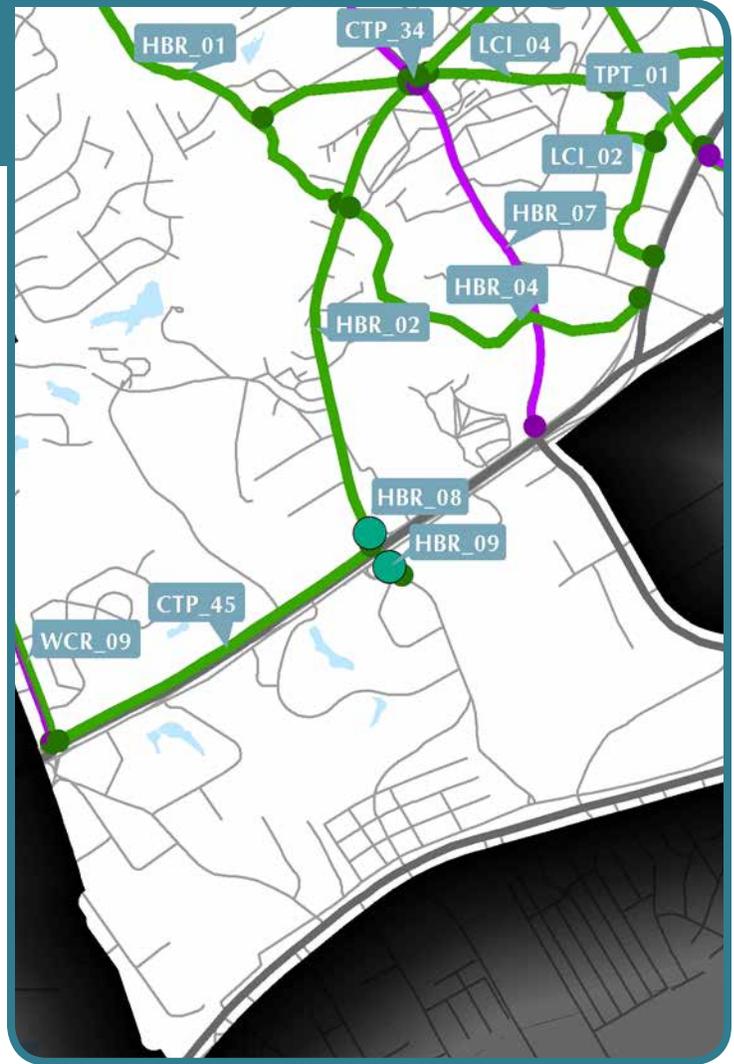
**To:** Peachtree Corners Circle

**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**

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

**PLANNING LEVEL  
COST ESTIMATE**

<b>Preliminary Engineering</b>	\$75,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$400,000
<b>Contingency</b>	\$120,000
<b>Total Cost</b>	\$595,000

# CHAPTER IV: CONCLUSIONS

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$100,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$550,000
<b>Contingency</b>	\$165,000
<b>Total Cost</b>	\$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

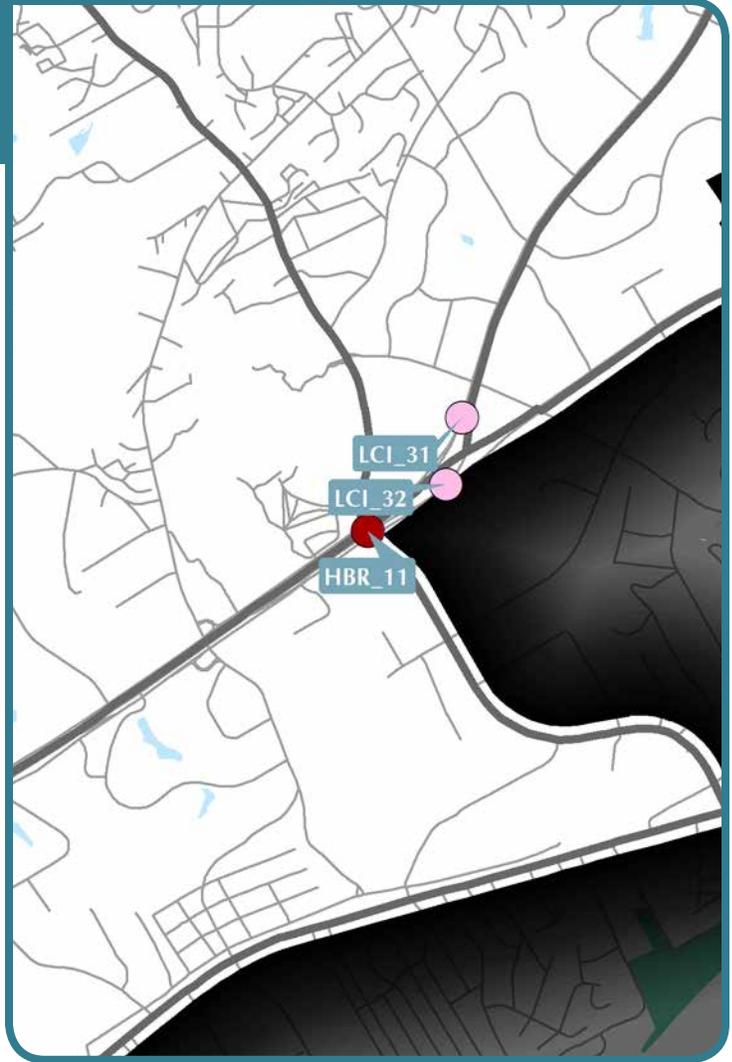
**To:** SR 141/Peachtree Industrial Boulevard

**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**

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

**PLANNING LEVEL  
COST ESTIMATE**

<b>Preliminary Engineering</b>	\$250,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$1,200,000
<b>Contingency</b>	\$360,000
<b>Total Cost</b>	\$1,810,000

# CHAPTER IV: CONCLUSIONS

**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

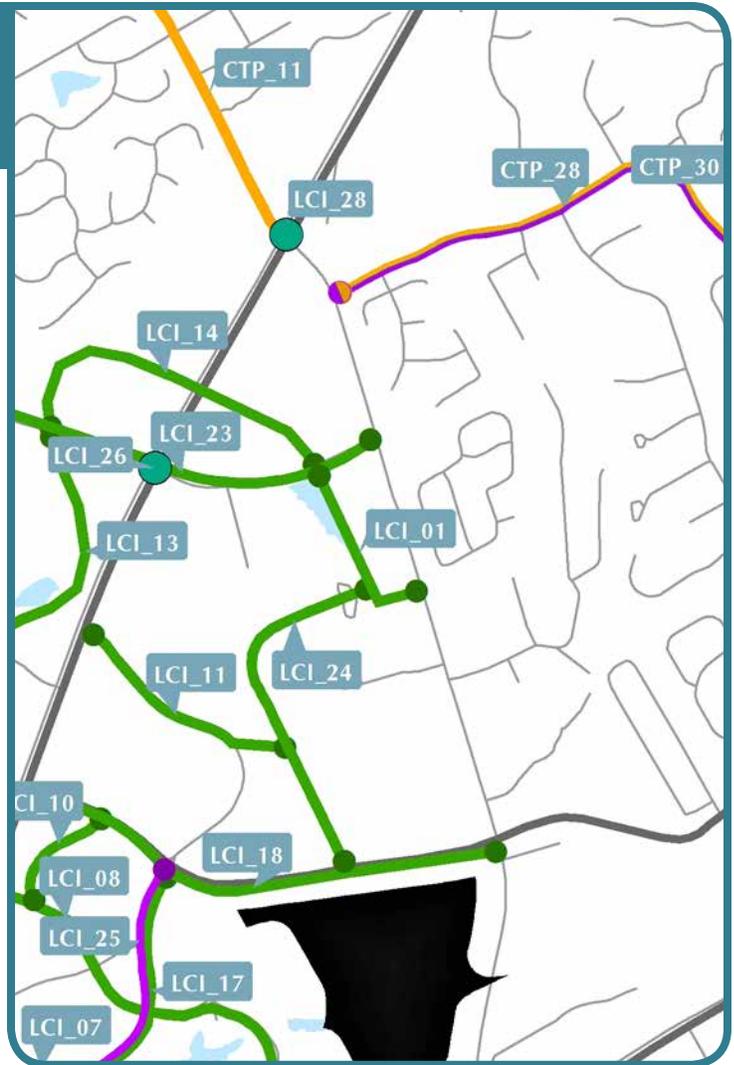
**To:** Peachtree Corners Circle

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$19,000
<b>Right of Way</b>	\$457,000
<b>Construction</b>	\$96,000
<b>Contingency</b>	\$29,000
<b>Total Cost</b>	\$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

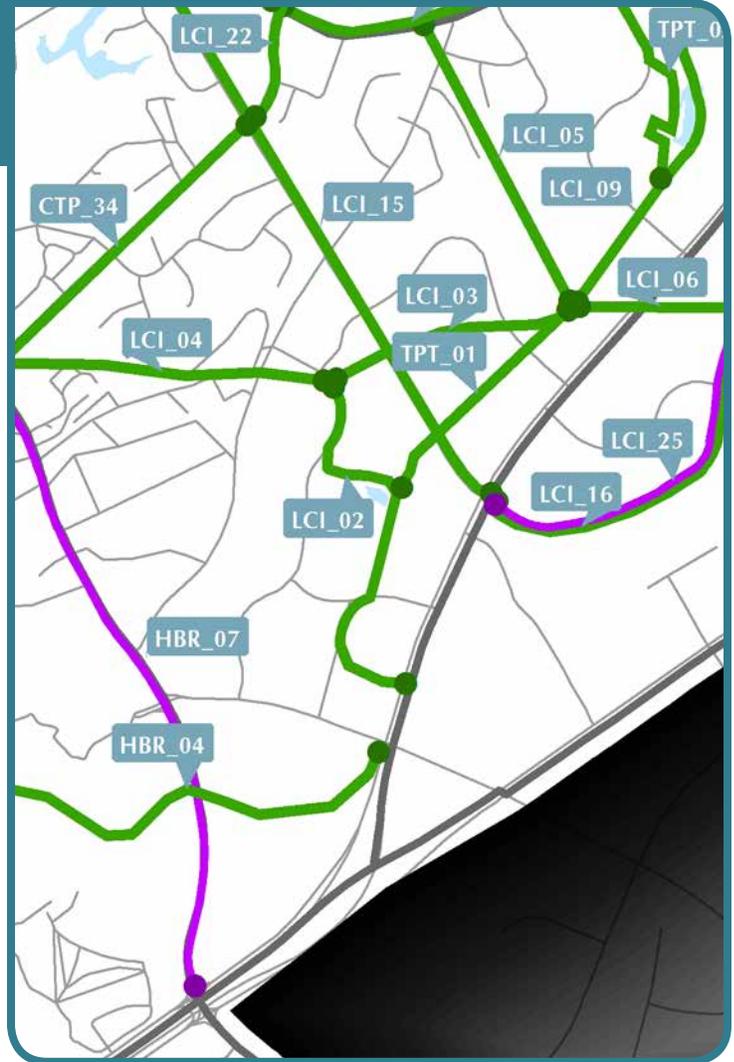
**To:** SR 141/Peachtree Parkway

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$43,000
<b>Right of Way</b>	\$359,000
<b>Construction</b>	\$216,000
<b>Contingency</b>	\$65,000
<b>Total Cost</b>	\$683,000

# CHAPTER IV: CONCLUSIONS

## 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

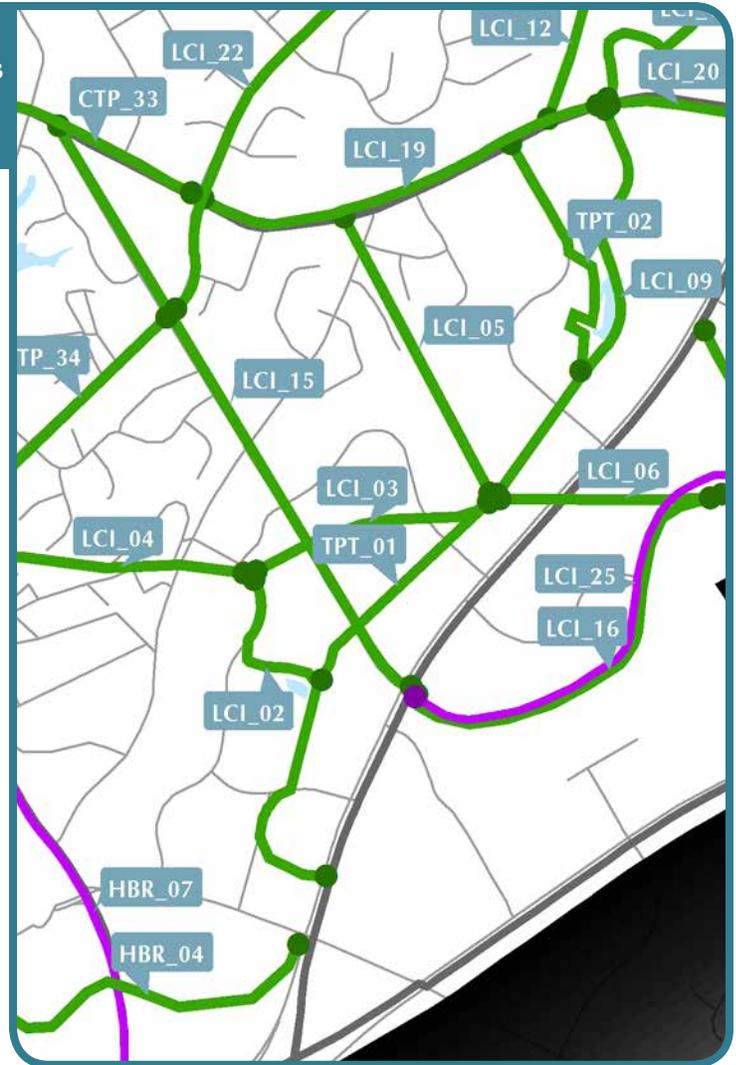
**To:** Junction of LCI\_05, TPT\_01, LCI\_06, and LCI\_09 east of Parkway lane and north of SR 141/Peachtree Parkway

