

MEMORANDUM

To: Mayor and City Council
From: Steve Foote, AICP
Date: April 27, 2015
Subject: Winters Chapel Road Area Study.

Background

The City of Dunwoody 2010 Comprehensive Plan addressed the Winters Chapel Redevelopment Area as one of the Character Areas in the Plan. At that time the Plan advocated for tying the area to the rest of Dunwoody through the use of unifying elements characteristic of Dunwoody. It further sought efforts to coordinate redevelopment activities with Gwinnett County.

The Winters Chapel Road Area Study was initiated as a step toward improving the area and addressing pedestrian and streetscape issues throughout the corridor. The City of Peachtree Corners hired Pond to conduct this study and the City of Dunwoody partnered with them in this effort. Staff from both cities has helped facilitate and promote the activities to date. Public workshops were held to obtain input from citizens within the study area. Coordination with the City of Sandy Springs was undertaken to address the section of the corridor within their jurisdiction.

The Final Draft of the Winters Chapel Road Area Study has been prepared and is ready for approval. This will form a document for further study of the area and to determine future improvements in the area concerning sidewalks, lighting, benches, pocket parks, and possible bike facilities. The plan was approved by the Peachtree Corners City Council on April 21, 2015.

Staff Recommendation

Staff recommends approval of the Resolution adopting the Winters Chapel Road Area Study as an addendum to the City's comprehensive plan.

**STATE OF GEORGIA
CITY OF DUNWOODY**

RESOLUTION 2015-04-40

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF DUNWOODY, GEORGIA APPROVING THE WINTERS CHAPEL ROAD AREA STUDY AND INCORPORATING IT INTO THE 2010 COMPREHENSIVE PLAN.

WHEREAS, the City of Dunwoody 2010 Comprehensive Plan identified the need for detailed evaluation of the Winters Chapel Road Area; and

WHEREAS, after thorough analysis and public participation, the City of Dunwoody with assistance from its consultants has completed the Winters Chapel Road Area Study; and

WHEREAS, this study was prepared as a multi-jurisdictional effort and incorporated comments from Peachtree Corners and Sandy Springs;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Dunwoody, Georgia, that the Winters Chapel Road Area Study is hereby approved as presented. It is further resolved that the Winters Chapel Road Area Study shall be incorporated into the 2010 Comprehensive Plan as an appendix to the original document.

SO RESOLVED AND EFFECTIVE, this the 27th day of April, 2015.

Approved:

Mike Davis, Mayor

Attest:

Sharon Lowery, City Clerk

Seal



Transmittal

3500 Parkway Lane, Suite 600, Norcross, GA 30092

PROJECT: PtreeCorners Dunwoody Design Standards 1150186 DATE: 4/22/2015

SUBJECT: Updated Final Draft Recommendations Report CPC/Dunw Winters Chapel Design Stds TRANSMITTAL ID: 00007

PURPOSE: For your use VIA: Info Exchange

FROM

NAME	COMPANY	EMAIL	PHONE
Andrea Greco 3500 Parkway Lane, Suite 600 Norcross GA 30092 United States	Pond & Company	GrecoA@pondco.com	678-336-4927

TO

NAME	COMPANY	EMAIL	PHONE
dwheeler@peachtreecor nersga.gov		dwheeler@peachtreecor nersga.gov	
Steve.Foote@dunwoody ga.gov		Steve.Foote@dunwoodyga. gov	

REMARKS: Hi Diana & Steve

I've made some minor revisions to the main document to include Steve's comments on the document (they don't change the content, just some clarifications/minor corrections) and the Peachtree Corners Council items that we incorporated from last night. Changes in the text are shown annotated with superscript references to notes.

Steve, please use these for your council meeting on Monday. It's best if the council has these in advance.

Andrea

DESCRIPTION OF CONTENTS

QTY	DATED	TITLE	NOTES
1	4/22/2015	2015-04-22_DraftFinalRecs_combined_lowres.pdf	

COPIES:

Michelle Alexander (Pond & Company)



Peachtree Corners – Dunwoody Winters Chapel Road Area Study Final Draft Recommendations | April 7, 2015

With revisions incorporated 4-22-15



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Winters Chapel Road Area Study:

Final Draft Recommendations (*Revised 4-22-15*)

1. INTRODUCTION

The cities of Peachtree Corners and Dunwoody have joined efforts to create the Winters Chapel Road Area Study. The goal of this study and resulting recommendations is to create a cohesive plan for the implementation of projects, maintenance of streetscape elements and zoning and code enforcement in this area.

The study has been guided by the Community Development/Planning Directors of the cities of Peachtree Corners and Dunwoody as well as their respective public work directors. Additional input has come from a public workshop, and meetings with the Planning Commissions and City Councils from both cities.

INPUT FROM MEETING AND WORKSHOPS

As a part of the study, a public workshop was held on February 24, 2015, at the Winters Chapel United Methodist Church. Over 170 were in attendance to review the site analysis, preliminary recommendations and options for projects and design standards. Refer to the Preliminary Recommendations Document for further information (Appendix A).

Meetings with the Peachtree Corners and Dunwoody Planning Commissions occurred on March 10, 2015. The presentation to the Peachtree Corners City Council occurred on March 17, 2015 and to Dunwoody on March 23, 2015. A summary of the comments received at these meetings can be found in Appendix B.

2. SUMMARY OF PROPOSED RECOMMENDATIONS: CORRIDOR IMPROVEMENTS

Based upon site analysis and the input received from the public, City officials, Planning Commissions and City Councils, we have developed recommendations for the cities to implement.

The summary of proposed projects is classified into overall corridor and specific area projects. Attached (Attachment A) are diagrammatic maps showing the corridor divided into 5 sub areas, with locations and types of proposed projects.

2.1 OVERALL CORRIDOR

- Landscaping:
 - Proposed large canopy trees (locations TBD). Every 40' along roadway where no overhead power lines or utilities interfere, sufficient setbacks from roadway and at least 6' of planting bed width exists. Recommended species include:
 - Blackgum (*Nyssa sylvatica*) 2.5"-3" caliper
 - Overcup oak (*Quercus lyrata*) 2.5"-3" caliper



Blackgum



Overcup Oak

- Proposed medium canopy trees (locations TBD). Every 40' along roadway where no overhead power lines or utilities interfere, sufficient setbacks from roadway and at least 4' of planting bed width exists.
 - Trident maple (*Acer buergerianum*) 2"-2.5" caliper
 - American hornbeam (*Carpinus caroliniana*) 2"-2.5" caliper



Trident Maple



American Hornbeam

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- Proposed small canopy trees (locations TBD). Every 30' along roadway where overhead power lines or utilities interfere, sufficient setbacks from roadway and at least 4' of planting bed width exists.
 - Redbud (*Cercis Canadensis*) 2"-2.5" caliper
 - Serviceberry (*Amelanchier x grandiflora* 'Autumn Brilliance') 2"-2.5" caliper



Redbud



Serviceberry

¹Notes: Large Canopy trees are determined by height/width and have the greatest amount of root zone requirements. Medium Canopy trees are determined by height/width and have a medium amount of root zone requirements. Small canopy trees are determined by height width and medium-low root zone requirements.

- Crosswalks /ADA:
 - Striped crosswalks at all roadway and commercial driveway crossings and at apartment/townhome complexes¹. Crosswalks to meet GDOT standard requirements for striping materials and patterns. Thermoplastic striping recommended.
 - Stamped asphalt crosswalks or equal at major roadways including Peachtree Industrial Boulevard, Peeler Road, and Spalding Drive¹. Any of the standard colors or patterns as manufactured by Street Print, or approved equal, can be used. It is recommended that the color be terra cotta or brick.
 - Curb cut ramps to be ADA compliant as specified by GDOT. Detectable warning areas to be yellow to match existing.



Stamped asphalt crosswalk

- Bus Shelters:
 - Simple bus shelters at all stops south of Peeler Road.
 - Refer to site furnishings section for recommended furnishing type.
- Rest areas with benches/ trash receptacles:
 - Benches (6' wide) are proposed approximately every 1000' north of Jones Mill Road. Trash receptacle with recycling to be placed next to bench. Benches to be offset from sidewalk on minimum 5' wide concrete pad¹.
 - Alternate sides of road every 500'.
 - Benches (6' wide) are proposed approximately every 500' from power easement north of Walmart to Peachtree Industrial Boulevard. Trash receptacle with recycling to be placed next to bench. Benches to be offset from sidewalk on minimum 5' wide concrete pad¹.
 - Alternate sides of road every 250'.
 - Refer to site furnishings section for recommended furnishing type.
- Pedestrian Lighting:
 - Pedestrian lighting is recommended with lights approximately 40' on center throughout corridor on both sides of roads. Light spacing to consider street trees and other vegetation and utilities as projects commence. Refer to site furnishings section for recommended fixture type.

2.2 SPECIFIC BASE PROJECTS BY PROJECT AREA

Area 1

Sidewalks:

- 1) 5' wide sidewalks are being proposed by Gwinnett County SPLOST from Dunwoody Club Drive north to Spalding Drive on the east side of the roadway. ADA curb cut ramps/features to be included. Drainage and curb and gutter to be included in selected locations along this area.
- 2) Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Minimum 5' wide with separation from roadway of 5' where possible. ADA curb cut ramps/features to be included.

Pedestrian Crossings/Crosswalks:

- 1) Stamped asphalt crosswalk across north and east sides Winters Chapel Road at Spalding Drive, with pedestrian signal¹.
- 2) Striped crosswalks to be included as part of Gwinnett County SPLOST across minor roadways. ADA ramps to be included.
- 3) Striped crosswalks at road crossings when new sidewalks installed north from Peeler Road to Nesbit Ferry Road on west side of roadway.

Pocket Parks:

- 1) Pocket park in the right-of-way of Winters Chapel Road south of Spalding Glen Drive on east side of road¹.

Other:

- 1) Drainage improvements south of Winters Hill on east side of roadway. Type to be determined.

Area 2

Sidewalks:

- 1) 5' wide sidewalks are being proposed by Gwinnett County SPLOST from Dunwoody Club Drive north to Spalding Drive on the east side of the roadway. ADA curb cut ramps/features to be included. Drainage and curb and gutter to be included in selected locations along this area.
- 2) Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Minimum 5' wide with separation from roadway of 5' where possible. ADA curb cut ramps/features to be included.

Pedestrian Crossings/Crosswalks:

- 1) Stamped asphalt crosswalk across Winters Chapel Road at Dunwoody Club Drive at north side of intersection, and across Dunwoody Club Drive with pedestrian signals at these locations
- 2) Mid-block crossings across Winters Chapel Road across from Congregation Beth Shalom.

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- 3) Striped crosswalks to be included as part of Gwinnett County SPLOST across minor roadways. ADA ramps to be included.
- 4) Striped crosswalks at road crossings when new sidewalks installed north from Peeler Road to Nesbit Ferry Road on west side of roadway.

Pocket Parks/Rest Areas:

- 1) Pocket park within right-of-way south of Marston Way on east side of roadway, possibly under power easement.

Other:

- 1) Drainage improvements south of Marston Way on east side of road.
- 2) Drainage improvements at power easement north of Congregation Beth Shalom on east side.
- 3) Drainage improvements across from Congregation Beth Shalom on west side.
- 4) Investigate potential trail connection along Colonial Pipeline Easement west into Dunwoody.
- 5) 5' wide sidewalks along Dunwoody Club Drive road extending west from Winters Chapel. Configuration of sidewalks to be determined².

Area 3

Sidewalks:

- 1) Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Proposed 5' wide sidewalks with separation from roadway where feasible. ADA curb cut ramps/features to be included.

Pedestrian Crossings/Crosswalks:

- 1) Stamped asphalt crosswalk at Jones Mill Road.
- 2) Striped crosswalks along at road crossings when new sidewalks installed north from Peeler Road to Nesbit Ferry Road on west side of roadway.

Pocket Parks:

- 1) Pocket park within right-of-way along cemetery adjacent to North Atlanta Memorial Park.

Other:

- 1) N/A

Area 4

Sidewalks:

- 1) Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Proposed 5' wide sidewalks with separation from roadway where feasible. ADA curb cut ramps/features to be included.

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- 2) Sidewalk improvements and ADA access improvements at Peeler Road intersection.
- 3) Mid block crossing at the northern end of the east side Water Treatment Plant Property (south of Winters Chapel Crossing Shopping Center²).
- 4) Minimum 5' wide sidewalks along east side, in front of water treatment plant to south of Winterbrook Court. This is proposed as part of Peachtree Corners LMIG projects. Preferred sidewalk width on east side and west sides of Winters Chapel to be 10' wide or wider than 5' as appropriate based upon site conditions. Sidewalk design to incorporate aesthetic curves similar to the sidewalk at Peeler Road².
- 5) Drainage and curb and gutter to be included in selected locations along this area.

Pedestrian Crossings/Crosswalks:

- 1) Striped crosswalks at road crossings when new sidewalks installed north from Peeler Road to Nesbit Ferry road on west side of roadway.

Pocket Parks:

- 1) Pocket parks within Water Treatment Plant frontage. (Location TBD). To be coordinated with DeKalb County Watershed.

Other:

- 1) Bus shelters at bus stops south of Peeler Road on west side of roadway. (Alternate: research highest use bus stops and add in those areas.)
- 2) Drainage improvements across from Winters Chapel Crossing shopping center and slightly north and south.
- 3) Drainage improvements south of Winters Chapel Crossing shopping center along east side of roadway/Water Treatment Plant.
- 4) Possible roadway modification/diet along Water Treatment Plant (both sides). To be coordinated with DeKalb County due to restricted right-of-way.
- 5) Landscaping improvements along Water Treatment Plant (both sides). To be coordinated with DeKalb County in areas of restricted right-of-way.
- 6) Trash receptacles at Peeler Road landscape island.
- 7) Investigate potential trail connection along power easement towards Winter Trail Road and apartments.

Area 5

Sidewalks:

- 1) 5' wide sidewalks along east side, in front of Water Treatment Plant from to Winterbrook Court south to PIB. This is proposed as part of Peachtree Corners LMIG projects. Drainage and curb and gutter to be included in selected locations along this area. Peachtree Corners to

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investigate including curves into the design of the sidewalk along the Water Treatment Plant and not straight through this area.

Pedestrian Crossings/Crosswalks:

- 1) Stamped asphalt crosswalks across Winters Chapel Road at Peachtree Industrial Boulevard with pedestrian signals and ADA accommodations. Possible modification of refuge islands. (To be coordinated with GDOT.)
- 2) Crosswalks across Peachtree Industrial Access Road and underpass with pedestrian signalizations. (To be coordinated with GDOT.)

Pocket Parks:

- 1) Pocket parks within Water Treatment Plant frontage. (Location TBD).
- 2) At vacant lot north of Chevron station on west side of roadway, or acquisition of portion of property for park.

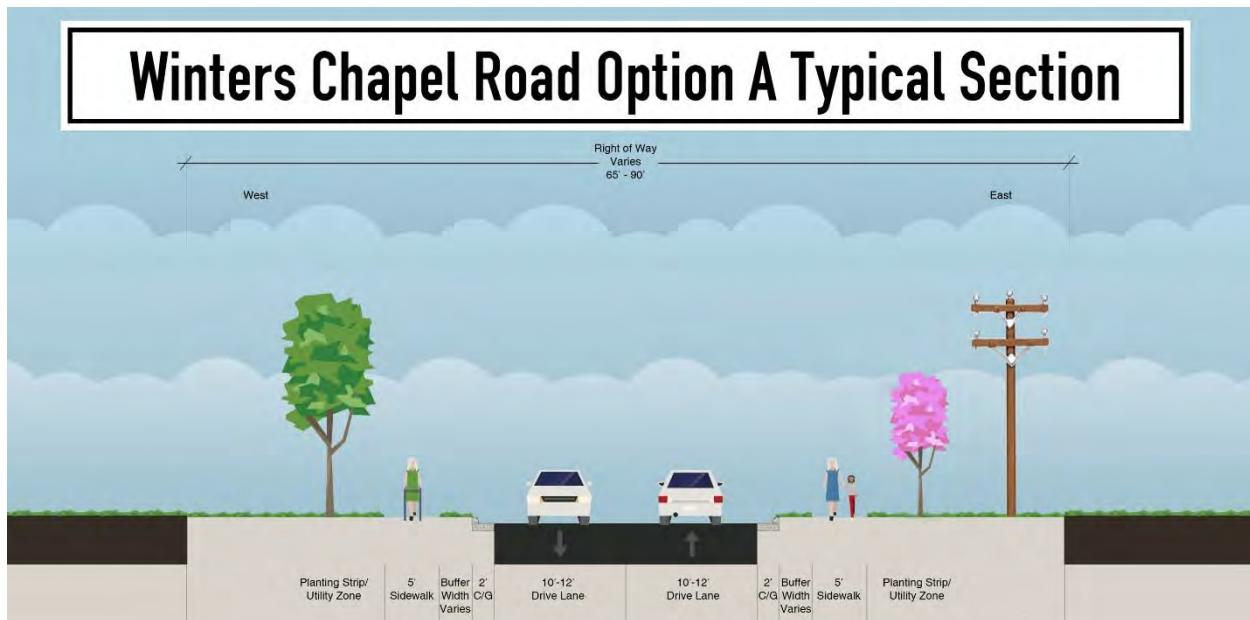
Other:

- 1) Bus shelters at bus stops south of Peeler Road on west side of roadway.
- 2) Landscaping improvements along Water Treatment Plant (both sides). To be coordinated with DeKalb County due to restricted right-of-way.
- 3) Mid-block pedestrian crossing north of Womack Drive. (Not directly at intersection.) Type of mid-block crossing to be investigated/researched by Cities.

2.3 PROJECT LEVEL OPTIONS

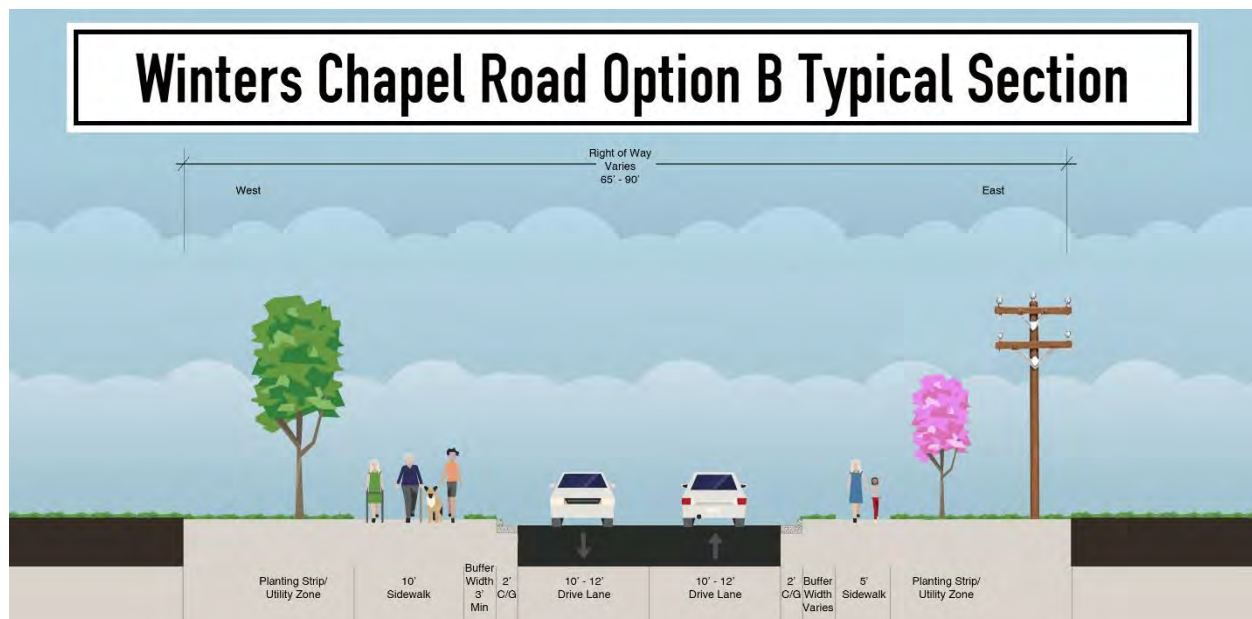
The Cities, the public, and Pond all feel it is important to look at the possibility of bicycle facilities in this corridor. The corridor is not currently suitable for shared lane markings for bicycles due to the posted speed limit in this area. The current pavement width does not accommodate 4'-5' wide bicycle lanes. We are presenting three different recommendation options to the Cities.

Option A) Include sidewalks for the corridor in locations as noted in the Specific Projects: Base Project List. Include all items in Specific Projects: Base Project Lists



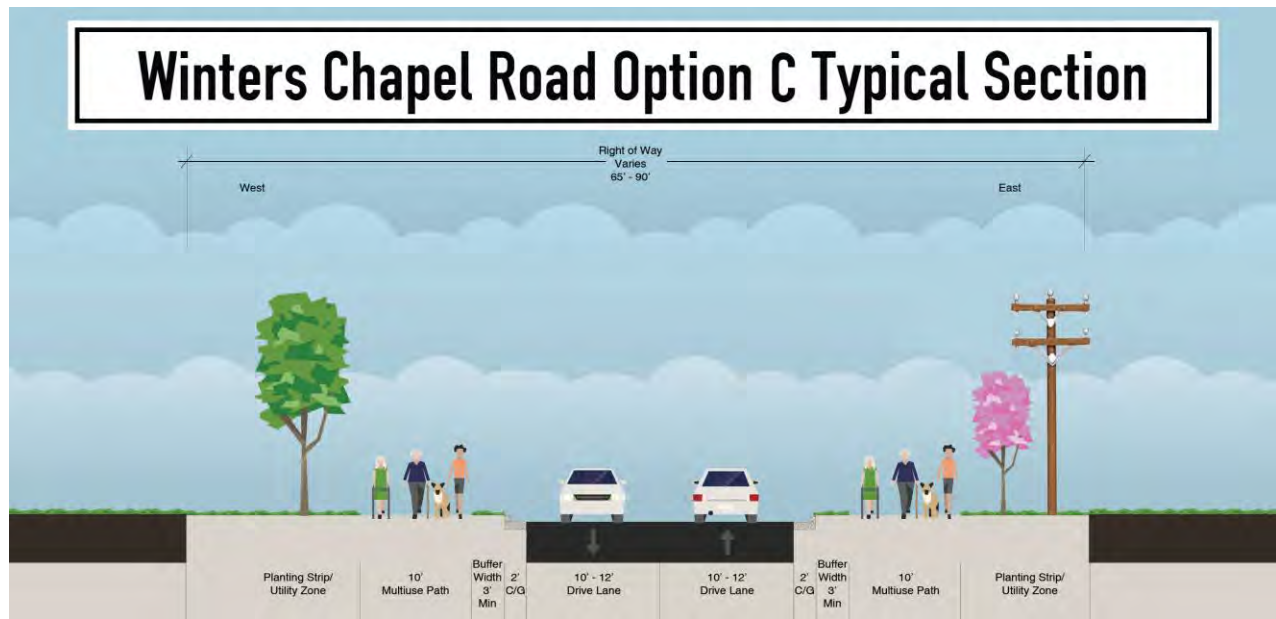
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- Option B1) Substitute a multi-use path for sidewalks on the west side of the road from the transmission easement north of Peeler Road to Fontainbleau Way. Include all other projects from the Specific Projects: Base Project List. Multi-use trail to be compliant with AASHTO guidelines. Associated curb and gutter, trail and roadway signage and related drainage to be included. Some utility line relocations will be required to accommodate trail.
- OPTION B2) Substitute a multi-use path for sidewalks on the west side of the road from the transmission easement north of Peeler Road to Spalding Drive. Include all other projects from the Specific Projects: Base Project List. Multi-use trail to be compliant with AASHTO guidelines. Associated curb and gutter, trail and roadway signage and related drainage to be included. Some utility line relocations will be required to accommodate trail. *Preferred section by Peachtree Corners².*



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- Option C) Widen roadway from Peeler Road north to Spalding Drive to accommodate AASHTO compliant striped bicycle lanes. Include all other projects from the Specific Projects: Base Project List. Associated curb and gutter, trail and roadway signage and related drainage to be included. Utility line relocations will be required to accommodate widening. Construction easements may be needed in some areas.



3. SITE FURNISHINGS

The following types of site furnishings are recommended for the Winters Chapel Corridor in order to enhance the pedestrian experience. These elements will work together to create a cohesive and integrated environment.

Street furniture is recommended as a part of pocket parks and rest areas. The following fixtures are recommended; however, other options which are also durable, weather and vandal resistant may be considered if approved by the Cities.

Note: The City of Peachtree Corners has not committed to site furnishing model recommendations shown in the plan at this time. This includes pedestrian lighting, benches, bus shelters, trash and recycling receptacles. These will be taken as general recommendations with final selections to be decided upon/approved by City staff before design standards established².

SEATING:

Model Classic Model C-138 series as manufactured by Victor Stanley, or an accepted equivalent. Powder coated, Victory Stanley Color – Black



TRASH RECEPTACLES:

36 Gallon trash receptacle, Model A-36 series as manufactured by Victor Stanley, or an accepted equivalent. Powder coated – Victory Stanley Color – Black



RECYCLING RECEPTACLES:

RSDC-36, series as manufactured by Victor Stanley, or an accepted equivalent. Powder coated. Victory Stanley Color – Black



PEDESTRIAN LIGHTING:

“Generation ARC” by Cooper, 150 light by Georgia Power. Light poles to be Grandville by Hapco from Georgia Power. Pole height may not exceed 15’. Shall be placed in the landscape zone at intervals of 40’ on center and must be equal distance from required street trees. Spacing may vary in certain areas along the corridor due to site specific conditions. Lights to have full cutoff. Poles and fixtures must be black in color.



BUS SHELTERS:

Avanti by Daytech, Open front (3 sides wall panel), width 6', length 12'. Jet Black.

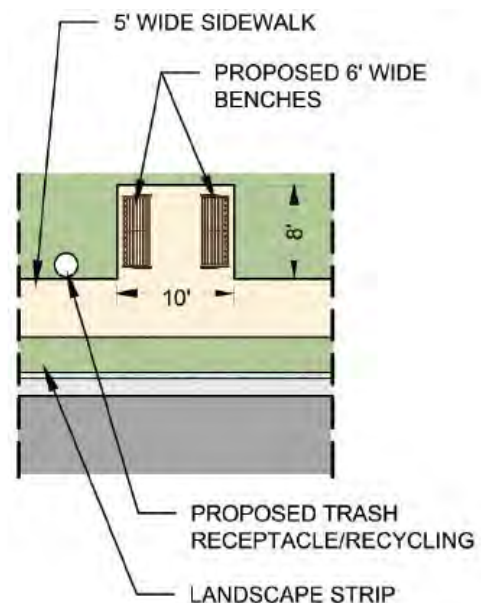
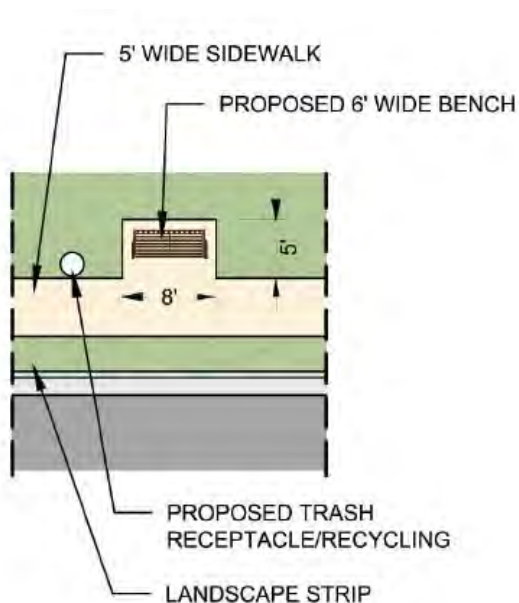


4. STREETSCAPE ENHANCEMENTS

REST AREAS

Rest areas are recommended for several locations within the corridor. The intent of the rest areas is to create spaces of respite for people during their walks or rides. These are two recommendations for rest area design depending on the individual locations and amount of right-of-way and appropriate space.