**Existing Condition:** Gas easement with no pedestrian facilities

**Proposed Condition:** Multi-use trail

**Implementation Phase:** Mid-Term (2022-2031)

**Additional Notes:**



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$26,000
<b>Right of Way</b>	\$624,000
<b>Construction</b>	\$132,000
<b>Contingency</b>	\$39,000
<b>Total Cost</b>	\$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

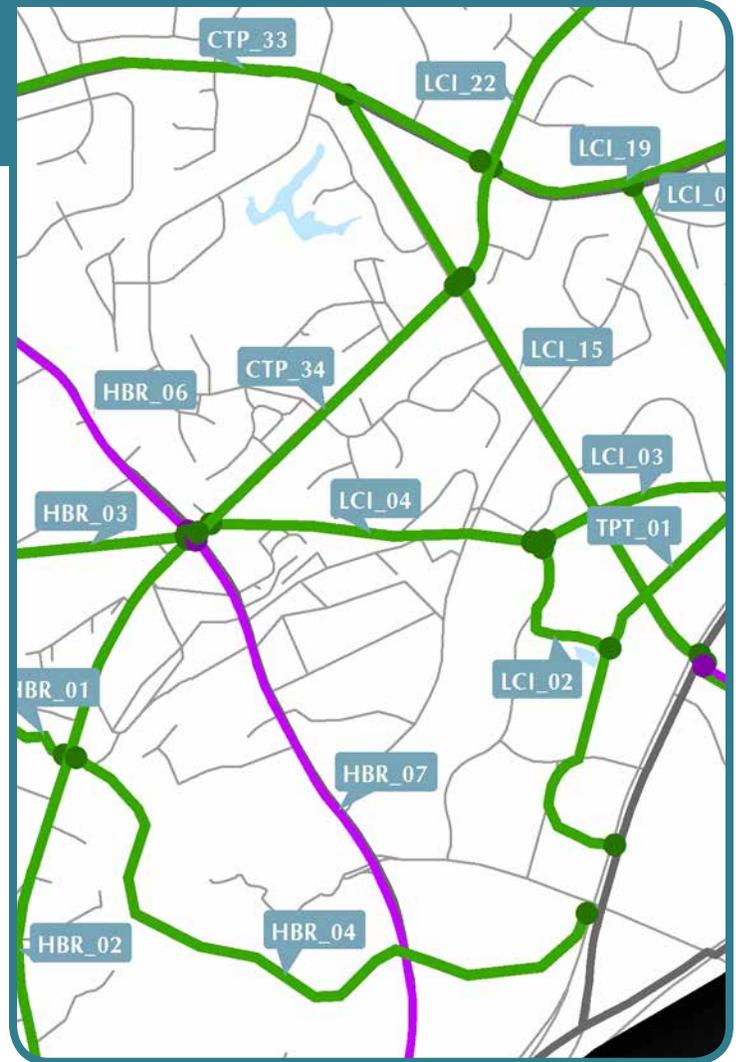
**To:** The Corners Parkway

**Existing Condition:** Gas easement with no pedestrian facilities

**Proposed Condition:** Multi-use trail

**Implementation Phase:** Mid-Term (2022-2031)

**Additional Notes:**



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$34,000
<b>Right of Way</b>	\$806,000
<b>Construction</b>	\$170,000
<b>Contingency</b>	\$51,000
<b>Total Cost</b>	\$1,061,000

# CHAPTER IV: CONCLUSIONS

## 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

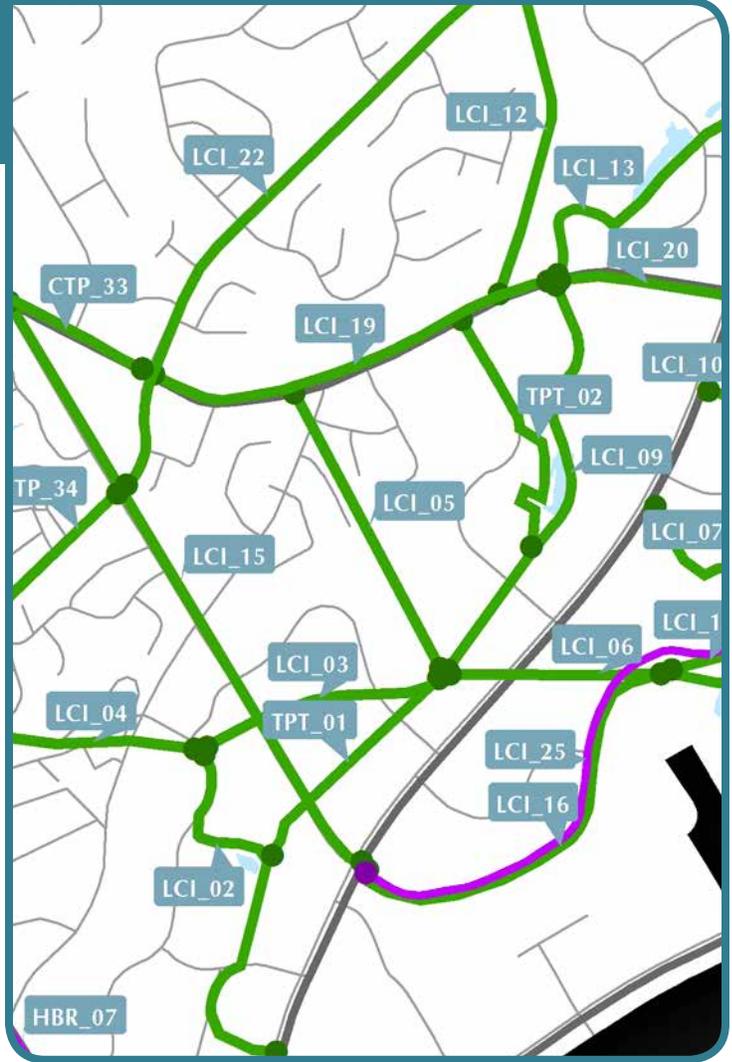
**To:** Junction of LCI\_03, TPT\_01, LCI\_06, and LCI\_09 east of Parkway lane and north of SR 141/Peachtree Parkway

**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
<b>Total Prioritization Score (out of 100)</b>	<b>35.25</b>

## PLANNING LEVEL COST ESTIMATE

Preliminary Engineering	\$155,000
Right of Way	\$780,000
Construction	\$775,000
Contingency	\$233,000
<b>Total Cost</b>	<b>\$1,943,000</b>

**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

---

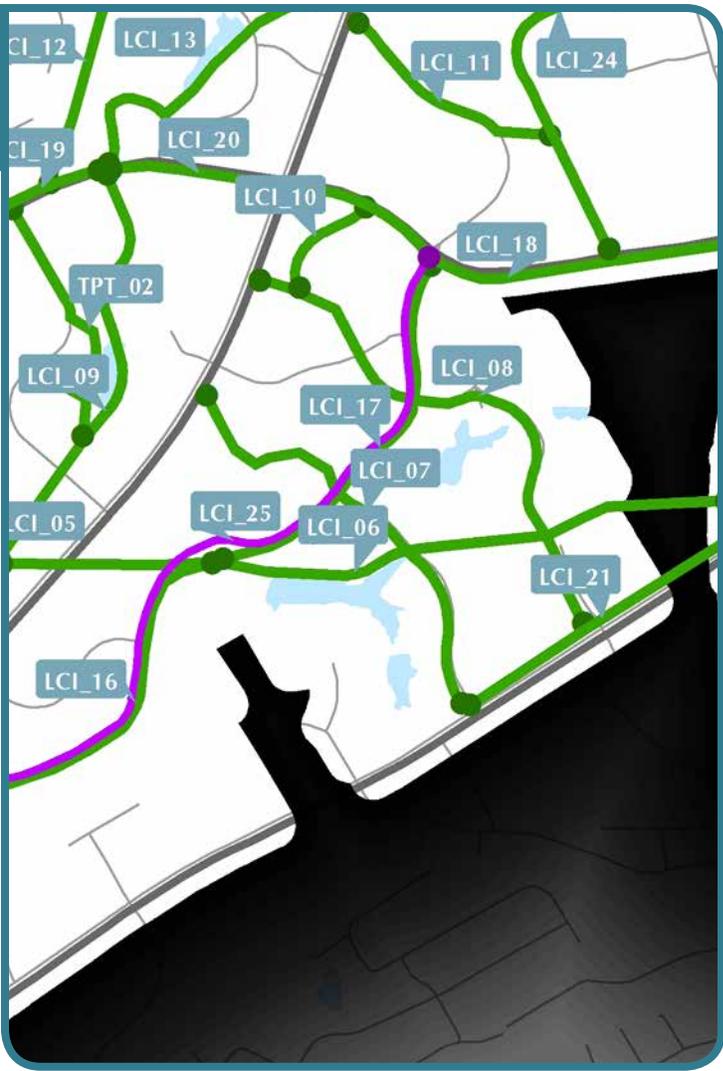
**Proposed Condition:** Multi-use trail

---

**Implementation Phase:** Mid-Term (2022-2031)

---

**Additional Notes:**



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$180,000
<b>Right of Way</b>	\$100,000
<b>Construction</b>	\$1,395,000
<b>Contingency</b>	\$209,000
<b>Total Cost</b>	\$1,884,000

# CHAPTER IV: CONCLUSIONS

## 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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$47,000
<b>Right of Way</b>	\$1,116,000
<b>Construction</b>	\$235,000
<b>Contingency</b>	\$71,000
<b>Total Cost</b>	\$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

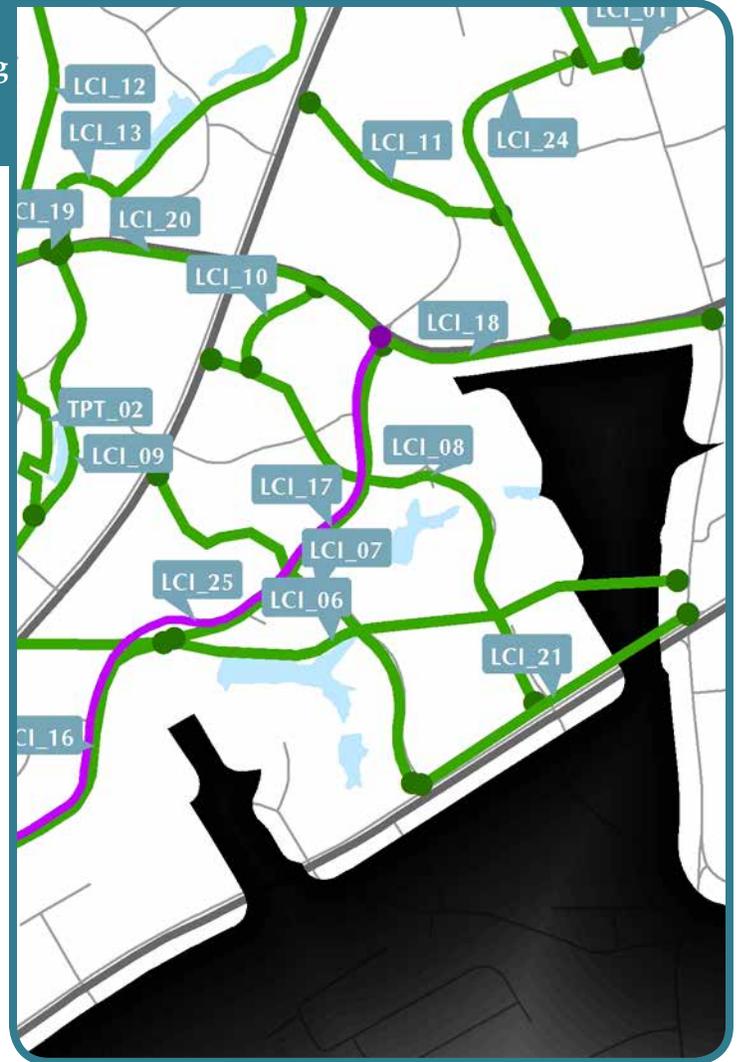
**To:** Peachtree Industrial Boulevard

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$56,000
<b>Right of Way</b>	\$1,341,000
<b>Construction</b>	\$282,000
<b>Contingency</b>	\$85,000
<b>Total Cost</b>	\$1,764,000

# CHAPTER IV: CONCLUSIONS

**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

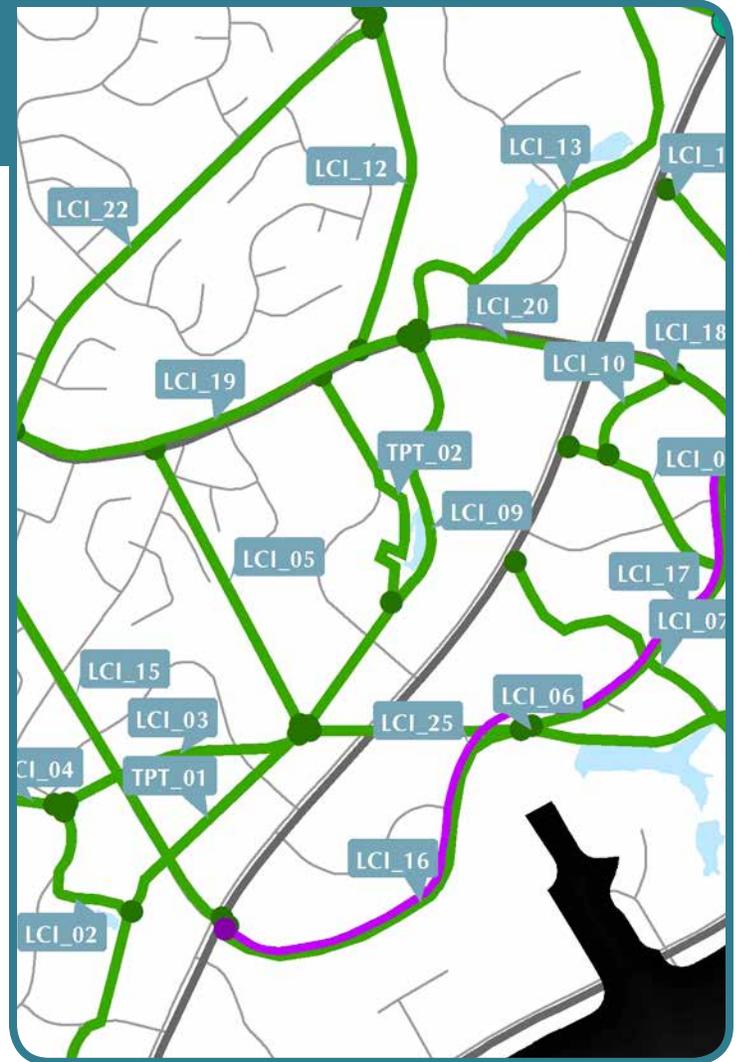
**To:** Junction of LCI\_03, TPT\_01, LCI\_06, and LCI\_05 east of Parkway lane and north of SR 141/Peachtree Parkway