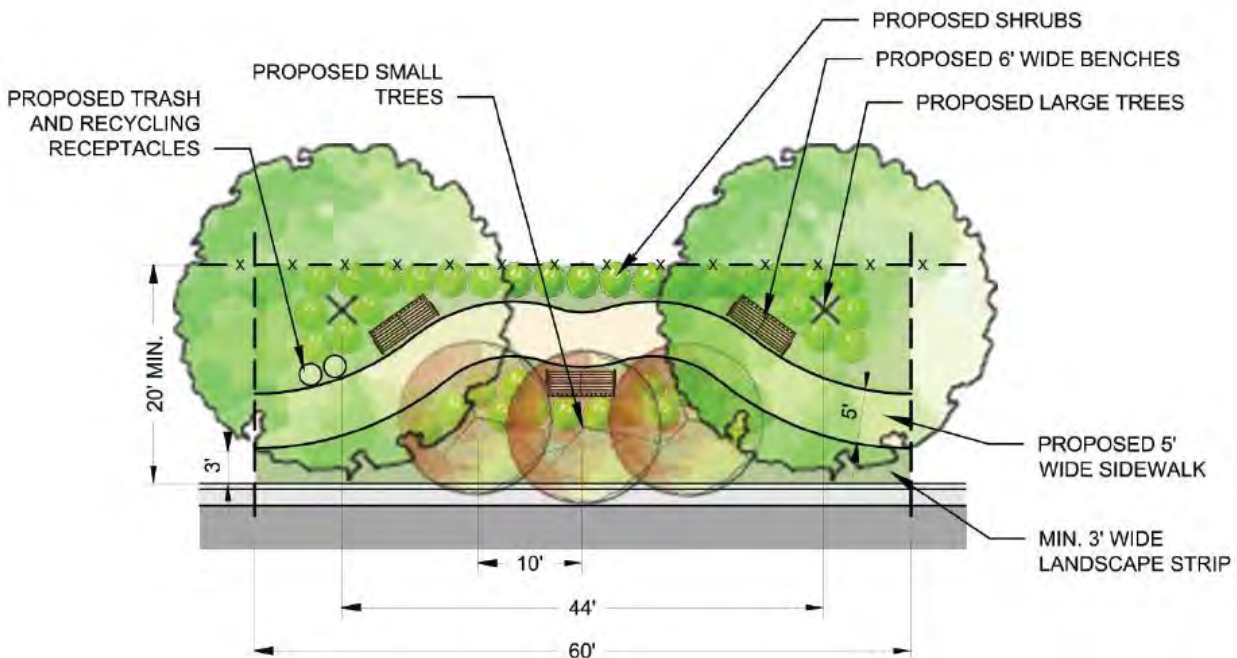
REST AREA EXAMPLES: Not to Scale



POCKET PARKS

The pocket parks proposed will enhance the visual appearance of the corridor as well as the user experience. They are to be designed in order to create a secure and attractive space for users that is larger than the typical rest area. Sidewalk may spur out from main sidewalk as separate path or main sidewalk may be designed to weave through pocket park depending on right of way space available. Actual pocket park designs and planting materials may vary, and the Cities may consider the acquisition of additional right-of-way to enlarge the pocket parks.

POCKET PARK EXAMPLE: Not to Scale



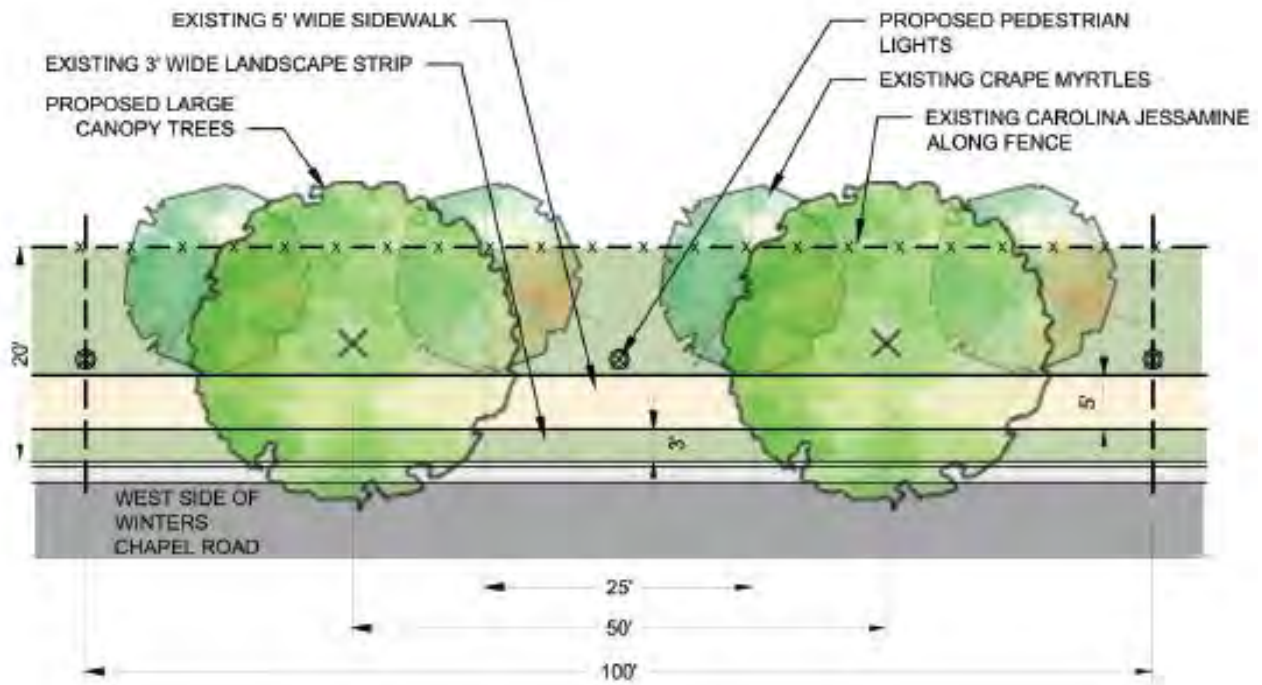
CROSSWALKS

For most of the crosswalks through the corridor, typical thermoplastic applications of striping are recommended. For the areas at Peachtree Industrial Boulevard, Peeler Road and Spalding Drive, stamped asphalt is recommended.

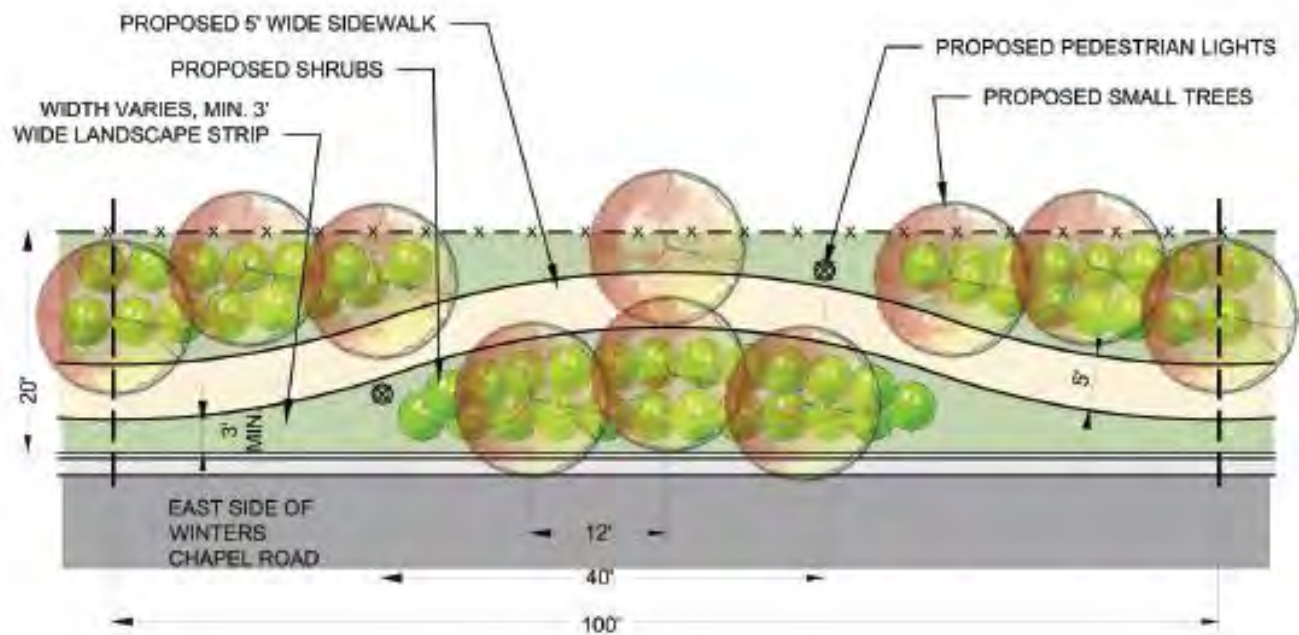
LANDSCAPE ENHANCEMENTS AT DEKALB WATER TREATMENT PLANT FRONTAGE

There is considerable frontage at the DeKalb Chandler Water Treatment plant on both sides of Winters Chapel Road. The west side has some decorative security fencing and landscaping and sidewalks, while the east side currently is lined with chain link fence with barbed wire. There are also overhead power lines on the east side. Both the community and City officials felt that these areas needed visual and functional improvement. We have recommendations for enhanced landscaping as appropriate on either side of the roadway. Due to right-of-way limitations, cooperation with DeKalb County will be necessary to implement some of these enhancements.

WEST SIDE LANDSCAPE ENHANCEMENT EXAMPLE: Typical 100' Length Section; Not to Scale



EAST SIDE LANDSCAPE ENHANCEMENT EXAMPLE: Typical 100' Length Section; Not to Scale



5. PRIORITY PROJECTS

It is recommended that lighting, drainage improvements, and site furnishings/rest areas be installed at the same time as sidewalks and curb and gutter improvements occur. If possible, street trees and pocket parks should also be installed at this time. If funding is not available, street trees and pocket parks may be phased in as funding allows.

Should the construction of sidewalks to complete the gaps not be funded as one project, the following areas should be given priority status. This is based upon projects that will have the most impact on the users of the corridor and in the areas where use is greatest.

1. Comprehensive sidewalks/trail construction:

Sidewalks from Peachtree Industrial intersection to Winterbrook Court on east side of road (*already funded*). This section will connect a heavily used route from the commercial district near Peeler Road south to the transit served area and commercial area at Peachtree Industrial.

Sidewalks from Peeler Road intersection north to Fountainbleau on west side of road. This will connect several neighborhoods to the commercial district at Peeler Road.

2. Spot Improvements:

Pedestrian improvements at Winters Chapel/Peachtree Industrial Blvd intersection including pedestrian signalization, stamped asphalt crosswalks and ADA curb ramps. This is an area heavily used by pedestrians that currently lacks any pedestrian accommodations. It is a large intersection that will need to be coordinated with GDOT because it is within state right-of-way.

Peeler Road intersection: Stamped asphalt crosswalks. There was a lot of public input requesting better pedestrian facilities in this area. Stamped asphalt crosswalks will draw attention to crosswalks to both pedestrians and motorists and improve the aesthetics of this intersection.

Mid-Block crossing at Beth Shalom (*after sidewalks on west side of road are installed*). There is high pedestrian traffic from the neighborhoods surrounding the synagogue. This would assist in providing safe crossings for pedestrians from the west side of the roadway.

Landscaping along east side of road along Dekalb Chandler Water Treatment Plant. The public and City officials called for a need to enhance the appearance and treatment of the edge of the water treatment plant property.

Mid-block crossing at Womack Drive (*after sidewalks installed on east side of road*). Both the public and City officials were concerned about the high amount of pedestrian crossings in this area due to density of housing and the existing bus stops in this area. This would address the need for safer crossings within this area of the corridor.

Pocket Park at Power Easement north of Walmart. The cities have an opportunity to create a community resource in this underutilized space. It is recommended that they implement a pocket park in this area and possibly look to the power company and property owners in this area to see if it is possible to acquire additional land and create an expanded pocket park.

Bus Shelters. It is recommended that bus shelters be installed as a priority project. If the Cities want to phase in the installation of shelters it is recommended that they investigate which stops have the highest use and prioritize those particular shelters.

6. COST ESTIMATE DESCRIPTIONS

As a part of the recommendations, cost estimates have been prepared for the 4 Project Level Options A, B1, B2, and C in Attachment B. The estimates are conceptual at this level due to varying unknown conditions regarding utilities, soils, construction easement costs and other items that would need to be resolved through detailed surveys, utility coordination and schematic drawings. A 35% contingency has been added to cover these unknown conditions. Percentage estimates for design and contractor mobilization have also been included. Actual prices will vary with market cost fluctuations and inflation depending upon the time of project implementation.

The estimates break down the corridor into 6 segments with logical termini. Those include:

Segment 1: East Side: Spalding Drive to Dunwoody Club Drive

Segment 1: West Side: Spalding Drive to Dunwoody Club Drive

Segment 2: East Side: Dunwoody Club Drive to Peeler Road

Segment 2: West Side: Dunwoody Club Drive to Peeler Road

Segment 3: East Side Peeler Road to Peachtree Industrial Intersection (south side of intersection)

Segment 3: West Side Peeler Road to Peachtree Industrial Intersection (south side of intersection)

The estimates are broken down within these segments to show the various items that make up the projects.

7. ADDITIONAL INFORMATION

TRAFFIC OPERATIONS ANALYSIS

The City of Peachtree Corners requested that a traffic operations analysis be completed concurrent with the Winters Chapel Design Standards Study. The study will diagnose the challenges along the corridor, determine what improvements are appropriate and feasible and develop a recommended implementation strategy. Recommendations will be included in the final document.

PROPOSED RECOMMENDATIONS: ZONING AND DEVELOPMENT CODE

Proposed changes to the zoning and development codes for Peachtree Corners and Dunwoody are included in Attachment C.

PROPOSED RECOMMENDATIONS: MAINTENANCE PLAN AND SCHEDULES

Proposed maintenance plan and schedules for landscaping and streetscape fixtures for Peachtree Corners and Dunwoody are included in Attachment D.

BUS SHELTERS

The team contacted MARTA's Bus Service representative to begin the process of requesting bus shelters and benches through existing MARTA funds. **The evaluation process** to determine whether there is a) sufficient ridership to warrant these additional amenities and b) sufficient funds to provide them takes up to **90 days**.

Pond contacted Charles Rosa at MARTA to determine whether and how cities may work with MARTA to fund shelters and/or benches should MARTA not have funds to provide.

Pond will coordinate with the Cities to ensure that follow-up steps are taken, which will depend on MARTA's responsiveness.

Here is the process to initiate bus shelters/benches, as published by MARTA (directly from MARTA):

A: Request Process

To request a MARTA Bus Shelter/Bench, please contact MARTA's Customer Service Center at 404-848-5000 Monday - Friday between the hours of 8:00am -5:00pm. Select your language choice then press option 3 then option 3 again to speak to a Customer Care Representative.

Provide the Customer Care Representative with an address, or the street where the bus stop is located, along with the closest intersection to the requested bus stop, and contact information (name, phone number, address and email address).

The Representative will then provide a tracking number which can be used to obtain status of the request if needed. The request will be forwarded to the MARTA Bus Shelter/Bench Program where it will be processed.

Upon receipt of the Bus Shelter/Bench request, the MARTA Bus Shelter/Bench Coordinator will begin the evaluation process and provide the MARTA Customer Service Center with the initial findings within five business days of receipt, and also continuous updates throughout the process if necessary. A Customer Care Representative will contact the Requestor upon receipt of the updates.

Bus Shelter/Bench Installation

The installation of a MARTA Bus Shelter or Bench is based on a ranking process that takes into consideration the number of passengers that board at the specific bus stop location as well as other important criteria, in conjunction with existing budgetary limitations. While a request for a bus shelter or bench will be accepted and may meet the MARTA Service Standard we are not funded to the level that all requests can be filled.

It is MARTA desire to provide you with protection from the elements enhance your comfort and safety while you wait on a MARTA bus within MARTA's service area, DeKalb County, Fulton County and the City of Atlanta. Requests like yours provides input which help us to serve all of our customers better.

Winters Chapel Road Area Study Rev 4-22 -15 Final Draft Recommendations

Bus Shelter and Bench requests are received from individual customers along with community leaders, elected officials and other sources. Before we can make a decision regarding installation it will be necessary to conduct an evaluation consisting of the following criteria:

1. *Daily Boardings. (7-14 for a bench and 15 or greater boarding per day for a shelter)*
2. *Number of bus routes served.*
3. *Proximity to other shelters/benches.*
4. *Equal distribution of shelters/benches in service area.*
5. *Proximity to Activity Centers.*
6. *Physical attributes of the requested site*

Within five days of receipt of the shelter/bench request:

- *The requestor will receive a "Request Acknowledgment Letter indicating that the site meets the criteria above and will be evaluated for a shelter or bench. Due to the heavy volume of requests and the time needed for the evaluation process, please allow a minimum of 90 days to receive a response.*
- *If the site does not qualify based on the criteria above, the requestor will receive a "Low Ridership Denial Letter" indicating the site does not meet MARTA's Service Guideline.*

Within the 90 days of evaluation:

- *If the site cannot accommodate a concrete pad due to: slopes, insufficient set back of 10-foot setback allowance from the roadway, blockage of the view of turning vehicles, limited space or blockage to guardrail/barrier, fire hydrants or utilities. A "Site Condition Denial Letter" will be issued. MARTA must adhere to the Zoning and established local or state government setback requirements.*
- ***If the site is approved*** for installation. It will be added to MARTA's list of shelters approved for installation, the requestor will be notified when it will be determined to construct the shelter or bench which is dependent on available funding, ranking, easement approval from property owners if applicable, and permitting from the local jurisdiction.

Upon installation, all the shelters and benches are serviced by the Contractor, through the telephone #1-866-535-0937 that can be found on all of the shelters and benches. For broken glass or graffiti sites, they will be serviced with 12 hours, and for trash pickup sites, they will be serviced within twenty hours.

For a more efficient way to request for MARTA to consider placing a shelter or bench at a particular bus stop, please call MARTA's Customer Care Center at (404) 848-5000. When you call, please be ready to provide the following information: your name, phone number and the exact address/location. If the location is near an intersection, you must provide the names of both streets and the city. If the stop is near a business, please provide the exact name and address of the business.

8. CONCLUSIONS AND NEXT STEPS

The information included in this report gives recommendations on the types of improvements, priorities, and strategies the Cities should implement in the Winters Chapel Corridor. It should be noted that cooperation with GDOT, City of Sandy Springs, DeKalb County Watershed, and private landowners and subdivision groups will need to be continuous as projects are implemented. The next step in the process will be for the cities to decide which of the options they want to adopt and update the codes and standards based upon the recommendations in this report, and begin to identify projects for implementation. They will also need to evaluate their staffing and maintenance budgets to accommodate changes in the streetscape as they occur.

NOTES:

¹ Revised per Dunwoody staff comments, 4-22-15

² Revised per Peachtree Corners City Council comments, 4-22-15

Attachment A: Corridor Improvement Maps

AREA 2 PRELIMINARY RECOMMENDATIONS

PEDESTRIAN IMPROVEMENTS

- Sidewalks are being proposed by Gwinnett County SPLOST from Dunwoody Club north to Spalding on the east side of the roadway. ADA curb cut ramps and crosswalks to be included.
- Sidewalks north from Peeler Road to Spalding Drive on west side of roadway are proposed. Minimum 5' wide with separation from roadway. ADA curb cut ramps and crosswalks to be included.
- Sidewalk connection to future sidewalks planned on north side of Dunwoody Club Drive.
- Striped crosswalk across Winters Chapel and Dunwoody Club Drive with pedestrian signal.
- Consider mid-block crossing across from Congregation Beth Shalom. Additional study required.



PARK SPACE

- Pocket park in right of way south of Marston Way on east side of road, possibly under power easement.
- Potential trail connection along Colonial Gas Easement west into Dunwoody should be explored.

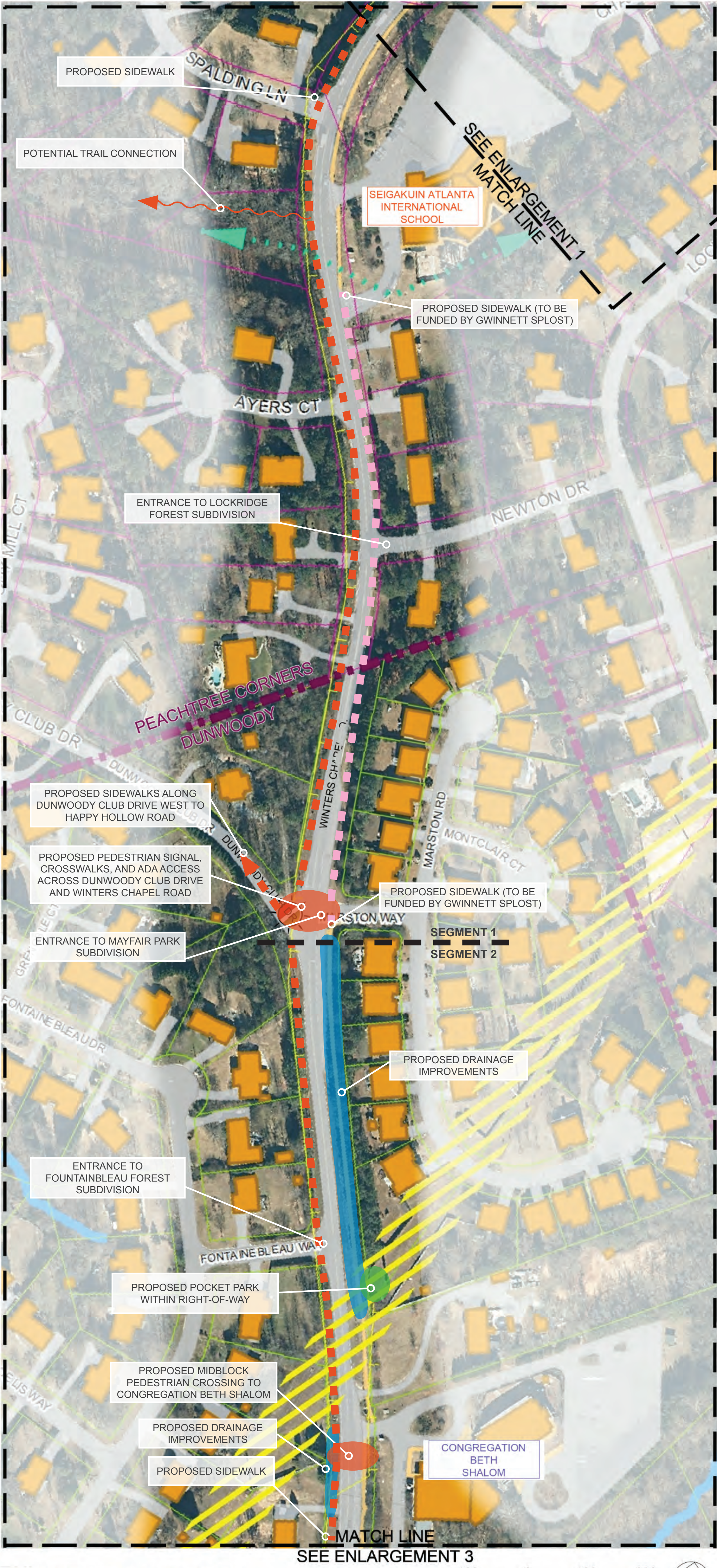


OTHER IMPROVEMENTS

- Drainage improvements south of Marston Way on east side of road.
- Drainage improvements at power easement north of Congregation Beth Shalom on east side of road
- Drainage improvements across from Congregation Beth Shalom on west side.
- Pedestrian lighting at regular intervals through corridor on both sides of roadway.
- Rest areas at regular intervals through corridor on both sides of roadway.
- Street trees at regular intervals through corridor on both sides of roadway.



KEY PLAN
NTS



AREA 3 PRELIMINARY RECOMMENDATIONS

PEDESTRIAN IMPROVEMENTS

- Sidewalks north from Peeler Road to Spalding Drive on west side of roadway are proposed. Minimum 5' wide with separation from roadway. ADA curb cut ramps and crosswalks to be included.



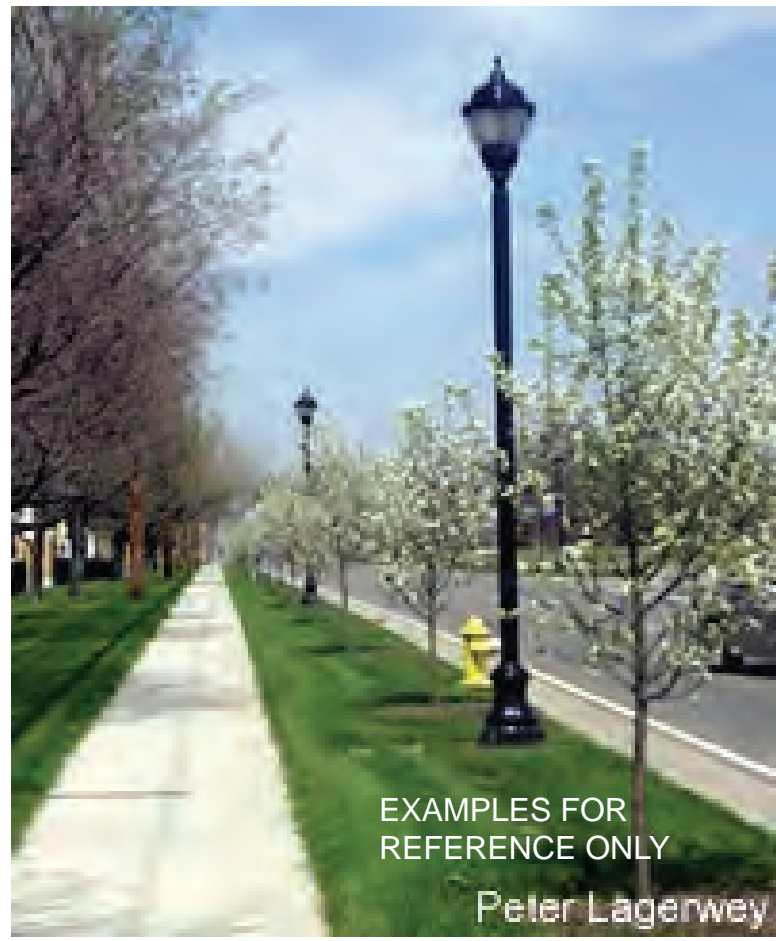
PARK SPACE

- Pocket park in right of way adjacent to North Atlanta Memorial Park



OTHER IMPROVEMENTS

- Pedestrian lighting at regular intervals through corridor on both sides of roadway.
- Rest areas at regular intervals through corridor on both sides of roadway.
- Street trees at regular intervals through corridor on both sides of roadway.