**Existing Condition:** Adjacent to some buildings, vacant

**Proposed Condition:** Multi-use trail

**Implementation Phase:** Mid-Term (2022-2031)

**Additional Notes:**



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$46,000
<b>Right of Way</b>	\$1,081,000
<b>Construction</b>	\$228,000
<b>Contingency</b>	\$68,000
<b>Total Cost</b>	\$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

---

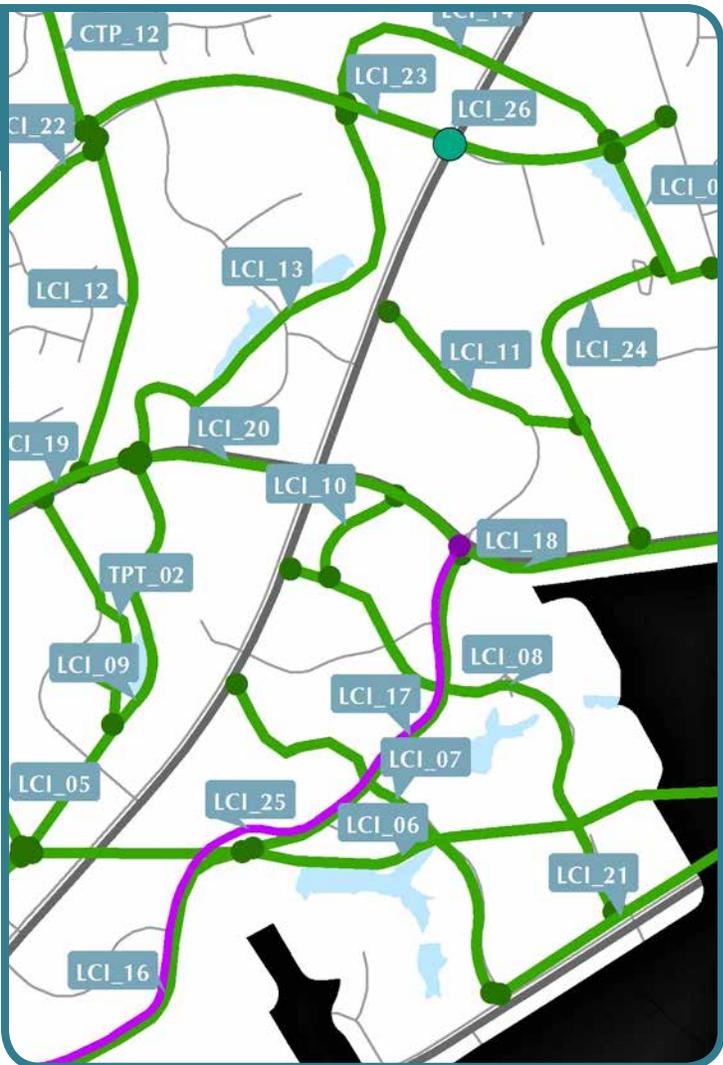
**Proposed Condition:** Multi-use trail

---

**Implementation Phase:** Mid-Term (2022-2031)

---

**Additional Notes:**



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$13,000
<b>Right of Way</b>	\$313,000
<b>Construction</b>	\$66,000
<b>Contingency</b>	\$20,000
<b>Total Cost</b>	\$412,000

# CHAPTER IV: CONCLUSIONS

## 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

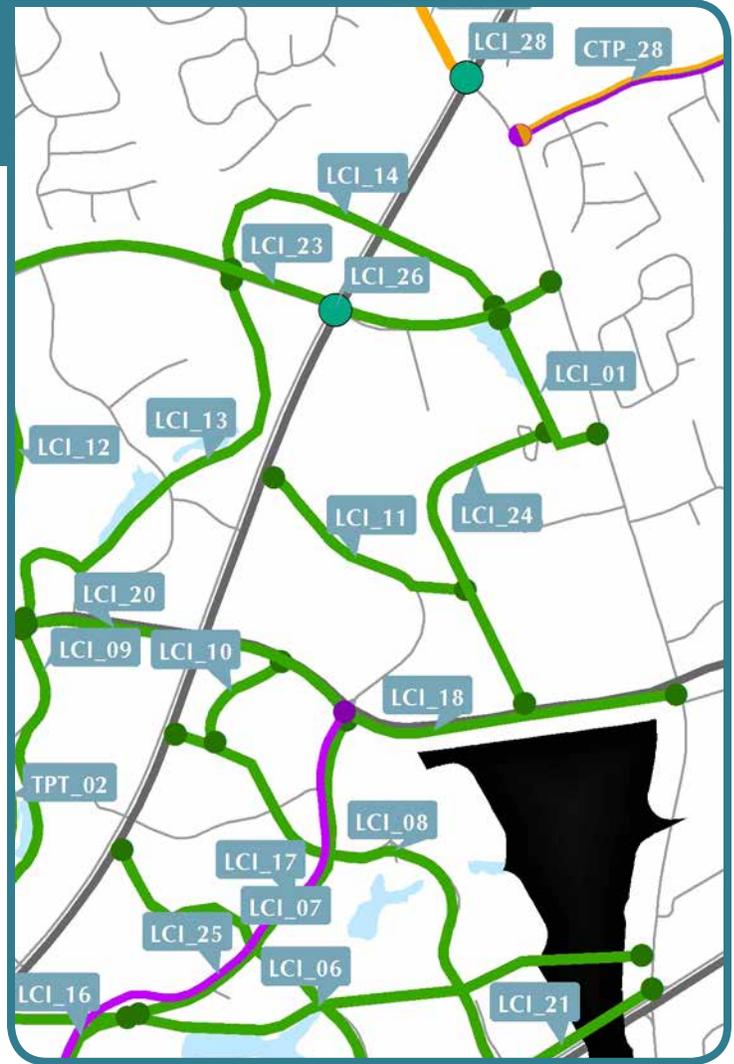
**To:** Spalding Terrace

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$25,000
<b>Right of Way</b>	\$590,000
<b>Construction</b>	\$124,000
<b>Contingency</b>	\$37,000
<b>Total Cost</b>	\$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

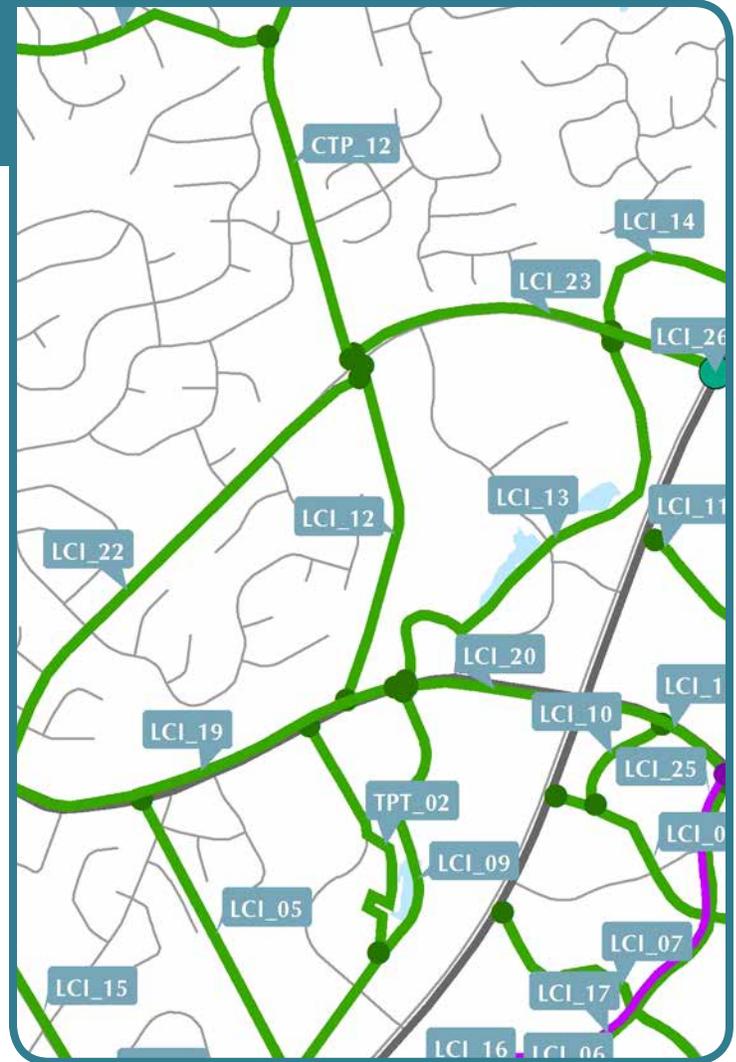
**To:** Spalding Drive

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$162,000
<b>Right of Way</b>	\$862,000
<b>Construction</b>	\$812,000
<b>Contingency</b>	\$244,000
<b>Total Cost</b>	\$2,080,000

# CHAPTER IV: CONCLUSIONS

## 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

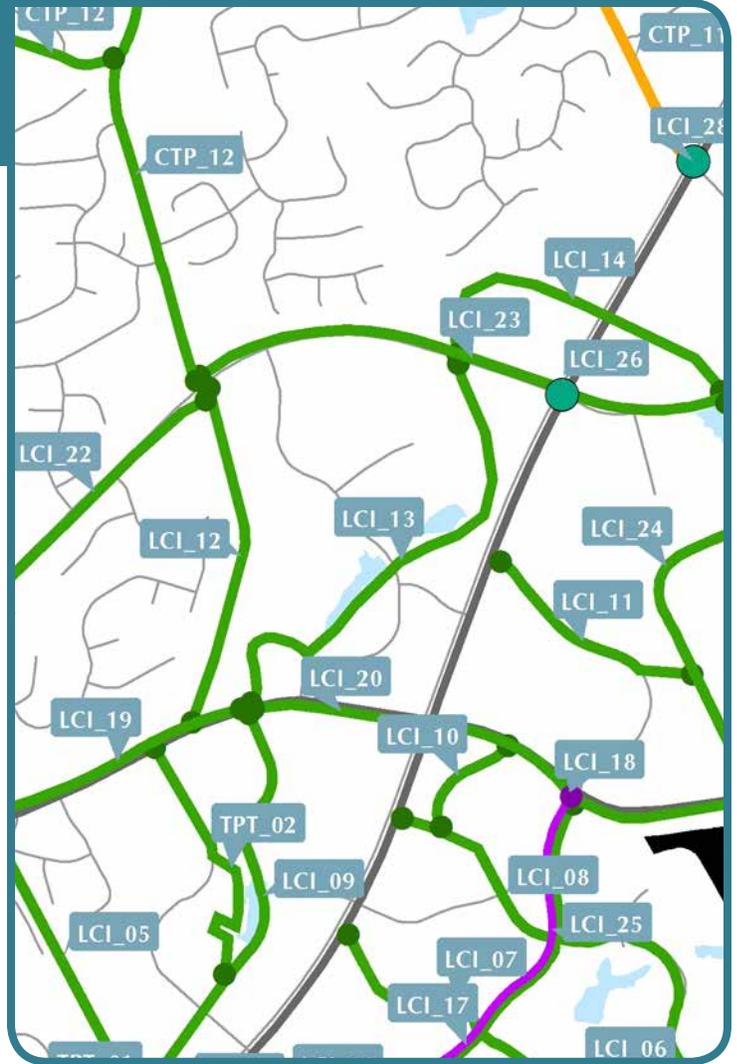
**To:** Spalding Drive

**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
<b>Total Prioritization Score (out of 100)</b>	<b>55.25</b>

## PLANNING LEVEL COST ESTIMATE

Preliminary Engineering	\$53,000
Right of Way	\$1,247,000
Construction	\$263,000
Contingency	\$79,000
<b>Total Cost</b>	<b>\$1,642,000</b>