WINTERS CHAPEL ROAD CORRIDOR PEACHTREE CORNERS AND DUNWOODY

Legend			
	COUNTY BOUNDARY		GA POWER EASEMENT
	BUILDING FOOTPRINT		OVERHEAD POWER LINES
	SIDEWALK/WALKWAY		COLONIAL GAS EASEMENT
	ROAD/DRIVEWAY/PARKING		STREAMS
	SURFACE WATER		BUS STOPS
	WETLANDS		TRAFFIC SIGNALS
	DUNWOODY PARCELS		PROPOSED SIDEWALK
	PEACHTREE CORNERS PARCELS		PROPOSED SIDEWALK TO BE FUNDED BY OTHERS
			POTENTIAL TRAIL CONNECTION
			PROPOSED PROJECT
			PROPOSED DRAINAGE IMPROVEMENTS
			PROPOSED POCKET PARK
			PROPOSED BUS SHELTER

AREA 4 PRELIMINARY RECOMMENDATIONS

PEDESTRIAN IMPROVEMENTS

- Sidewalks north from Peeler Road to Spalding Drive on west side of roadway are proposed. Minimum 5' wide with separation from roadway. ADA curb cut ramps and crosswalks to be included.
- Sidewalks are being proposed by Peachtree Corners LMIG along the east side of Winters Chapel road in front of water treatment plant north to Winterbrook Court.
- Stamped asphalt crosswalks at the intersection of Peeler Road and Winters Chapel Road.



PARK SPACE

- Pocket park within water treatment plant frontage (exact location TBD)
- Investigate potential trail connection along power easement toward Winter Trail Road and apartments.
- Investigate potential trail connection to Peeler Road Greenway

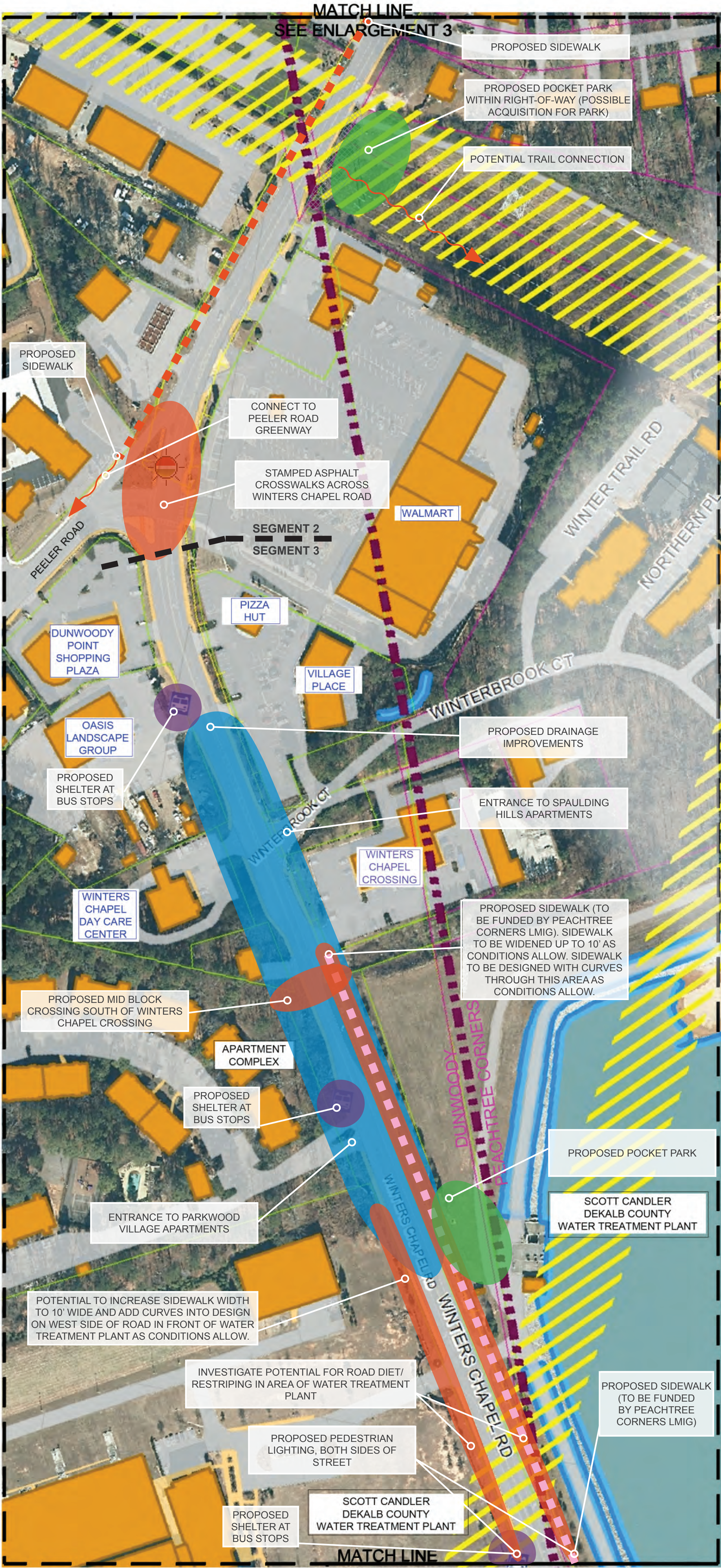


OTHER IMPROVEMENTS

- Bus shelters at bus stops south of Peeler Road on west side of Winters Chapel.
- Drainage improvements extending north and south from Winters Chapel Crossing shopping center.
- Landscaping along water treatment plant frontage on both sides. To be coordinated with Dekalb County due to restricted right of way in some areas.
- Pedestrian lighting at regular intervals through corridor on both sides of roadway.
- Rest areas at regular intervals through corridor on both sides of roadway.
- Street trees at regular intervals through corridor on both sides of roadway.



KEY PLAN
NTS



WINTERS CHAPEL ROAD CORRIDOR

PEACHTREE CORNERS AND DUNWOODY

Legend

	COUNTY BOUNDARY		GA POWER EASEMENT		PROPOSED SIDEWALK
	BUILDING FOOTPRINT		OVERHEAD POWER LINES		PROPOSED SIDEWALK TO BE FUNDED BY OTHERS
	SIDEWALK/WALKWAY		COLONIAL GAS EASEMENT		POTENTIAL TRAIL CONNECTION
	ROAD/DRIVEWAY/PARKING		STREAMS		PROPOSED PROJECT
	SURFACE WATER		BUS STOPS		PROPOSED DRAINAGE IMPROVEMENTS
	WETLANDS		TRAFFIC SIGNALS		PROPOSED POCKET PARK
	DUNWOODY PARCELS				PROPOSED BUS SHELTER
	PEACHTREE CORNERS PARCELS				

AREA 5 PRELIMINARY RECOMMENDATIONS

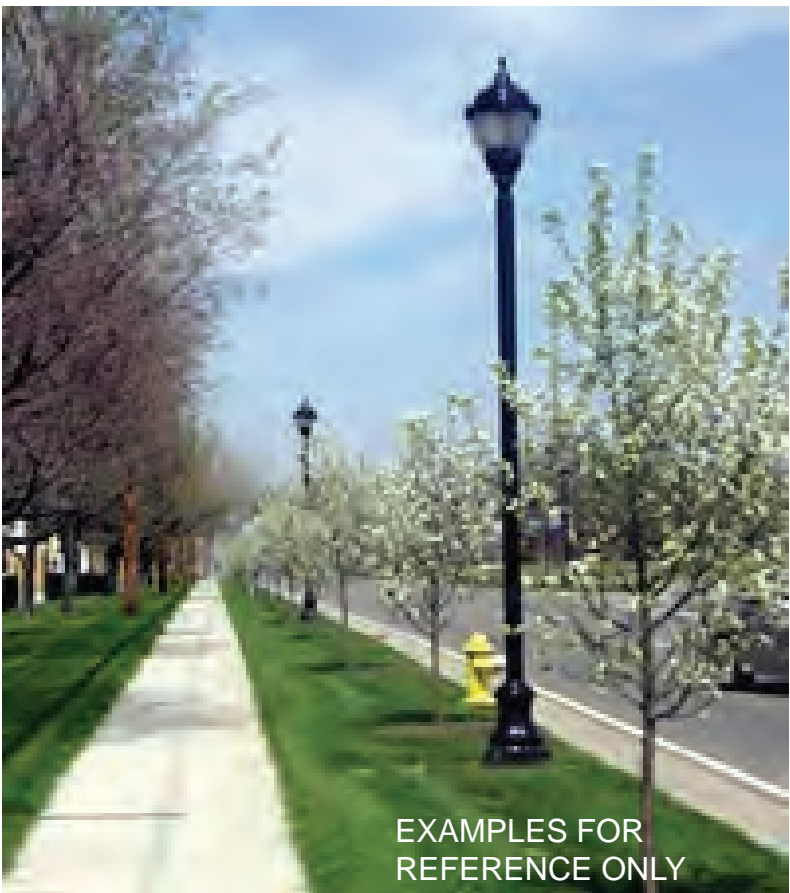
PEDESTRIAN IMPROVEMENTS

- Sidewalks are being proposed by Peachtree Corners LMIG along the east side of Winters Chapel road in front of water treatment plant north to Winterbrook Court.
- Stamped asphalt crosswalk across Winters Chapel at Peachtree Industrial Access Road with pedestrian signals and ADA accommodations. Possible modification of refuge islands.
- Crosswalks across Peachtree Industrial Access Road and underpass with pedestrian signalization (coordinate with GDOT)



LIGHTING

- Pedestrian lighting on both sides of road at regular intervals throughout corridor on both sides of roadway.



PARK SPACE

- Pocket park within water treatment plant frontage (exact location TBD)
- Pocket park at vacant lot north of Chevron station on west side of road, or acquisition of additional property for park.



OTHER IMPROVEMENTS

- Bus shelters at bus stops south of Peeler Road on west side of Winters Chapel.
- Landscaping along water treatment plant frontage on both sides. To be coordinated with Dekalb County due to restricted right of way.
- Rest areas at regular intervals through corridor on both sides of roadway.
- Street trees at regular intervals through corridor on both sides of roadway.



WINTERS CHAPEL ROAD CORRIDOR

PEACHTREE CORNERS AND DUNWOODY

Legend			
	COUNTY BOUNDARY		GA POWER EASEMENT
	BUILDING FOOTPRINT		OVERHEAD POWER LINES
	SIDEWALK/WALKWAY		COLONIAL GAS EASEMENT
	ROAD/DRIVEWAY/ PARKING		STREAMS
	SURFACE WATER		BUS STOPS
	WETLANDS		TRAFFIC SIGNALS
	DUNWOODY PARCELS		PROPOSED SIDEWALK
	PEACHTREE CORNERS PARCELS		PROPOSED SIDEWALK TO BE FUNDED BY OTHERS
			POTENTIAL TRAIL CONNECTION
			PROPOSED PROJECT
			PROPOSED DRAINAGE IMPROVEMENTS
			PROPOSED POCKET PARK
			PROPOSED BUS SHELTER

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Attachment B: Cost Estimates

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION A (Base)

TOTAL Segment 1, East side of Winters Chapel Rd. (not funded by Gwinnett SPLOST)	\$954,761.02
TOTAL Segment 1, West side of Winters Chapel Rd.	\$1,752,063.48
TOTAL Segment 2, East side of Winters Chapel Rd.	\$1,242,528.90
TOTAL Segment 2, West side of Winters Chapel Rd.	\$1,937,831.82
TOTAL Segment 3, East side of Winters Chapel Rd. (not funded by Peachtree Corners LMIG)	\$1,277,382.52
TOTAL Segment 3, West side of Winters Chapel Rd.	\$1,271,985.30
TOTAL Winters Chapel Road Proposed Improvements	\$8,436,553.04

Total includes 5% contractor mobilization, 9% design and engineering fees, and 35% concept level contingency.

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION A (BASE)

Segment 1, East side of Winters Chapel Rd. (Spalding Drive to south side of intersection at Dunwoody Club Dr.)

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	400	\$15,760.00
Traffic Control (to be funded by Gwinnett SPLOST)	HR	\$39.40	800	\$31,520.00
Total Traffic Control (to be funded by Gwinnett SPLOST)				\$31,520.00
Total Traffic Control (not funded by Gwinnett SPLOST)				\$15,760.00
EROSION CONTROL				
Temporary Silt Fence, Type C (to be funded by Gwinnett SPLOST)	LF	\$2.79	3175	\$8,858.25
Permanent Grassing (to be funded by Gwinnett SPLOST)	AC	\$793.28	0.75	\$594.96
Barrier fence, orange, 4 ft (to be funded by Gwinnett SPLOST)	LF	\$1.53	3175	\$4,857.75
Total Erosion Control (to be funded by Gwinnett SPLOST)				\$14,310.96
Total Erosion Control (not funded by Gwinnett SPLOST)				\$0.00
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete) (to be funded by Gwinnett SPLOST)	LF	\$6.10	400	\$2,440.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing (to be funded by Gwinnett SPLOST)	AC	\$5,000.00	1.1	\$5,500.00
Total Demolition (to be funded by Gwinnett SPLOST)				\$7,940.00
Total Demolition (not funded by Gwinnett SPLOST)				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2 (to be funded by Gwinnett SPLOST)	LF	\$21.40	3175	\$67,945.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 5' wide (to be funded by Gwinnett SPLOST)	LF	\$27.90	3175	\$88,582.50
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	0	\$0.00
Retrofit ADA ramp (to be funded by Gwinnett SPLOST)	EA	\$252.29	18	\$4,541.13
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	90	\$10,080.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	90	\$744.66
Thermoplastic solid crosswalk stripe, 8 in, white (to be funded by Gwinnett SPLOST)	LF	\$8.27	195	\$1,613.43
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Drainage structures (to be funded by Gwinnett SPLOST)	MI	\$278,200.00	0.8	\$222,560.00
Allowance for miscellaneous utility relocation (to be funded by Gwinnett SPLOST)	Allow	\$80,000.00	1	\$80,000.00
Total Roadway Improvements (to be funded by Gwinnett SPLOST)				\$465,242.06
Total Roadway Improvements (not funded by Gwinnett SPLOST)				\$40,391.34
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	4	\$6,000.00
Waste receptacle	EA	\$1,000.00	4	\$4,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	576	\$10,051.20
Total Rest Areas				\$20,051.20
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	2000	\$27,750.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	1895	\$26,214.17
Total Landscape				\$53,964.17

PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	100	\$400,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4000	\$92,960.00
Total Pedestrian Lighting				\$492,960.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00
SUBTOTAL (to be funded by Gwinnett SPLOST)				\$519,013.02
SUBTOTAL (not funded by Gwinnett SPLOST)				\$640,779.21
5% Contractor Mobilization				\$32,038.96
9% Design and Engineering				\$57,670.13
35% Concept Level Contingency				\$224,272.72
TOTAL				\$954,761.02
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that the sidewalks for this Option would be able to work around most of the utility structures. Some utility relocation may be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION A (BASE)

Segment 1, West side of Winters Chapel Rd. (Spalding Drive to south side of intersection at Dunwoody Club Dr.)

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3630	\$10,127.70
Permanent Grassing	AC	\$793.28	0.85	\$674.29
Barrier fence, orange, 4 ft	LF	\$1.53	3630	\$5,553.90
Total Erosion Control				\$16,355.89
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	560	\$3,416.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	1.25	\$6,250.00
Total Demolition				\$9,666.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3630	\$77,682.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	3630	\$101,277.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	36	\$9,082.26
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	65	\$7,280.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	238	\$1,969.21
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Reset guardrail	LF	\$25.45	245	\$6,235.25
Drainage structures	MI	\$278,200.00	0.8	\$222,560.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	1	\$80,000.00
Total Roadway Improvements				\$535,652.40
POCKET PARKS				
Bench	EA	\$1,500.00	0	\$0.00
Waste receptacle	EA	\$1,000.00	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	0	\$0.00
Landscape treatment	Allow	\$11,000.00	0	\$0.00
Total Pocket Parks				\$0.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	4	\$6,000.00
Waste receptacle	EA	\$1,000.00	4	\$4,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	576	\$10,051.20
Total Rest Areas				\$20,051.20
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	845	\$11,724.38
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	3050	\$42,191.67
Total Landscape				\$53,916.04
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	100	\$400,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4000	\$92,960.00
Total Pedestrian Lighting				\$492,960.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,175,881.53
5% Contractor Mobilization				\$58,794.08
9% Design and Engineering				\$105,829.34
35% Concept Level Contingency				\$411,558.54
TOTAL				\$1,752,063.48
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that the sidewalks for this Option would be able to work around most of the utility structures. Some utility relocation may be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION A (BASE)

Segment 2, East side of Winters Chapel Rd. (Dunwoody Club Dr. to south side of intersection at Peeler Rd.)

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	400	\$15,760.00
Total Traffic Control				\$15,760.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	675	\$1,883.25
Permanent Grassing	AC	\$793.28	0.2	\$158.66
Barrier fence, orange, 4 ft	LF	\$1.53	675	\$1,032.75
Total Erosion Control				\$3,074.66
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	0	\$0.00
Total Demolition				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	675	\$14,445.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	0	\$0.00
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	90	\$10,080.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	85	\$703.29
Mid block pedestrian crossing at Beth Shalom (thermoplastic crosswalk only)	LF	\$8.27	18	\$148.93
Pedestrian crossing signal assembly	EA	\$7,391.67	0	\$0.00
Drainage structures	MI	\$278,200.00	0.25	\$69,550.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	0.5	\$40,000.00
Total Roadway Improvements				\$134,927.22
POCKET PARKS				
Bench	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	2	\$2,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	100	\$2,305.00
Landscape treatment	Allow	\$11,000.00	2	\$22,000.00
Total Pocket Parks				\$35,305.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	6	\$6,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	864	\$15,076.80
Total Rest Areas				\$30,076.80
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	1840	\$25,530.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	2650	\$36,658.33
Total Landscape				\$62,188.33
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	112	\$448,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4500	\$104,580.00
Total Pedestrian Lighting				\$552,580.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$833,912.01
5% Contractor Mobilization				\$41,695.60
9% Design and Engineering				\$75,052.08
35% Concept Level Contingency				\$291,869.20
TOTAL				\$1,242,528.90
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that the sidewalks for this Option would be able to work around most of the utility structures. Some utility relocation may be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION A (BASE)

Segment 2, West side of Winters Chapel Rd. (Dunwoody Club Dr. to south side of intersection at Peeler Rd.)

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3975	\$11,090.25
Permanent Grassing	AC	\$793.28	0.95	\$753.62
Barrier fence, orange, 4 ft	LF	\$1.53	3975	\$6,081.75
Total Erosion Control				\$17,925.62
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	1175	\$7,990.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	605	\$3,690.50
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	1.4	\$7,000.00
Total Demolition				\$18,680.50
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3975	\$85,065.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	3975	\$110,902.50
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	37	\$9,334.55
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	130	\$14,560.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	460	\$3,806.04
Mid block pedestrian crossing at Beth Shalom (thermoplastic crosswalk only)	LF	\$8.27	18	\$148.93
Pedestrian crossing signal assembly	EA	\$7,391.67	0	\$0.00
Drainage structures	MI	\$278,200.00	0.9	\$250,380.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	1	\$80,000.00
Total Roadway Improvements				\$554,197.02
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	6	\$6,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	864	\$15,076.80
Total Rest Areas				\$30,076.80
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	1300	\$18,037.50
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	3190	\$44,128.33
Total Landscape				\$62,165.83
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	112	\$448,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4500	\$104,580.00
Total Pedestrian Lighting				\$552,580.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,300,558.27
5% Contractor Mobilization				\$65,027.91
9% Design and Engineering				\$117,050.24
35% Concept Level Contingency				\$455,195.39
TOTAL				\$1,937,831.82
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that the sidewalks for this Option would be able to work around most of the utility structures. Some utility relocation may be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION A (BASE)

Segment 3, East side of Winters Chapel Rd. (Peeler Rd. to south side of intersection at Peachtree Industrial Blvd.)

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	200	\$7,880.00
Traffic Control (to be funded by Peachtree Corners LMIG)	HR	\$39.40	600	\$23,640.00
Total Traffic Control (to be funded by Peachtree Corners LMIG)				\$23,640.00
Total Traffic Control (not funded by Peachtree Corners LMIG)				\$7,880.00
EROSION CONTROL				
Temporary Silt Fence, Type C (to be funded by Peachtree Corners LMIG)	LF	\$2.79	2675	\$7,463.25
Permanent Grassing (to be funded by Peachtree Corners LMIG)	AC	\$793.28	0.65	\$515.63
Barrier fence, orange, 4 ft (to be funded by Peachtree Corners LMIG)	LF	\$1.53	2675	\$4,092.75
Total Erosion Control (to be funded by Peachtree Corners LMIG)				\$12,071.63
Total Erosion Control (not funded by Peachtree Corners LMIG)				\$0.00
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete) (to be funded by Peachtree Corners LMIG)	LF	\$6.10	2675	\$16,317.50
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing (to be funded by Peachtree Corners LMIG)	AC	\$5,000.00	0.95	\$4,750.00
Total Demolition (to be funded by Peachtree Corners LMIG)				\$21,067.50
Total Demolition (not funded by Peachtree Corners LMIG)				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2 (to be funded by Peachtree Corners LMIG)	LF	\$21.40	2675	\$57,245.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 5' wide (to be funded by Peachtree Corners LMIG)	LF	\$27.90	2675	\$74,632.50
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	8	\$2,018.28
Retrofit ADA ramp (to be funded by Peachtree Corners LMIG)	EA	\$252.29	49	\$12,361.97
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	175	\$19,600.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	0	\$0.00
Thermoplastic solid crosswalk stripe, 8 in, white (to be funded by Peachtree Corners LMIG)	LF	\$8.27	210	\$1,737.54
Mid block pedestrian crossing at Womack Dr. (thermoplastic crosswalk only)	LF	\$8.27	20	\$165.48
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Drainage structures (to be funded by Peachtree Corners LMIG)	MI	\$278,200.00	0.5	\$139,100.00
Allowance for drainage improvements	Allow	\$80,000.00	1	\$80,000.00
Allowance for miscellaneous utility relocation (to be funded by Peachtree Corners LMIG)	Allow	\$80,000.00	1	\$80,000.00
Total Roadway Improvements (to be funded by Peachtree Corners LMIG)				\$365,077.01
Total Roadway Improvements (not funded by Peachtree Corners LMIG)				\$131,350.44
POCKET PARKS				
Bench	EA	\$1,500.00	0	\$0.00
Waste receptacle	EA	\$1,000.00	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	0	\$0.00
Landscape treatment	Allow	\$11,000.00	0	\$0.00
Total Pocket Parks				\$0.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	8	\$12,000.00
Waste receptacle	EA	\$1,000.00	8	\$8,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	1152	\$20,102.40
Total Rest Areas				\$40,102.40

LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	0	\$0.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees, landscape enhancement areas, 12 trees per 100 LF	LF	\$49.78	1350	\$67,203.00
2.5" caliper small trees every 30'	LF	\$13.83	2900	\$40,116.67
6x26 landscape beds, landscape enhancement areas	EA	\$1,684.18	40	\$67,367.20
Total Landscape				\$174,686.87
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	102	\$408,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4100	\$95,284.00
Total Pedestrian Lighting				\$503,284.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00
SUBTOTAL (to be funded by Peachtree Corners LMIG)				\$421,856.14
SUBTOTAL (not funded by Peachtree Corners LMIG)				\$857,303.71
5% Contractor Mobilization				\$42,865.19
9% Design and Engineering				\$77,157.33
35% Concept Level Contingency				\$300,056.30
TOTAL				\$1,277,382.52
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that the sidewalks for this Option would be able to work around most of the utility structures. Some utility relocation may be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION A (BASE)

Segment 3, West side of Winters Chapel Rd. (Peeler Rd. to south side of intersection at Peachtree Industrial Blvd.)

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	400	\$15,760.00
Total Traffic Control				\$15,760.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	0	\$0.00
Permanent Grassing	AC	\$793.28	0	\$0.00
Barrier fence, orange, 4 ft	LF	\$1.53	0	\$0.00
Total Erosion Control				\$0.00
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	0	\$0.00
Total Demolition				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	12	\$3,027.42
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	190	\$21,280.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	275	\$2,275.35
Mid block pedestrian crossing at Womack Dr. (thermoplastic crosswalk only)	LF	\$8.27	20	\$165.48
Pedestrian crossing signal assembly	EA	\$7,391.67	3	\$22,175.01
Drainage structures	MI	\$278,200.00	0.25	\$69,550.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	0	\$0.00
Total Roadway Improvements				\$118,473.26
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	8	\$12,000.00
Waste receptacle	EA	\$1,000.00	8	\$8,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	1152	\$20,102.40
Total Rest Areas				\$40,102.40
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	4250	\$58,968.75
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	0	\$0.00
Total Landscape				\$58,968.75
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	102	\$408,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4100	\$95,284.00
Total Pedestrian Lighting				\$503,284.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	6	\$99,440.50
Total Bus Shelters				\$99,440.50

SUBTOTAL				\$853,681.41
5% Contractor Mobilization				\$42,684.07
9% Design and Engineering				\$76,831.33
35% Concept Level Contingency				\$298,788.49
TOTAL				\$1,271,985.30
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that the sidewalks for this Option would be able to work around most of the utility structures. Some utility relocation may be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (1)

TOTAL Segment 1, East side of Winters Chapel Rd. (not funded by Gwinnett SPLOST)	\$954,761.02
TOTAL Segment 1, West side of Winters Chapel Rd.	\$1,752,063.48
TOTAL Segment 2, East side of Winters Chapel Rd.	\$1,242,528.90
TOTAL Segment 2, West side of Winters Chapel Rd.	\$2,201,491.04
TOTAL Segment 3, East side of Winters Chapel Rd. (not funded by Peachtree Corners LMIG)	\$1,277,382.52
TOTAL Segment 3, West side of Winters Chapel Rd.	\$1,271,985.30
TOTAL Winters Chapel Road Proposed Improvements	\$8,700,212.27

Total includes 5% contractor mobilization, 9% design and engineering fees, and 35% concept level contingency.