**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

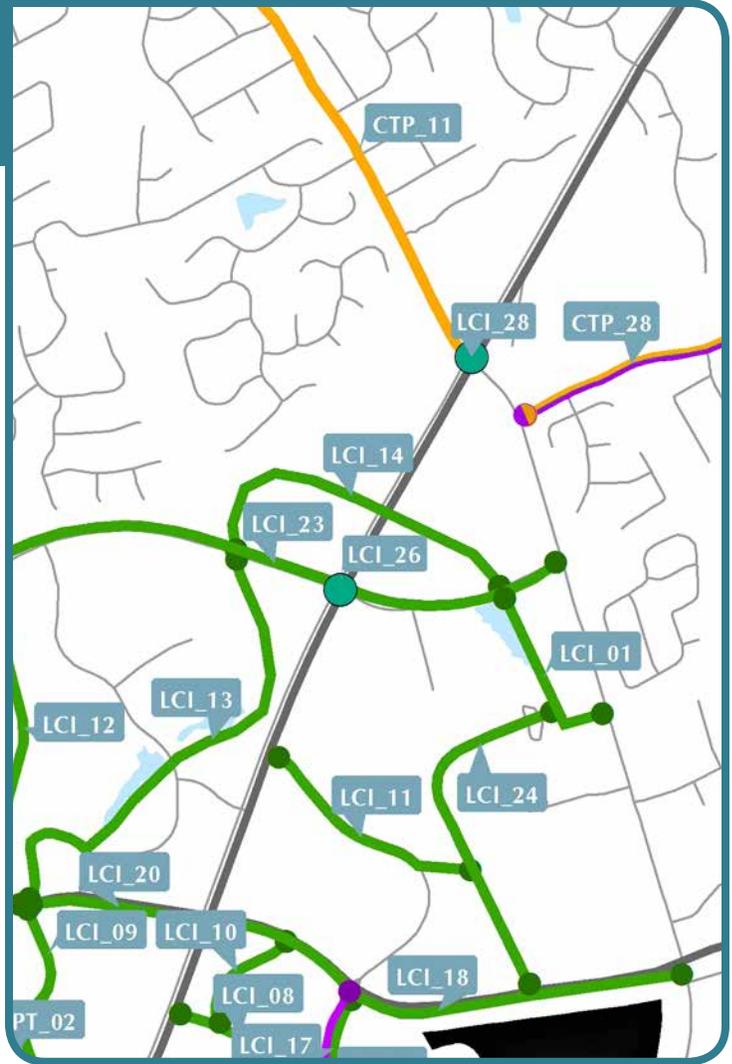
**To:** Peachtree Corners Circle

**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

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

## PLANNING LEVEL COST ESTIMATE

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

# CHAPTER IV: CONCLUSIONS

**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

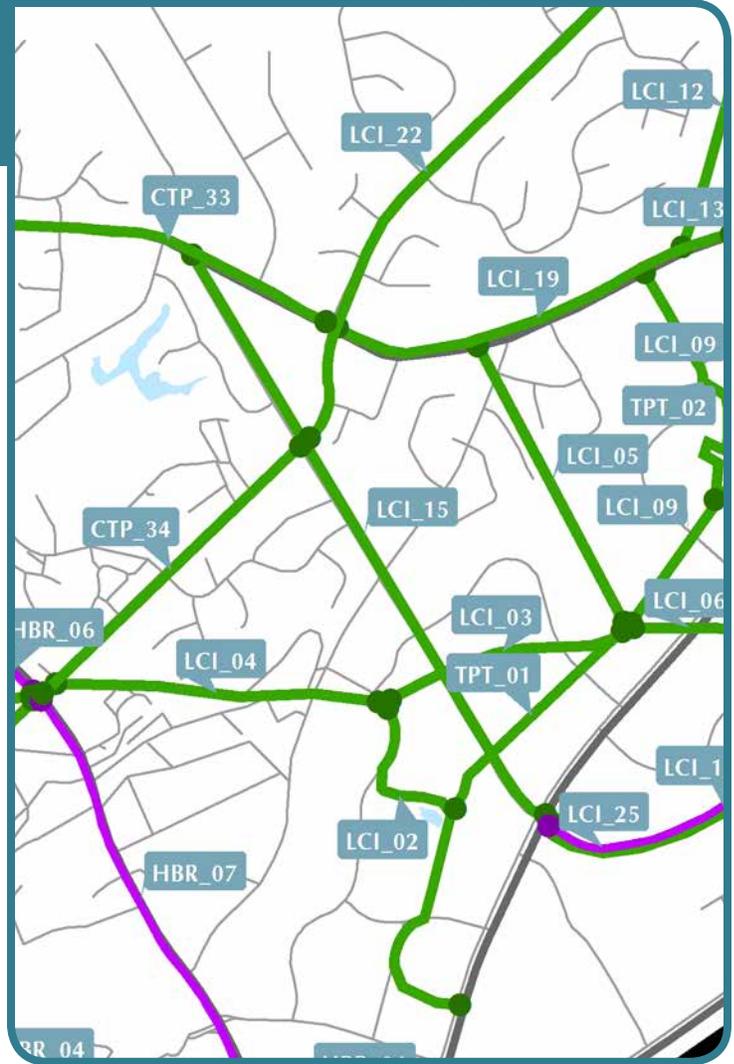
**To:** SR 141/Peachtree Parkway

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$69,000
<b>Right of Way</b>	\$543,000
<b>Construction</b>	\$343,000
<b>Contingency</b>	\$103,000
<b>Total Cost</b>	\$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

---

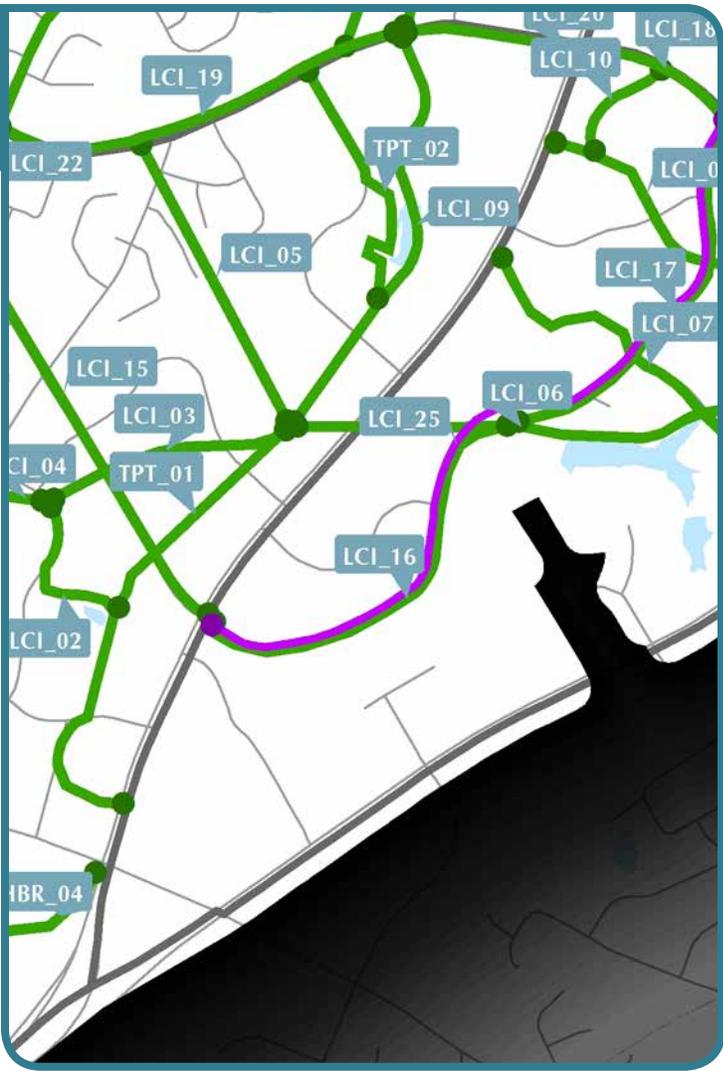
**Proposed Condition:** Multi-use trail on south side of roadway

---

**Implementation Phase:** Short Term (2017-2021)

---

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



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$46,000
<b>Right of Way</b>	\$540,000
<b>Construction</b>	\$228,000
<b>Contingency</b>	\$68,000
<b>Total Cost</b>	\$882,000

# CHAPTER IV: CONCLUSIONS

**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

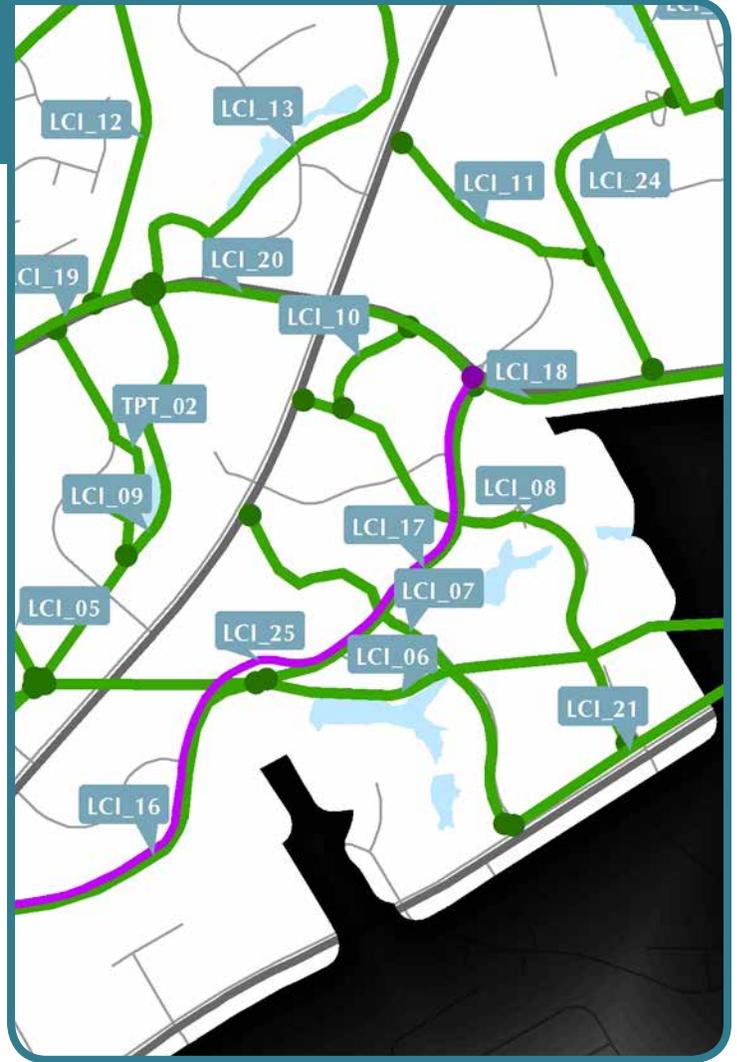
**To:** Spalding Drive

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$41,000
<b>Right of Way</b>	\$492,000
<b>Construction</b>	\$207,000
<b>Contingency</b>	\$62,000
<b>Total Cost</b>	\$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

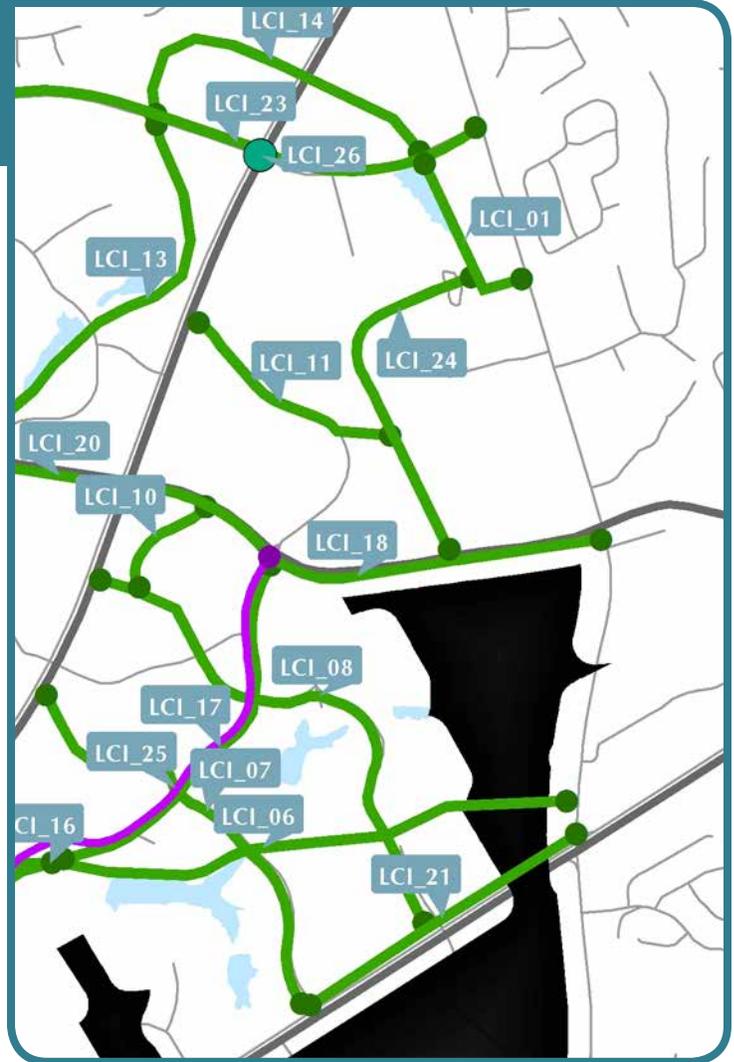
**To:** Medlock Bridge Road

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$51,000
<b>Right of Way</b>	\$1,211,000
<b>Construction</b>	\$255,000
<b>Contingency</b>	\$77,000
<b>Total Cost</b>	\$1,594,000

# CHAPTER IV: CONCLUSIONS

**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

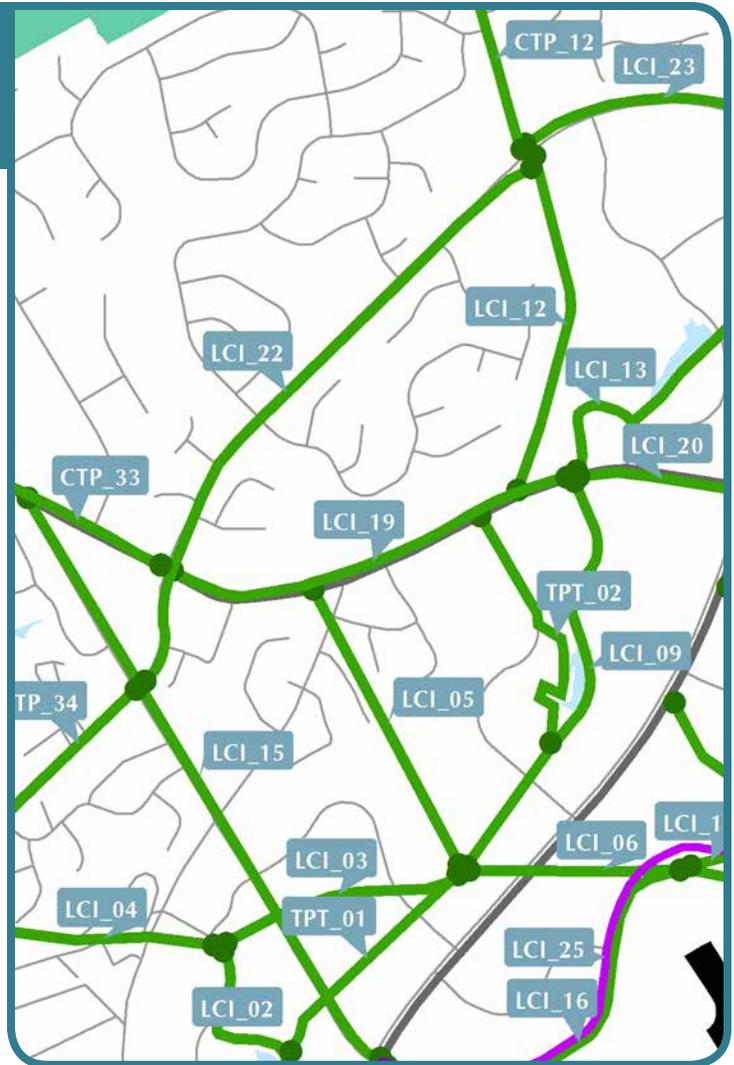
**To:** Data Drive

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$44,000
<b>Right of Way</b>	\$131,000
<b>Construction</b>	\$220,000
<b>Contingency</b>	\$66,000
<b>Total Cost</b>	\$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