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (1)*

Segment 1, East side of Winters Chapel Rd. (Spalding Drive to south side of intersection at Dunwoody Club Dr.)

*Option B (1): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Fontainebleau Way to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	400	\$15,760.00
Traffic Control (to be funded by Gwinnett SPLOST)	HR	\$39.40	800	\$31,520.00
Total Traffic Control (to be funded by Gwinnett SPLOST)				\$31,520.00
Total Traffic Control (not funded by Gwinnett SPLOST)				\$15,760.00
EROSION CONTROL				
Temporary Silt Fence, Type C (to be funded by Gwinnett SPLOST)	LF	\$2.79	3175	\$8,858.25
Permanent Grassing (to be funded by Gwinnett SPLOST)	AC	\$793.28	0.75	\$594.96
Barrier fence, orange, 4 ft (to be funded by Gwinnett SPLOST)	LF	\$1.53	3175	\$4,857.75
Total Erosion Control (to be funded by Gwinnett SPLOST)				\$14,310.96
Total Erosion Control (not funded by Gwinnett SPLOST)				\$0.00
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete) (to be funded by Gwinnett SPLOST)	LF	\$6.10	400	\$2,440.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing (to be funded by Gwinnett SPLOST)	AC	\$5,000.00	1.1	\$5,500.00
Total Demolition (to be funded by Gwinnett SPLOST)				\$7,940.00
Total Demolition (not funded by Gwinnett SPLOST)				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2 (to be funded by Gwinnett SPLOST)	LF	\$21.40	3175	\$67,945.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 5' wide (to be funded by Gwinnett SPLOST)	LF	\$27.90	3175	\$88,582.50
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	0	\$0.00
Retrofit ADA ramp (to be funded by Gwinnett SPLOST)	EA	\$252.29	18	\$4,541.13
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	90	\$10,080.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	90	\$744.66
Thermoplastic solid crosswalk stripe, 8 in, white (to be funded by Gwinnett SPLOST)	LF	\$8.27	195	\$1,613.43
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Drainage structures (to be funded by Gwinnett SPLOST)	MI	\$278,200.00	0.8	\$222,560.00
Allowance for miscellaneous utility relocation (to be funded by Gwinnett SPLOST)	Allow	\$80,000.00	1	\$80,000.00
Total Roadway Improvements (to be funded by Gwinnett SPLOST)				\$465,242.06
Total Roadway Improvements (not funded by Gwinnett SPLOST)				\$40,391.34
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	4	\$6,000.00
Waste receptacle	EA	\$1,000.00	4	\$4,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	576	\$10,051.20
Total Rest Areas				\$20,051.20
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	2000	\$27,750.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	1895	\$26,214.17
Total Landscape				\$53,964.17

PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	100	\$400,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4000	\$92,960.00
Total Pedestrian Lighting				\$492,960.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00
SUBTOTAL (to be funded by Gwinnett SPLOST)				\$519,013.02
SUBTOTAL (not funded by Gwinnett SPLOST)				\$640,779.21
5% Contractor Mobilization				\$32,038.96
9% Design and Engineering				\$57,670.13
35% Concept Level Contingency				\$224,272.72
TOTAL				\$954,761.02
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (1)*

Segment 1, West side of Winters Chapel Rd. (Spalding Drive to south side of intersection at Dunwoody Club Dr.)

*Option B (1): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Fontainebleau Way to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3630	\$10,127.70
Permanent Grassing	AC	\$793.28	0.85	\$674.29
Barrier fence, orange, 4 ft	LF	\$1.53	3630	\$5,553.90
Total Erosion Control				\$16,355.89
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	560	\$3,416.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	1.25	\$6,250.00
Total Demolition				\$9,666.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3630	\$77,682.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	3630	\$101,277.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	36	\$9,082.26
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	65	\$7,280.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	238	\$1,969.21
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Reset guardrail	LF	\$25.45	245	\$6,235.25
Allowance for drainage structures	MI	\$278,200.00	0.8	\$222,560.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	1	\$80,000.00
Total Roadway Improvements				\$535,652.40
POCKET PARKS				
Bench	EA	\$1,500.00	0	\$0.00
Waste receptacle	EA	\$1,000.00	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	0	\$0.00
Landscape treatment	Allow	\$11,000.00	0	\$0.00
Total Pocket Parks				\$0.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	4	\$6,000.00
Waste receptacle	EA	\$1,000.00	4	\$4,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	576	\$10,051.20
Total Rest Areas				\$20,051.20
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	845	\$11,724.38
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	3050	\$42,191.67
Total Landscape				\$53,916.04
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	100	\$400,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4000	\$92,960.00
Total Pedestrian Lighting				\$492,960.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,175,881.53
5% Contractor Mobilization				\$58,794.08
9% Design and Engineering				\$105,829.34
35% Concept Level Contingency				\$411,558.54
TOTAL				\$1,752,063.48
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (1)*

Segment 2, East side of Winters Chapel Rd. (Dunwoody Club Dr. to south side of intersection at Peeler Rd.)

*Option B (1): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Fontainebleau Way to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	400	\$15,760.00
Total Traffic Control				\$15,760.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	675	\$1,883.25
Permanent Grassing	AC	\$793.28	0.2	\$158.66
Barrier fence, orange, 4 ft	LF	\$1.53	675	\$1,032.75
Total Erosion Control				\$3,074.66
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	0	\$0.00
Total Demolition				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	675	\$14,445.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	0	\$0.00
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	90	\$10,080.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	85	\$703.29
Mid block pedestrian crossing at Beth Shalom (thermoplastic crosswalk only)	LF	\$8.27	18	\$148.93
Pedestrian crossing signal assembly	EA	\$7,391.67	0	\$0.00
Allowance for drainage structures	MI	\$278,200.00	0.25	\$69,550.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	0.5	\$40,000.00
Total Roadway Improvements				\$134,927.22
POCKET PARKS				
Bench	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	2	\$2,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	100	\$2,305.00
Landscape treatment	Allow	\$11,000.00	2	\$22,000.00
Total Pocket Parks				\$35,305.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	6	\$6,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	864	\$15,076.80
Total Rest Areas				\$30,076.80
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	1840	\$25,530.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	2650	\$36,658.33
Total Landscape				\$62,188.33
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	112	\$448,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4500	\$104,580.00
Total Pedestrian Lighting				\$552,580.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$833,912.01
5% Contractor Mobilization				\$41,695.60
9% Design and Engineering				\$75,052.08
35% Concept Level Contingency				\$291,869.20
TOTAL				\$1,242,528.90
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (1)*

Segment 2, West side of Winters Chapel Rd. (Dunwoody Club Dr. to south side of intersection at Peeler Rd.)

*Option B (1): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Fontainebleau Way to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3975	\$11,090.25
Permanent Grassing	AC	\$793.28	0.95	\$753.62
Barrier fence, orange, 4 ft	LF	\$1.53	3975	\$6,081.75
Total Erosion Control				\$17,925.62
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	1175	\$7,990.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	605	\$3,690.50
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	1.4	\$7,000.00
Total Demolition				\$18,680.50
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3975	\$85,065.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	500	\$13,950.00
Multi-use Path 4" thick, 4" gravel base, 10' wide (Peeler Rd. to Fontainebleau Way)	LF	\$55.80	3475	\$193,905.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	37	\$9,334.55
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	130	\$14,560.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	460	\$3,806.04
Mid block pedestrian crossing at Beth Shalom (thermoplastic crosswalk only)	LF	\$8.27	18	\$148.93
Pedestrian crossing signal assembly	EA	\$7,391.67	0	\$0.00
Allowance for drainage structures	MI	\$278,200.00	0.9	\$250,380.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	2	\$160,000.00
Total Roadway Improvements				\$731,149.52
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	6	\$6,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	864	\$15,076.80
Total Rest Areas				\$30,076.80
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	1300	\$18,037.50
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	3190	\$44,128.33
Total Landscape				\$62,165.83
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	112	\$448,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4500	\$104,580.00
Total Pedestrian Lighting				\$552,580.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,477,510.77
5% Contractor Mobilization				\$73,875.54
9% Design and Engineering				\$132,975.97
35% Concept Level Contingency				\$517,128.77
TOTAL				\$2,201,491.04
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (1)*

Segment 3, East side of Winters Chapel Rd. (Peeler Rd. to south side of intersection at Peachtree Industrial Blvd.)

*Option B (1): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Fontainebleau Way to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	200	\$7,880.00
Traffic Control (to be funded by Peachtree Corners LMIG)	HR	\$39.40	600	\$23,640.00
Total Traffic Control (to be funded by Peachtree Corners LMIG)				\$23,640.00
Total Traffic Control (not funded by Peachtree Corners LMIG)				\$7,880.00
EROSION CONTROL				
Temporary Silt Fence, Type C (to be funded by Peachtree Corners LMIG)	LF	\$2.79	2675	\$7,463.25
Permanent Grassing (to be funded by Peachtree Corners LMIG)	AC	\$793.28	0.65	\$515.63
Barrier fence, orange, 4 ft (to be funded by Peachtree Corners LMIG)	LF	\$1.53	2675	\$4,092.75
Total Erosion Control (to be funded by Peachtree Corners LMIG)				\$12,071.63
Total Erosion Control (not funded by Peachtree Corners LMIG)				\$0.00
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete) (to be funded by Peachtree Corners LMIG)	LF	\$6.10	2675	\$16,317.50
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing (to be funded by Peachtree Corners LMIG)	AC	\$5,000.00	0.95	\$4,750.00
Total Demolition (to be funded by Peachtree Corners LMIG)				\$21,067.50
Total Demolition (not funded by Peachtree Corners LMIG)				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2 (to be funded by Peachtree Corners LMIG)	LF	\$21.40	2675	\$57,245.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 5' wide (to be funded by Peachtree Corners LMIG)	LF	\$27.90	2675	\$74,632.50
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	8	\$2,018.28
Retrofit ADA ramp (to be funded by Peachtree Corners LMIG)	EA	\$252.29	49	\$12,361.97
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	175	\$19,600.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	0	\$0.00
Thermoplastic solid crosswalk stripe, 8 in, white (to be funded by Peachtree Corners LMIG)	LF	\$8.27	210	\$1,737.54
Mid block pedestrian crossing at Womack Dr. (thermoplastic crosswalk only)	LF	\$8.27	20	\$165.48
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Drainage structures (to be funded by Peachtree Corners LMIG)	MI	\$278,200.00	0.5	\$139,100.00
Allowance for drainage improvements	Allow	\$80,000.00	1	\$80,000.00
Allowance for miscellaneous utility relocation (to be funded by Peachtree Corners LMIG)	Allow	\$80,000.00	1	\$80,000.00
Total Roadway Improvements (to be funded by Peachtree Corners LMIG)				\$365,077.01
Total Roadway Improvements (not funded by Peachtree Corners LMIG)				\$131,350.44
POCKET PARKS				
Bench	EA	\$1,500.00	0	\$0.00
Waste receptacle	EA	\$1,000.00	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	0	\$0.00
Landscape treatment	Allow	\$11,000.00	0	\$0.00
Total Pocket Parks				\$0.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	8	\$12,000.00
Waste receptacle	EA	\$1,000.00	8	\$8,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	1152	\$20,102.40
Total Rest Areas				\$40,102.40

LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	0	\$0.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees, landscape enhancement areas, 12 trees per 100 LF	LF	\$49.78	1350	\$67,203.00
2.5" caliper small trees every 30'	LF	\$13.83	2900	\$40,116.67
6x26 landscape beds, landscape enhancement areas	EA	\$1,684.18	40	\$67,367.20
Total Landscape				\$174,686.87
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	102	\$408,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4100	\$95,284.00
Total Pedestrian Lighting				\$503,284.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00
SUBTOTAL (to be funded by Peachtree Corners LMIG)				\$421,856.14
SUBTOTAL (not funded by Peachtree Corners LMIG)				\$857,303.71
5% Contractor Mobilization				\$42,865.19
9% Design and Engineering				\$77,157.33
35% Concept Level Contingency				\$300,056.30
TOTAL				\$1,277,382.52
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (1)*

Segment 3, West side of Winters Chapel Rd. (Peeler Rd. to south side of intersection at Peachtree Industrial Blvd.)

*Option B (1): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Fontainebleau Way to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	400	\$15,760.00
Total Traffic Control				\$15,760.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	0	\$0.00
Permanent Grassing	AC	\$793.28	0	\$0.00
Barrier fence, orange, 4 ft	LF	\$1.53	0	\$0.00
Total Erosion Control				\$0.00
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	0	\$0.00
Total Demolition				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	12	\$3,027.42
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	190	\$21,280.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	275	\$2,275.35
Mid block pedestrian crossing at Womack Dr. (thermoplastic crosswalk only)	LF	\$8.27	20	\$165.48
Pedestrian crossing signal assembly	EA	\$7,391.67	3	\$22,175.01
Allowance for drainage structures	MI	\$278,200.00	0.25	\$69,550.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	0	\$0.00
Total Roadway Improvements				\$118,473.26
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	8	\$12,000.00
Waste receptacle	EA	\$1,000.00	8	\$8,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	1152	\$20,102.40
Total Rest Areas				\$40,102.40
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	4250	\$58,968.75
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	0	\$0.00
Total Landscape				\$58,968.75
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	102	\$408,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4100	\$95,284.00
Total Pedestrian Lighting				\$503,284.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	6	\$99,440.50
Total Bus Shelters				\$99,440.50

SUBTOTAL				\$853,681.41
5% Contractor Mobilization				\$42,684.07
9% Design and Engineering				\$76,831.33
35% Concept Level Contingency				\$298,788.49
TOTAL				\$1,271,985.30
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (2)

TOTAL Segment 1, East side of Winters Chapel Rd. (not funded by Gwinnett SPLOST)	\$954,761.02
TOTAL Segment 1, West side of Winters Chapel Rd.	\$2,022,166.21
TOTAL Segment 2, East side of Winters Chapel Rd.	\$1,242,528.90
TOTAL Segment 2, West side of Winters Chapel Rd.	\$2,222,276.54
TOTAL Segment 3, East side of Winters Chapel Rd. (not funded by Peachtree Corners LMIG)	\$1,277,382.52
TOTAL Segment 3, West side of Winters Chapel Rd.	\$1,271,985.30
TOTAL Winters Chapel Road Proposed Improvements	\$8,991,100.50

Total includes 5% contractor mobilization, 9% design and engineering fees, and 35% concept level contingency.