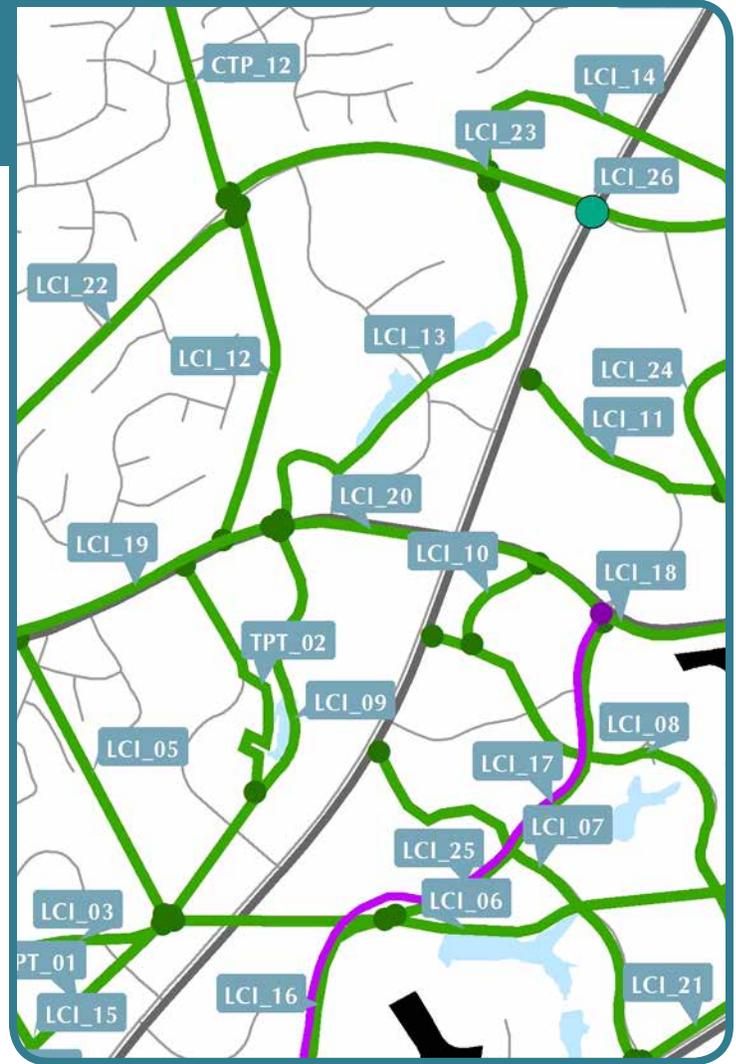
**To:** SR 141/Peachtree Parkway

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$19,000
<b>Right of Way</b>	\$227,000
<b>Construction</b>	\$96,000
<b>Contingency</b>	\$29,000
<b>Total Cost</b>	\$371,000

# CHAPTER IV: CONCLUSIONS

**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

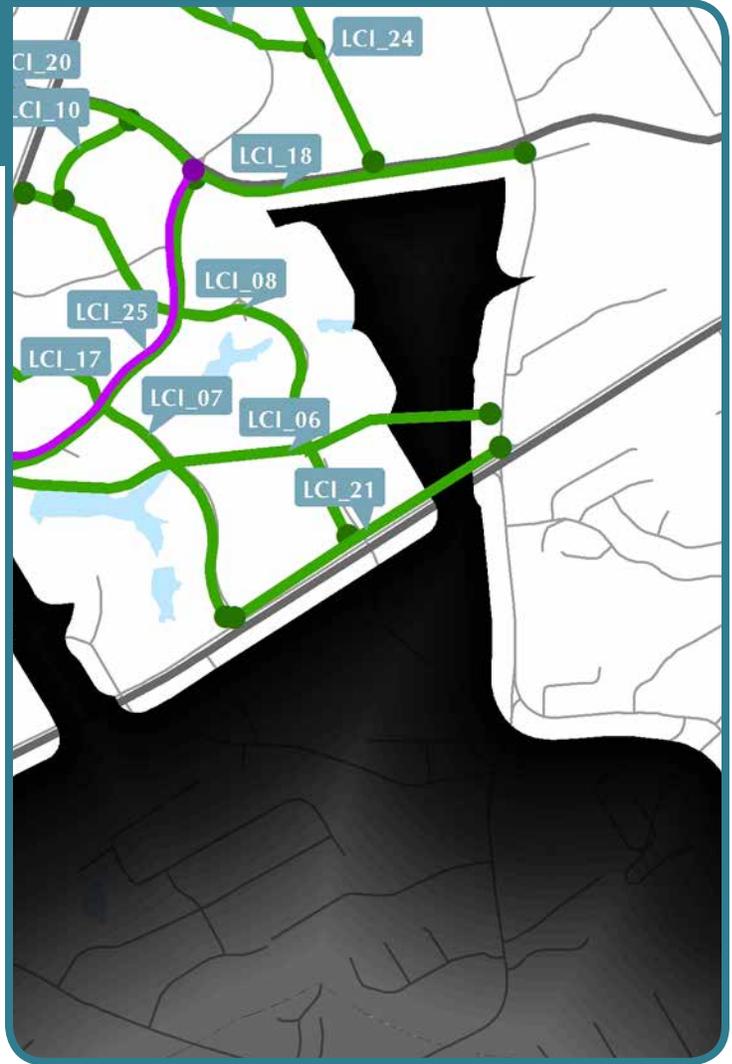
**To:** Medlock Bridge Road

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$33,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$166,000
<b>Contingency</b>	\$50,000
<b>Total Cost</b>	\$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

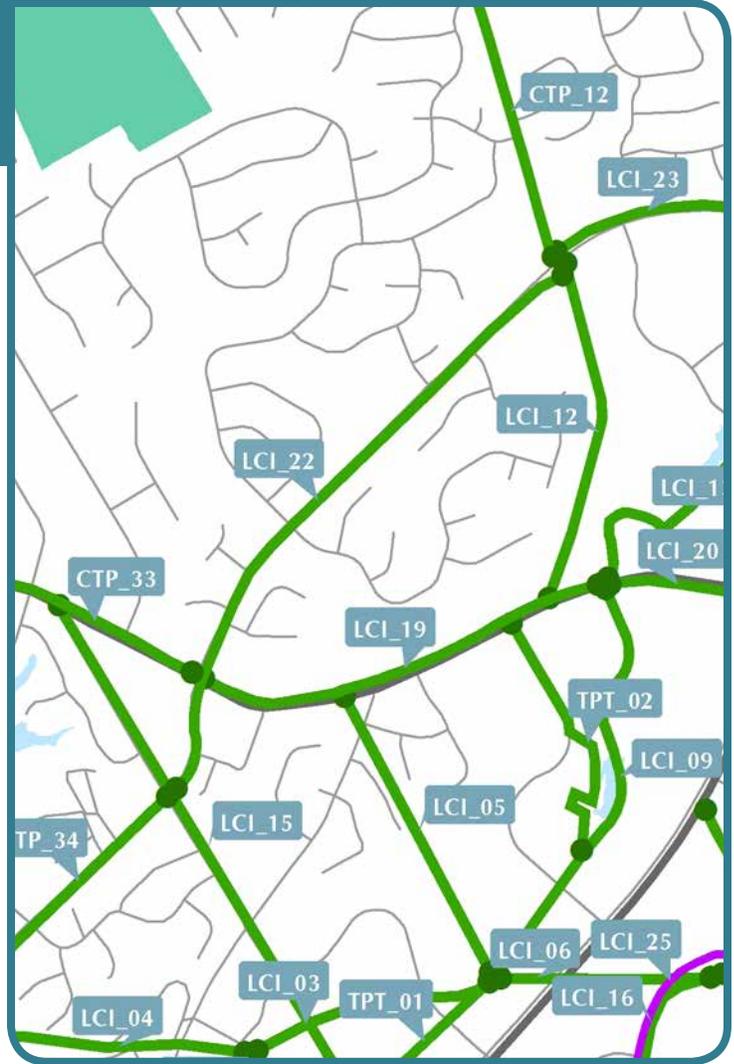
**To:** Jay Bird Alley

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$69,000
<b>Right of Way</b>	\$340,000
<b>Construction</b>	\$344,000
<b>Contingency</b>	\$103,000
<b>Total Cost</b>	\$856,000

# CHAPTER IV: CONCLUSIONS

## 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

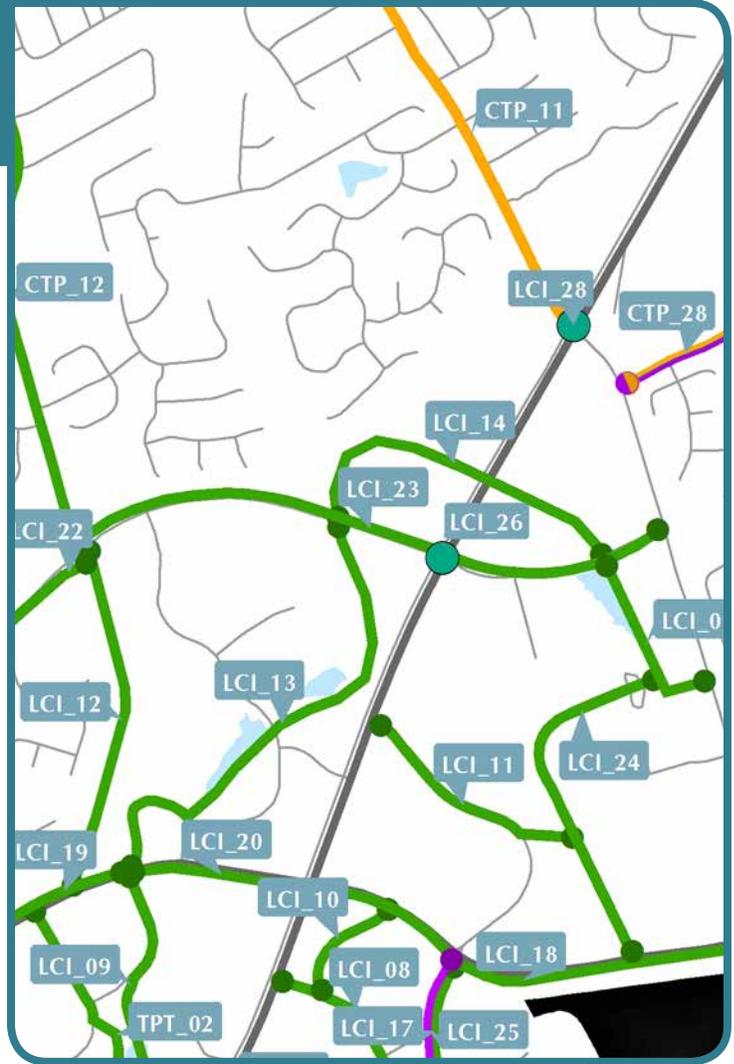
**To:** Medlock Bridge Road

**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
<b>Total Prioritization Score (out of 100)</b>	<b>51.63</b>

## PLANNING LEVEL COST ESTIMATE

Preliminary Engineering	\$130,000
Right of Way	\$299,000
Construction	\$650,000
Contingency	\$195,000
<b>Total Cost</b>	<b>\$1,274,000</b>

**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

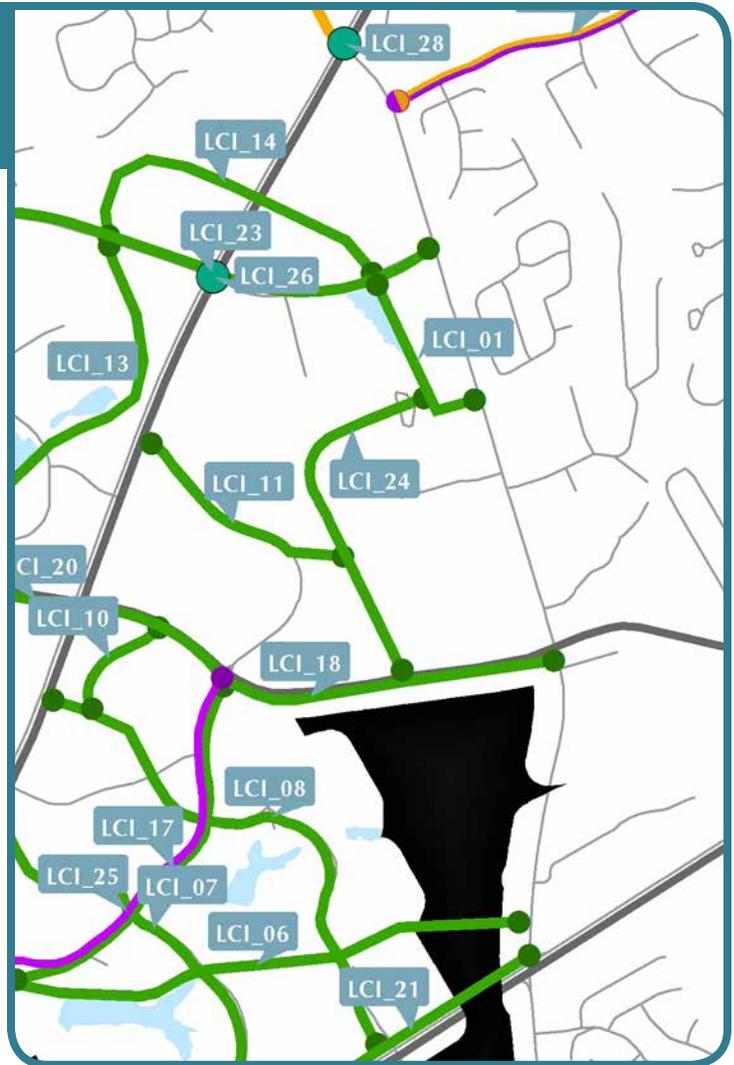
**To:** LCI\_01

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$38,000
<b>Right of Way</b>	\$226,000
<b>Construction</b>	\$190,000
<b>Contingency</b>	\$57,000
<b>Total Cost</b>	\$511,000

# CHAPTER IV: CONCLUSIONS

**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

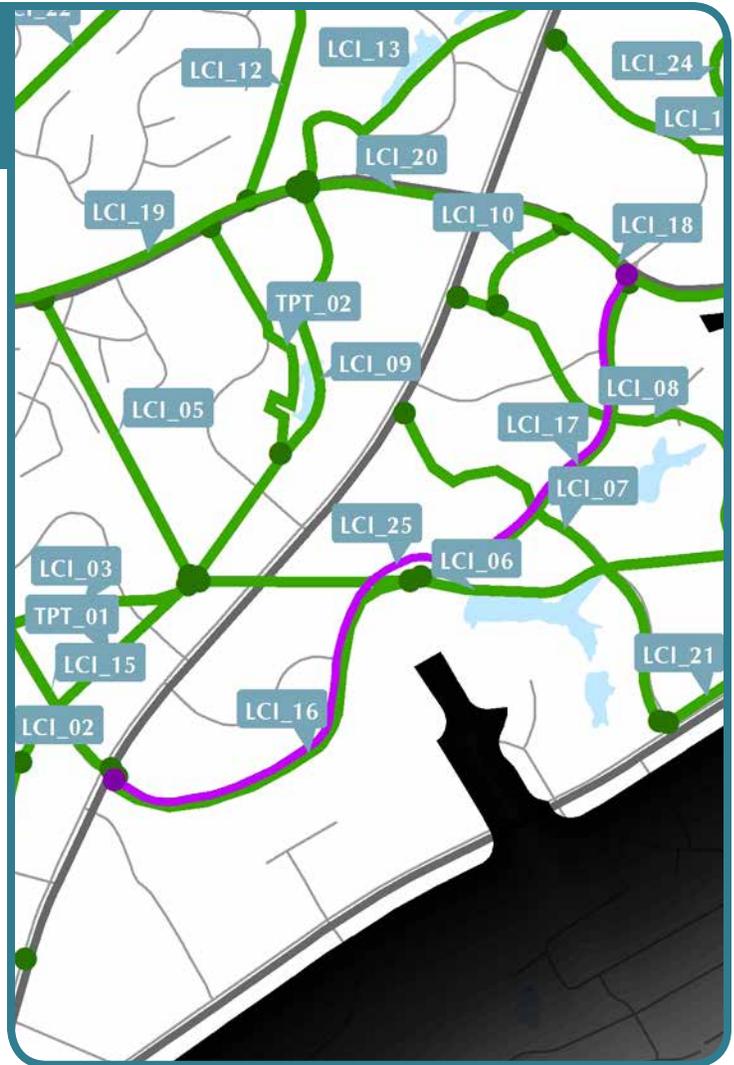
**To:** SR 141/Peachtree Parkway

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$240,000
<b>Right of Way</b>	\$60,000
<b>Construction</b>	\$1,600,000
<b>Contingency</b>	\$480,000
<b>Total Cost</b>	\$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

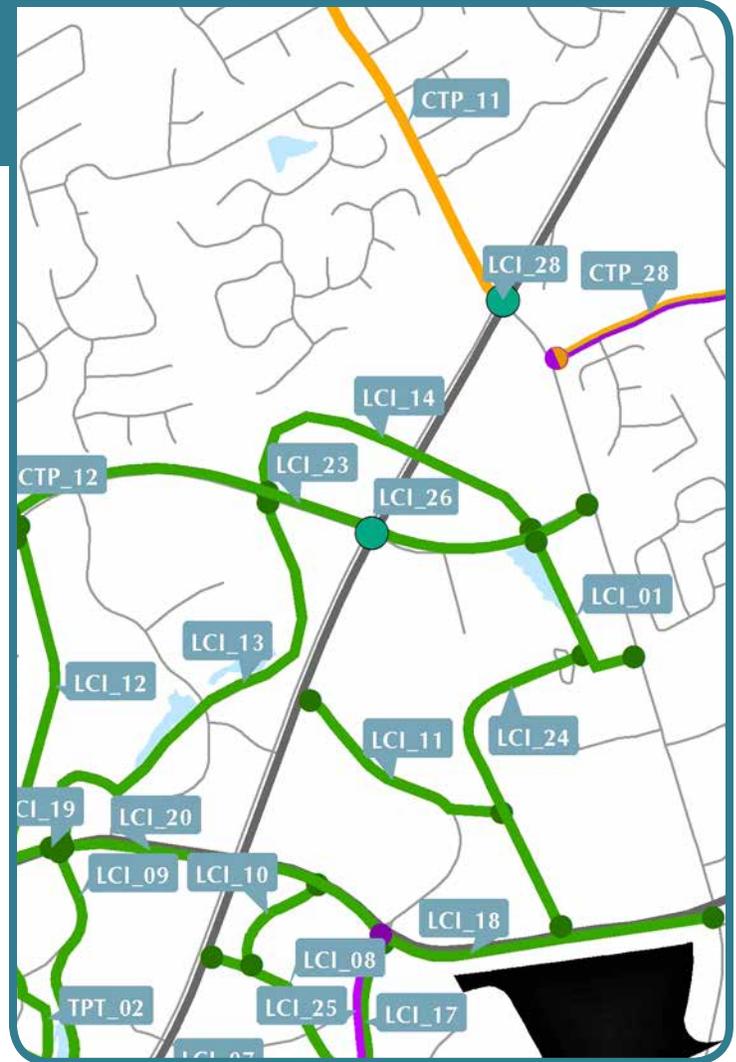
To: Peachtree Corners Circle

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
<b>Total Prioritization Score (out of 100)</b>	<b>50.75</b>

**PLANNING LEVEL COST ESTIMATE**

Preliminary Engineering	\$25,000
Right of Way	\$0
Construction	\$75,000
Contingency	\$23,000
<b>Total Cost</b>	<b>\$123,000</b>

# CHAPTER IV: CONCLUSIONS

**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

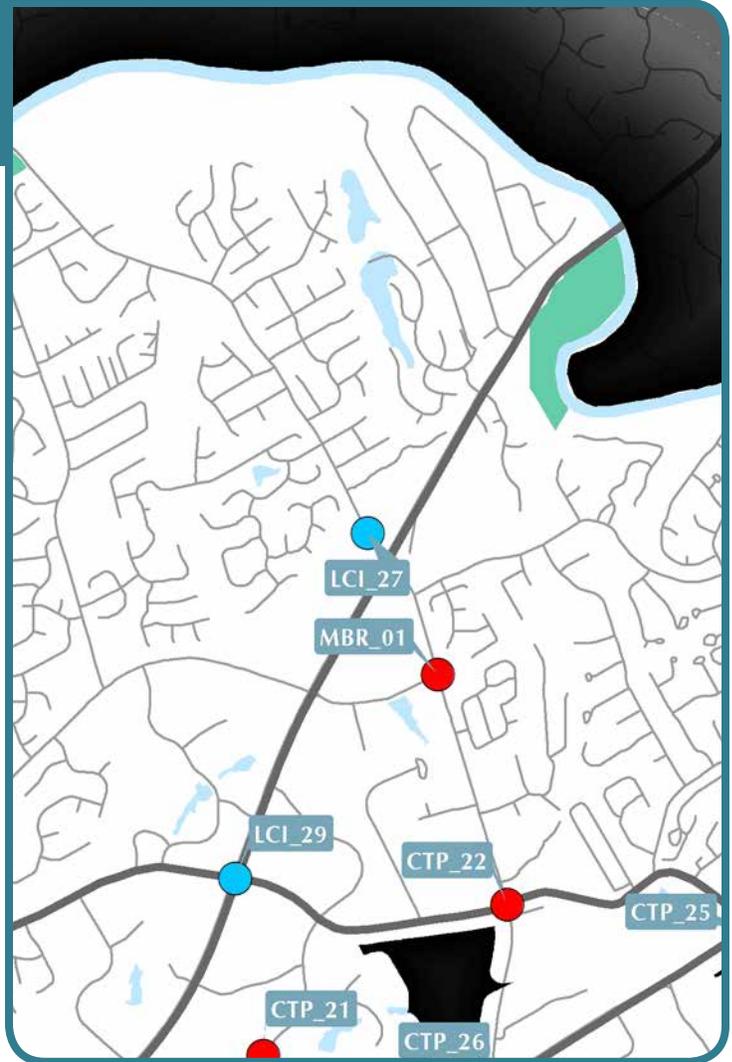
**To:** Forum/Ingles Driveways

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$40,000
<b>Right of Way</b>	\$20,000
<b>Construction</b>	\$180,000
<b>Contingency</b>	\$54,000
<b>Total Cost</b>	\$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

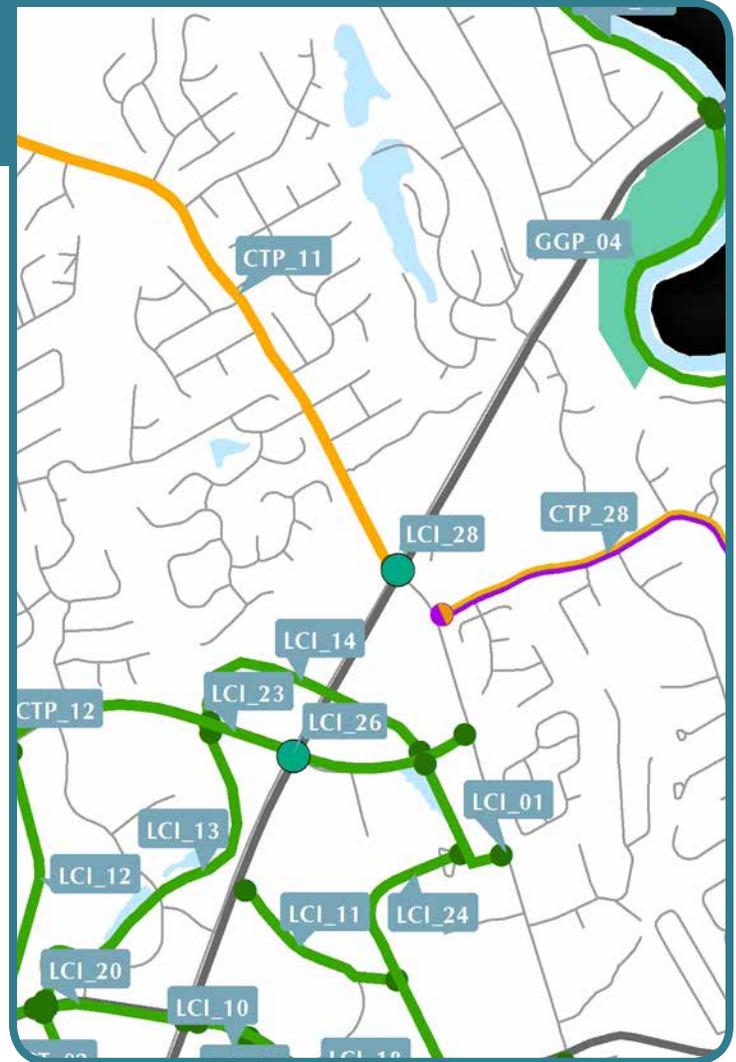
**To:** East Jones Bridge Road/Medlock Bridge Road

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$25,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$75,000
<b>Contingency</b>	\$23,000
<b>Total Cost</b>	\$123,000

# CHAPTER IV: CONCLUSIONS

**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

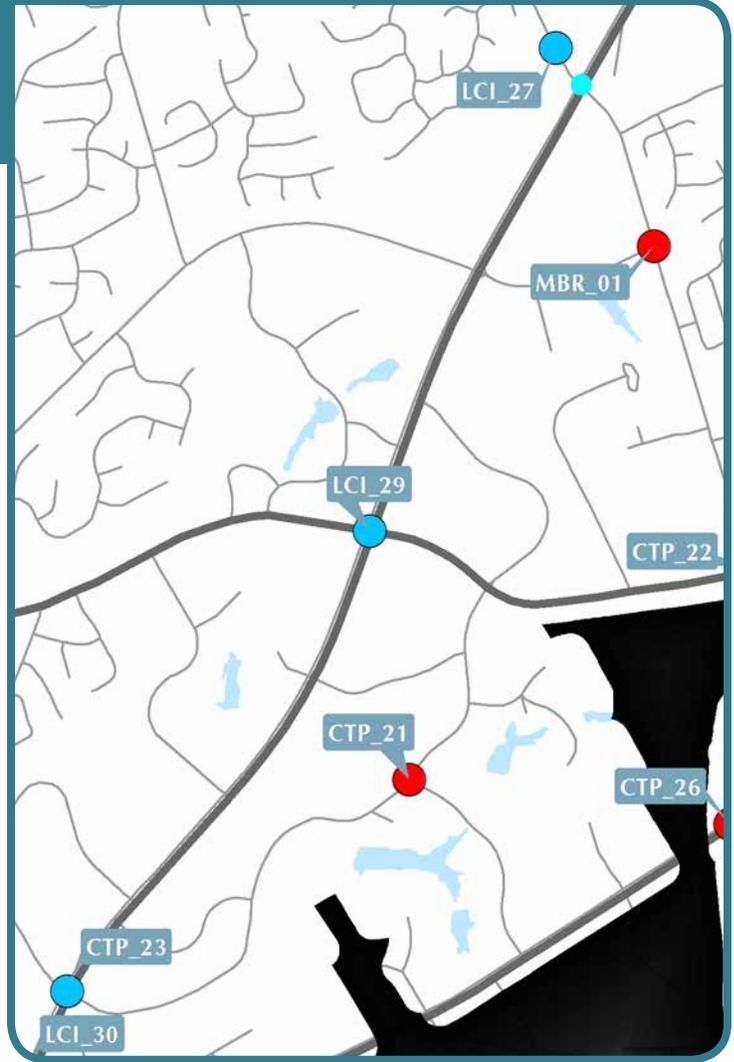
**To:** Spalding Drive

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$60,000
<b>Right of Way</b>	\$69,000
<b>Construction</b>	\$300,000
<b>Contingency</b>	\$90,000
<b>Total Cost</b>	\$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

---

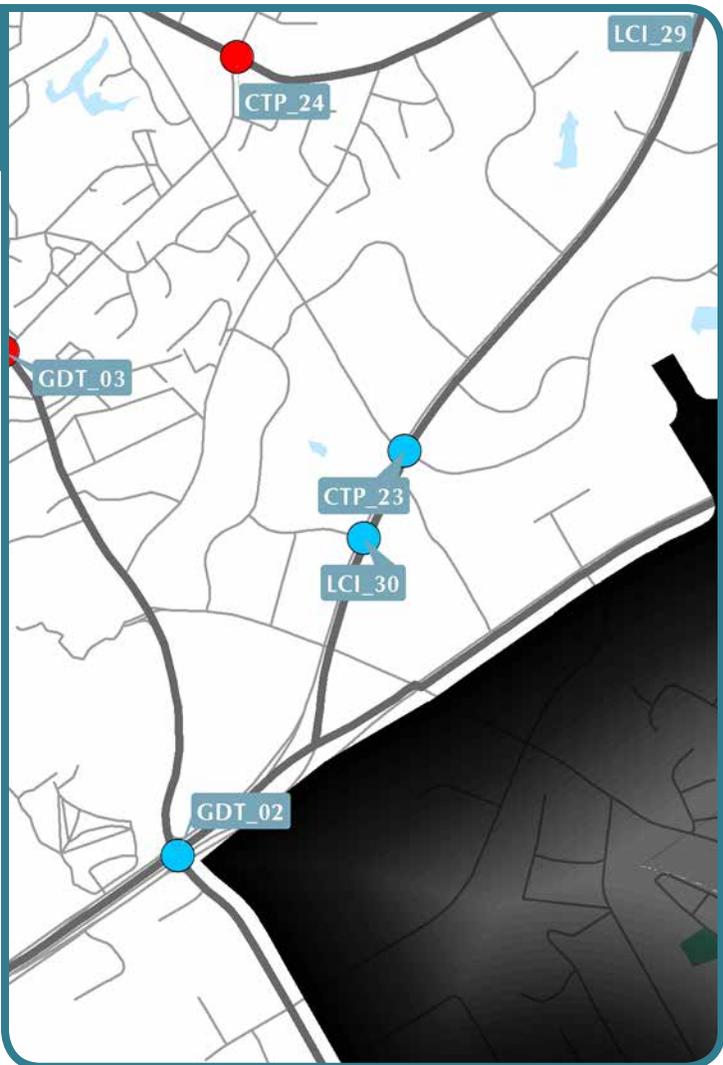
**Proposed Condition:** Addition of left turn guides (puppy/chicken tracks) for eastbound left turn

---

**Implementation Phase:** Short Term (2017-2021)

---

**Additional Notes:** From page 31 of LCI



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$1,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$2,500
<b>Contingency</b>	\$500
<b>Total Cost</b>	\$4,000

# CHAPTER IV: CONCLUSIONS

**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

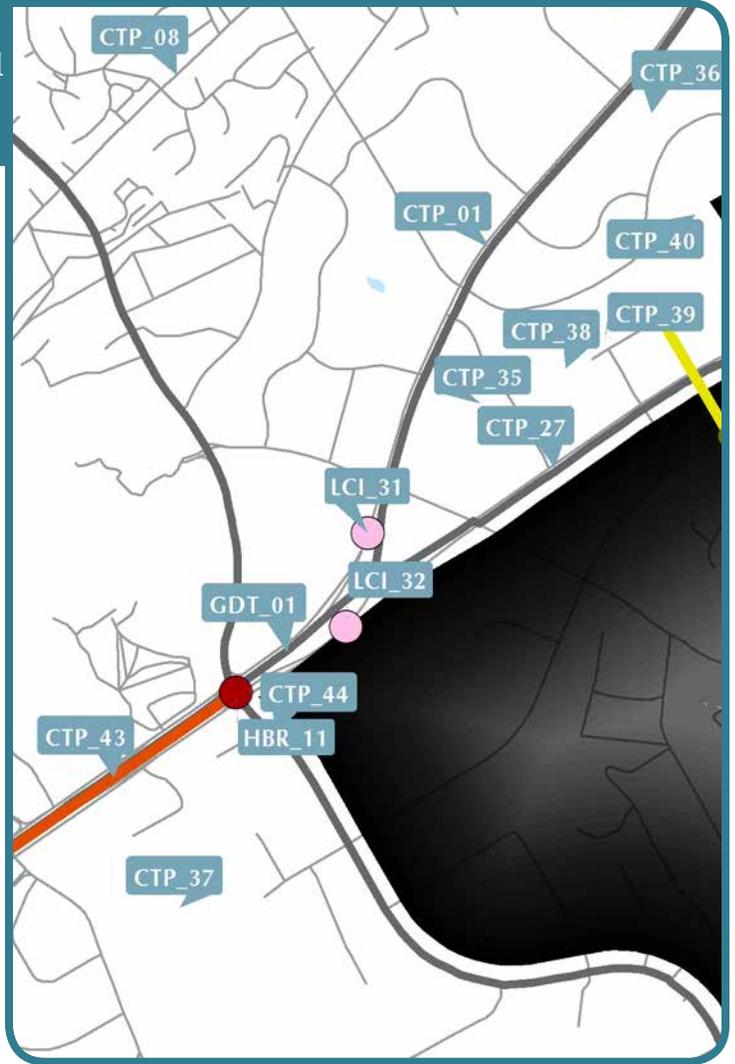
To: Approach to SR 140/Jimmy Carter Boulevard

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
<b>Total Prioritization Score (out of 100)</b>	<b>43.50</b>

## PLANNING LEVEL COST ESTIMATE

Preliminary Engineering	\$75,000
Right of Way	\$40,000
Construction	\$350,000
Contingency	\$105,000
<b>Total Cost</b>	<b>\$570,000</b>

**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

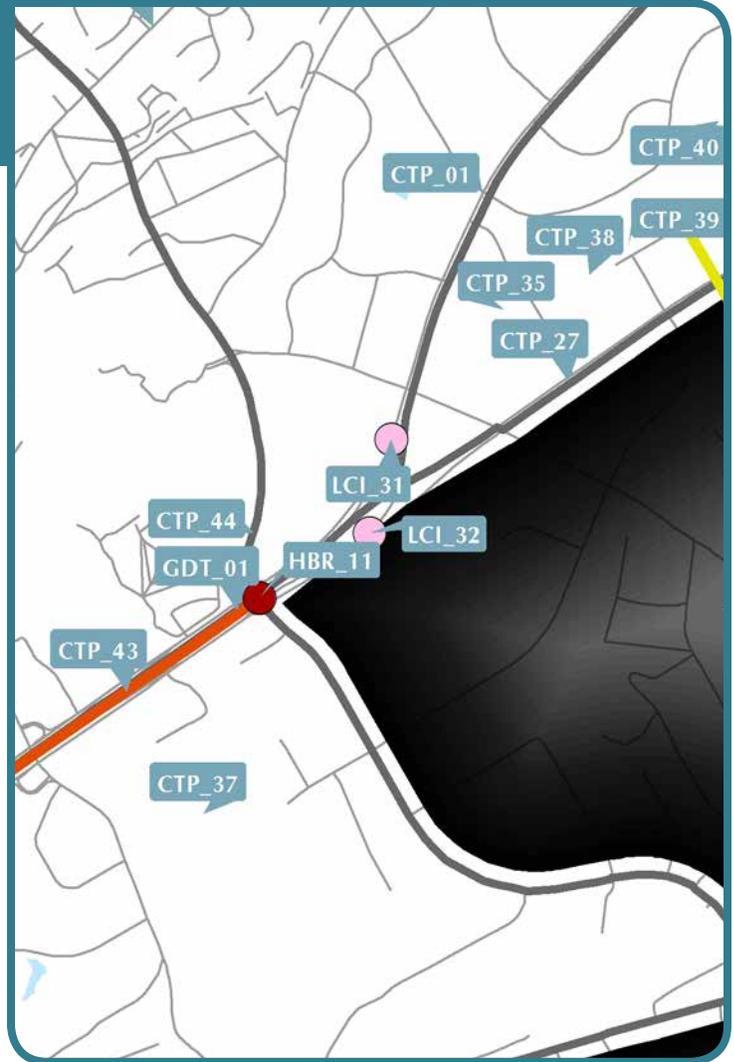
To: SR 141/Peachtree Parkway

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
<b>Total Prioritization Score (out of 100)</b>	<b>42.75</b>

**PLANNING LEVEL COST ESTIMATE**

Preliminary Engineering	\$75,000
Right of Way	\$40,000
Construction	\$350,000
Contingency	\$105,000
<b>Total Cost</b>	<b>\$570,000</b>

# CHAPTER IV: CONCLUSIONS

**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

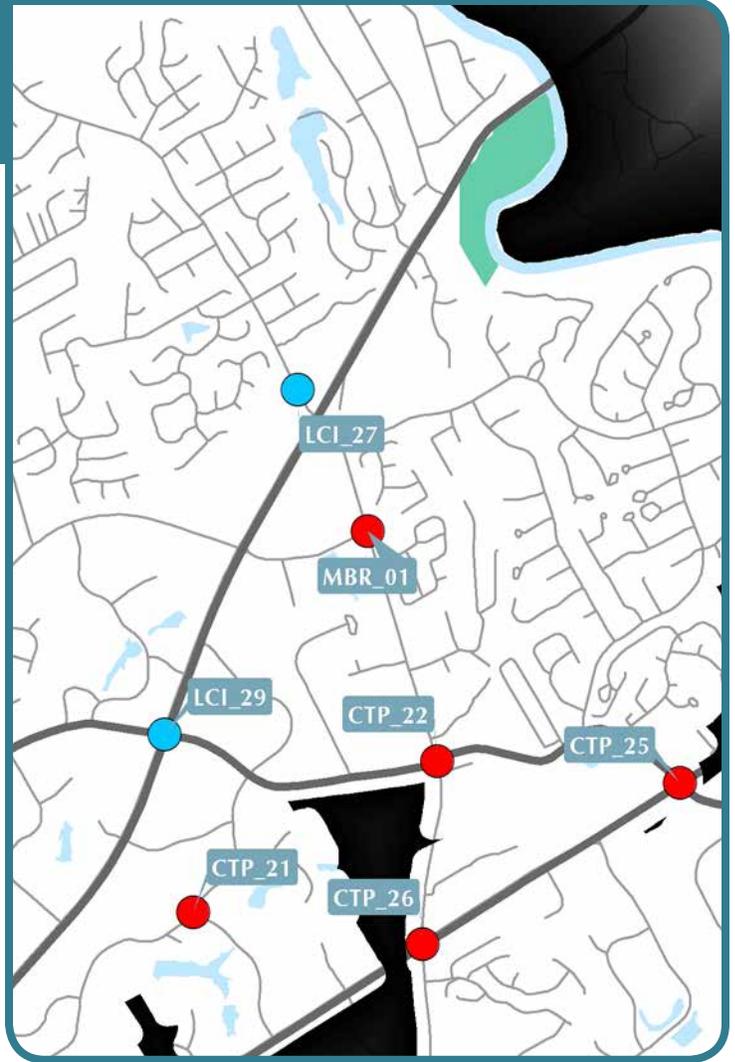
**To:** Peachtree Corners Circle

**Existing Condition:** Signalized intersection

**Proposed Condition:** Roundabout

**Implementation Phase:** Short Term (2017-2021)

**Additional Notes:**



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$113,000
<b>Right of Way</b>	\$52,000
<b>Construction</b>	\$564,000
<b>Contingency</b>	\$58,000
<b>Total Cost</b>	\$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

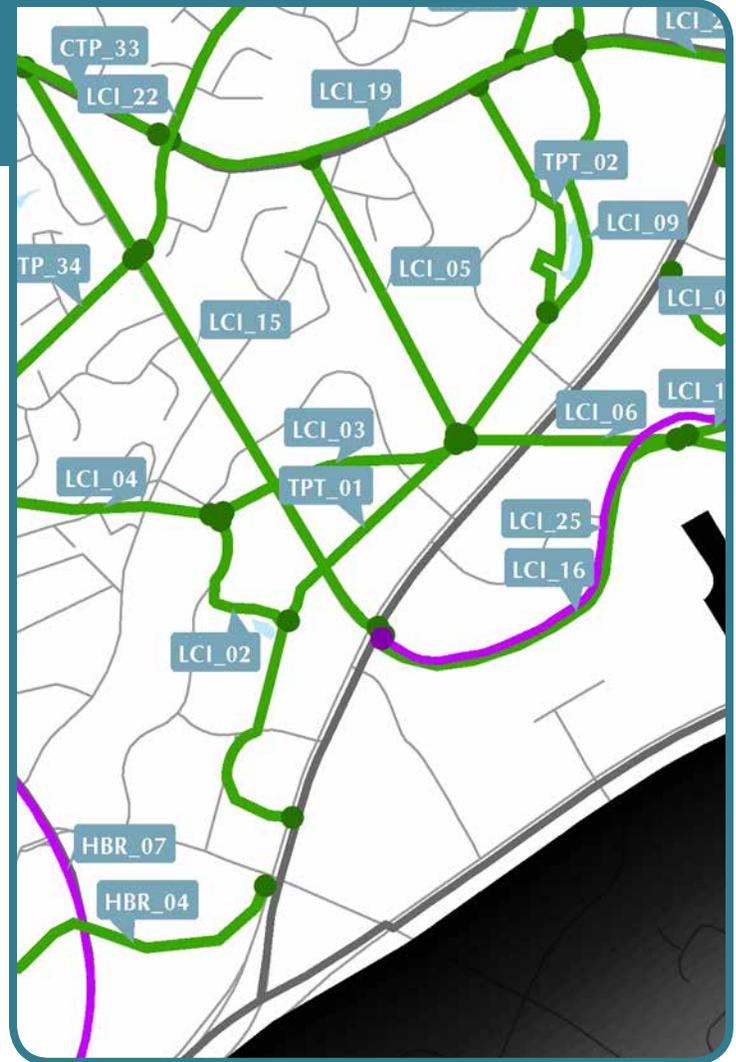
**To:** Junction of LCI\_03, LCI\_05, LCI\_06, and LCI\_09 east of Parkway lane and north of SR 141/Peachtree Parkway

**Existing Condition:** Vacant creekbed

**Proposed Condition:** Multi-use trail

**Implementation Phase:** Mid-Term (2022-2031)

**Additional Notes:**



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$82,000
<b>Right of Way</b>	\$623,000
<b>Construction</b>	\$410,000
<b>Contingency</b>	\$123,000
<b>Total Cost</b>	\$1,238,000

# CHAPTER IV: CONCLUSIONS

## 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

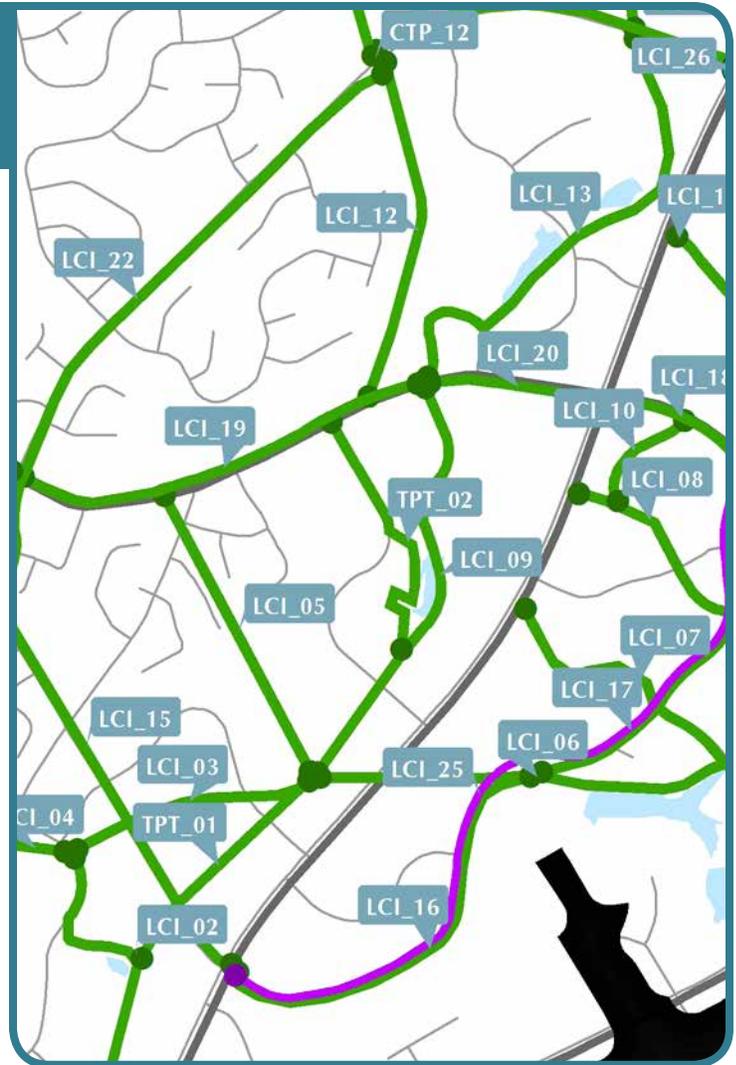
**To:** Peachtree Corners Circle

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$138,000
<b>Right of Way</b>	\$547,000
<b>Construction</b>	\$688,000
<b>Contingency</b>	\$206,000
<b>Total Cost</b>	\$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 apace.



**PRIORITIZATION SCORES**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	TBD
<b>Right of Way</b>	TBD
<b>Construction</b>	TBD
<b>Contingency</b>	TBD
<b>Total Cost</b>	TBD

# CHAPTER IV: CONCLUSIONS

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$62,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$309,000
<b>Contingency</b>	\$93,000
<b>Total Cost</b>	\$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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$9,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$45,000
<b>Contingency</b>	\$14,000
<b>Total Cost</b>	\$68,000

# CHAPTER IV: CONCLUSIONS

**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

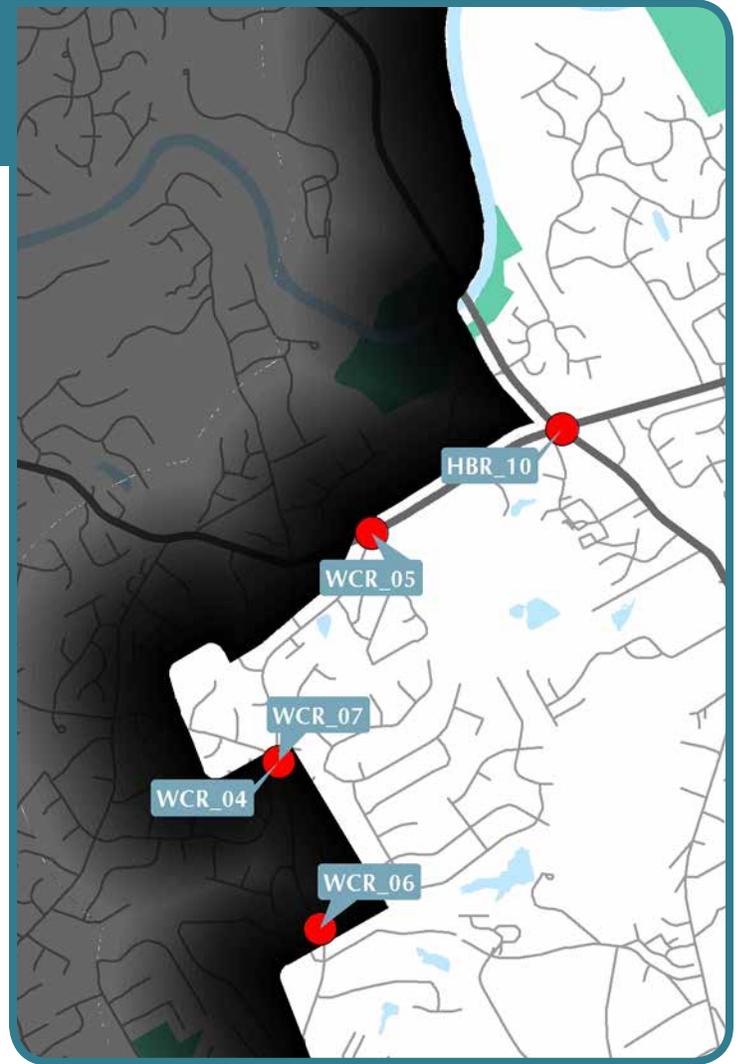
**To:** Spalding Drive

**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

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$1,000
<b>Right of Way</b>	\$41,000
<b>Construction</b>	\$4,800
<b>Contingency</b>	\$1,000
<b>Total Cost</b>	\$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

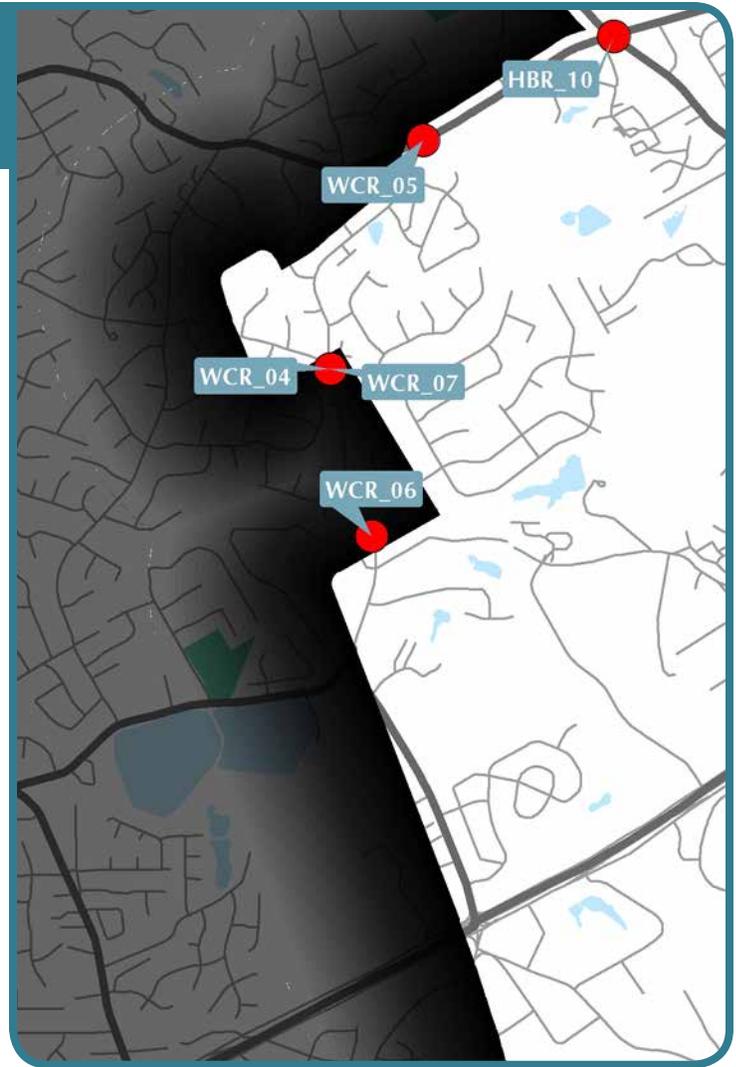
**To:** Sumac Drive

**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**

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

**PLANNING LEVEL COST ESTIMATE**

<b>Preliminary Engineering</b>	\$45,000
<b>Right of Way</b>	\$0
<b>Construction</b>	\$227,000
<b>Contingency</b>	\$68,000
<b>Total Cost</b>	\$340,000

# CHAPTER IV: CONCLUSIONS

**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

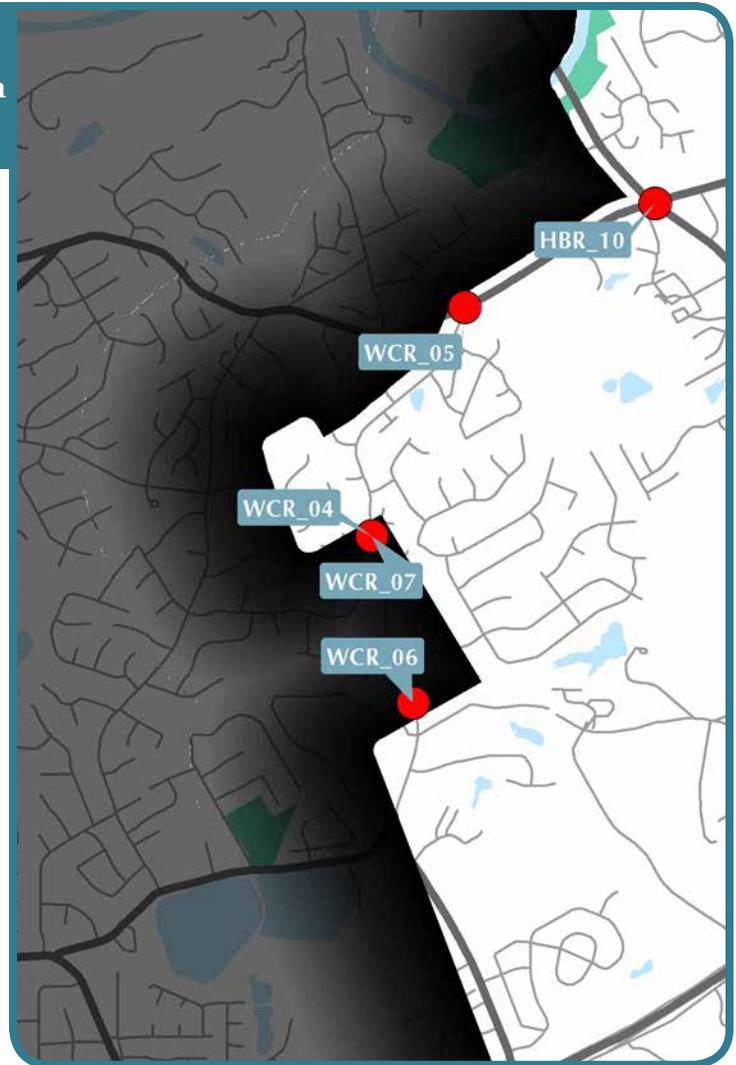
**To:** Dunwoody Club Drive

**Existing Condition:** Signalized intersection

**Proposed Condition:** Roundabout

**Implementation Phase:** Mid-Term (2022-2031)

**Additional Notes:** MT-1 of Winters Chapel Road Study



## PRIORITIZATION SCORES

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

## PLANNING LEVEL COST ESTIMATE

<b>Preliminary Engineering</b>	\$232,000
<b>Right of Way</b>	\$165,000
<b>Construction</b>	\$1,210,000
<b>Contingency</b>	\$363,000
<b>Total Cost</b>	\$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

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

## PLANNING LEVEL COST ESTIMATE

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

# CHAPTER IV: CONCLUSIONS

**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

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

## PLANNING LEVEL COST ESTIMATE

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



# **APPENDIX A: TRAFFIC COUNTS**



# **APPENDIX B: SYNCHRO OUTPUT**



# **APPENDIX C: COMMUNITY ENGAGEMENT**



# **APPENDIX D: PRIORITIZATION SCHEMATIC**