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (2)*

Segment 1, East side of Winters Chapel Rd. (Spalding Drive to south side of intersection at Dunwoody Club Dr.)

*Option B (2): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Spalding Dr. to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	400	\$15,760.00
Traffic Control (to be funded by Gwinnett SPLOST)	HR	\$39.40	800	\$31,520.00
Total Traffic Control (to be funded by Gwinnett SPLOST)				\$31,520.00
Total Traffic Control (not funded by Gwinnett SPLOST)				\$15,760.00
EROSION CONTROL				
Temporary Silt Fence, Type C (to be funded by Gwinnett SPLOST)	LF	\$2.79	3175	\$8,858.25
Permanent Grassing (to be funded by Gwinnett SPLOST)	AC	\$793.28	0.75	\$594.96
Barrier fence, orange, 4 ft (to be funded by Gwinnett SPLOST)	LF	\$1.53	3175	\$4,857.75
Total Erosion Control (to be funded by Gwinnett SPLOST)				\$14,310.96
Total Erosion Control (not funded by Gwinnett SPLOST)				\$0.00
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete) (to be funded by Gwinnett SPLOST)	LF	\$6.10	400	\$2,440.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing (to be funded by Gwinnett SPLOST)	AC	\$5,000.00	1.1	\$5,500.00
Total Demolition (to be funded by Gwinnett SPLOST)				\$7,940.00
Total Demolition (not funded by Gwinnett SPLOST)				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2 (to be funded by Gwinnett SPLOST)	LF	\$21.40	3175	\$67,945.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 5' wide (to be funded by Gwinnett SPLOST)	LF	\$27.90	3175	\$88,582.50
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	0	\$0.00
Retrofit ADA ramp (to be funded by Gwinnett SPLOST)	EA	\$252.29	18	\$4,541.13
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	90	\$10,080.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	90	\$744.66
Thermoplastic solid crosswalk stripe, 8 in, white (to be funded by Gwinnett SPLOST)	LF	\$8.27	195	\$1,613.43
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Drainage structures (to be funded by Gwinnett SPLOST)	MI	\$278,200.00	0.8	\$222,560.00
Allowance for miscellaneous utility relocation (to be funded by Gwinnett SPLOST)	Allow	\$80,000.00	1	\$80,000.00
Total Roadway Improvements (to be funded by Gwinnett SPLOST)				\$465,242.06
Total Roadway Improvements (not funded by Gwinnett SPLOST)				\$40,391.34
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	4	\$6,000.00
Waste receptacle	EA	\$1,000.00	4	\$4,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	576	\$10,051.20
Total Rest Areas				\$20,051.20
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	2000	\$27,750.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	1895	\$26,214.17
Total Landscape				\$53,964.17

PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	100	\$400,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4000	\$92,960.00
Total Pedestrian Lighting				\$492,960.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00
SUBTOTAL (to be funded by Gwinnett SPLOST)				\$519,013.02
SUBTOTAL (not funded by Gwinnett SPLOST)				\$640,779.21
5% Contractor Mobilization				\$32,038.96
9% Design and Engineering				\$57,670.13
35% Concept Level Contingency				\$224,272.72
TOTAL				\$954,761.02
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (2)*

Segment 1, West side of Winters Chapel Rd. (Spalding Drive to south side of intersection at Dunwoody Club Dr.)

*Option B (2): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Spalding Dr. to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3630	\$10,127.70
Permanent Grassing	AC	\$793.28	0.85	\$674.29
Barrier fence, orange, 4 ft	LF	\$1.53	3630	\$5,553.90
Total Erosion Control				\$16,355.89
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	560	\$3,416.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	1.25	\$6,250.00
Total Demolition				\$9,666.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3630	\$77,682.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Multi-use Path 4" thick, 4" gravel base, 10' wide (Dunwoody Club Dr. to Spalding Dr.)	LF	\$55.80	3630	\$202,554.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	36	\$9,082.26
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	65	\$7,280.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	238	\$1,969.21
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Reset guardrail	LF	\$25.45	245	\$6,235.25
Allowance for drainage structures	MI	\$278,200.00	0.8	\$222,560.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	2	\$160,000.00
Total Roadway Improvements				\$716,929.40
POCKET PARKS				
Bench	EA	\$1,500.00	0	\$0.00
Waste receptacle	EA	\$1,000.00	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	0	\$0.00
Landscape treatment	Allow	\$11,000.00	0	\$0.00
Total Pocket Parks				\$0.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	4	\$6,000.00
Waste receptacle	EA	\$1,000.00	4	\$4,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	576	\$10,051.20
Total Rest Areas				\$20,051.20
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	845	\$11,724.38
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	3050	\$42,191.67
Total Landscape				\$53,916.04
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	100	\$400,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4000	\$92,960.00
Total Pedestrian Lighting				\$492,960.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,357,158.53
5% Contractor Mobilization				\$67,857.93
9% Design and Engineering				\$122,144.27
35% Concept Level Contingency				\$475,005.49
TOTAL				\$2,022,166.21
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (2)*

Segment 2, East side of Winters Chapel Rd. (Dunwoody Club Dr. to south side of intersection at Peeler Rd.)

*Option B (2): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Spalding Dr. to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	400	\$15,760.00
Total Traffic Control				\$15,760.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	675	\$1,883.25
Permanent Grassing	AC	\$793.28	0.2	\$158.66
Barrier fence, orange, 4 ft	LF	\$1.53	675	\$1,032.75
Total Erosion Control				\$3,074.66
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	0	\$0.00
Total Demolition				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	675	\$14,445.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	0	\$0.00
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	90	\$10,080.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	85	\$703.29
Mid block pedestrian crossing at Beth Shalom (thermoplastic crosswalk only)	LF	\$8.27	18	\$148.93
Pedestrian crossing signal assembly	EA	\$7,391.67	0	\$0.00
Allowance for drainage structures	MI	\$278,200.00	0.25	\$69,550.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	0.5	\$40,000.00
Total Roadway Improvements				\$134,927.22
POCKET PARKS				
Bench	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	2	\$2,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	100	\$2,305.00
Landscape treatment	Allow	\$11,000.00	2	\$22,000.00
Total Pocket Parks				\$35,305.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	6	\$6,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	864	\$15,076.80
Total Rest Areas				\$30,076.80
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	1840	\$25,530.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	2650	\$36,658.33
Total Landscape				\$62,188.33
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	112	\$448,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4500	\$104,580.00
Total Pedestrian Lighting				\$552,580.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$833,912.01
5% Contractor Mobilization				\$41,695.60
9% Design and Engineering				\$75,052.08
35% Concept Level Contingency				\$291,869.20
TOTAL				\$1,242,528.90
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (2)*

Segment 2, West side of Winters Chapel Rd. (Dunwoody Club Dr. to south side of intersection at Peeler Rd.)

*Option B (2): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Spalding Dr. to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3975	\$11,090.25
Permanent Grassing	AC	\$793.28	0.95	\$753.62
Barrier fence, orange, 4 ft	LF	\$1.53	3975	\$6,081.75
Total Erosion Control				\$17,925.62
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	1175	\$7,990.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	605	\$3,690.50
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	1.4	\$7,000.00
Total Demolition				\$18,680.50
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3975	\$85,065.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Multi-use Path 4" thick, 4" gravel base, 10' wide (Peeler Rd. to Dunwoody Club Dr.)	LF	\$55.80	3975	\$221,805.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	37	\$9,334.55
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	130	\$14,560.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	460	\$3,806.04
Mid block pedestrian crossing at Beth Shalom (thermoplastic crosswalk only)	LF	\$8.27	18	\$148.93
Pedestrian crossing signal assembly	EA	\$7,391.67	0	\$0.00
Allowance for drainage structures	MI	\$278,200.00	0.9	\$250,380.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	2	\$160,000.00
Total Roadway Improvements				\$745,099.52
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	6	\$6,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	864	\$15,076.80
Total Rest Areas				\$30,076.80
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	1300	\$18,037.50
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	3190	\$44,128.33
Total Landscape				\$62,165.83
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	112	\$448,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4500	\$104,580.00
Total Pedestrian Lighting				\$552,580.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,491,460.77
5% Contractor Mobilization				\$74,573.04
9% Design and Engineering				\$134,231.47
35% Concept Level Contingency				\$522,011.27
TOTAL				\$2,222,276.54
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (2)*

Segment 3, East side of Winters Chapel Rd. (Peeler Rd. to south side of intersection at Peachtree Industrial Blvd.)

*Option B (2): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Spalding Dr. to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	200	\$7,880.00
Traffic Control (to be funded by Peachtree Corners LMIG)	HR	\$39.40	600	\$23,640.00
Total Traffic Control (to be funded by Peachtree Corners LMIG)				\$23,640.00
Total Traffic Control (not funded by Peachtree Corners LMIG)				\$7,880.00
EROSION CONTROL				
Temporary Silt Fence, Type C (to be funded by Peachtree Corners LMIG)	LF	\$2.79	2675	\$7,463.25
Permanent Grassing (to be funded by Peachtree Corners LMIG)	AC	\$793.28	0.65	\$515.63
Barrier fence, orange, 4 ft (to be funded by Peachtree Corners LMIG)	LF	\$1.53	2675	\$4,092.75
Total Erosion Control (to be funded by Peachtree Corners LMIG)				\$12,071.63
Total Erosion Control (not funded by Peachtree Corners LMIG)				\$0.00
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete) (to be funded by Peachtree Corners LMIG)	LF	\$6.10	2675	\$16,317.50
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing (to be funded by Peachtree Corners LMIG)	AC	\$5,000.00	0.95	\$4,750.00
Total Demolition (to be funded by Peachtree Corners LMIG)				\$21,067.50
Total Demolition (not funded by Peachtree Corners LMIG)				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2 (to be funded by Peachtree Corners LMIG)	LF	\$21.40	2675	\$57,245.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 5' wide (to be funded by Peachtree Corners LMIG)	LF	\$27.90	2675	\$74,632.50
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	8	\$2,018.28
Retrofit ADA ramp (to be funded by Peachtree Corners LMIG)	EA	\$252.29	49	\$12,361.97
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	175	\$19,600.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	0	\$0.00
Thermoplastic solid crosswalk stripe, 8 in, white (to be funded by Peachtree Corners LMIG)	LF	\$8.27	210	\$1,737.54
Mid block pedestrian crossing at Womack Dr. (thermoplastic crosswalk only)	LF	\$8.27	20	\$165.48
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Drainage structures (to be funded by Peachtree Corners LMIG)	MI	\$278,200.00	0.5	\$139,100.00
Allowance for drainage improvements	Allow	\$80,000.00	1	\$80,000.00
Allowance for miscellaneous utility relocation (to be funded by Peachtree Corners LMIG)	Allow	\$80,000.00	1	\$80,000.00
Total Roadway Improvements (to be funded by Peachtree Corners LMIG)				\$365,077.01
Total Roadway Improvements (not funded by Peachtree Corners LMIG)				\$131,350.44
POCKET PARKS				
Bench	EA	\$1,500.00	0	\$0.00
Waste receptacle	EA	\$1,000.00	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	0	\$0.00
Landscape treatment	Allow	\$11,000.00	0	\$0.00
Total Pocket Parks				\$0.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	8	\$12,000.00
Waste receptacle	EA	\$1,000.00	8	\$8,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	1152	\$20,102.40
Total Rest Areas				\$40,102.40

LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	0	\$0.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees, landscape enhancement areas, 12 trees per 100 LF	LF	\$49.78	1350	\$67,203.00
2.5" caliper small trees every 30'	LF	\$13.83	2900	\$40,116.67
6x26 landscape beds, landscape enhancement areas	EA	\$1,684.18	40	\$67,367.20
Total Landscape				\$174,686.87
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	102	\$408,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4100	\$95,284.00
Total Pedestrian Lighting				\$503,284.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00
SUBTOTAL (to be funded by Peachtree Corners LMIG)				\$421,856.14
SUBTOTAL (not funded by Peachtree Corners LMIG)				\$857,303.71
5% Contractor Mobilization				\$42,865.19
9% Design and Engineering				\$77,157.33
35% Concept Level Contingency				\$300,056.30
TOTAL				\$1,277,382.52
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION B (2)*

Segment 3, West side of Winters Chapel Rd. (Peeler Rd. to south side of intersection at Peachtree Industrial Blvd.)

*Option B (2): All of Option A, and change the sidewalk on the west side from Peeler Rd. to Spalding Dr. to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	400	\$15,760.00
Total Traffic Control				\$15,760.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	0	\$0.00
Permanent Grassing	AC	\$793.28	0	\$0.00
Barrier fence, orange, 4 ft	LF	\$1.53	0	\$0.00
Total Erosion Control				\$0.00
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	0	\$0.00
Total Demolition				\$0.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 5' wide	LF	\$27.90	0	\$0.00
Retrofit ADA ramp (remove conc sidewalk + new 4" conc sidewalk)	EA	\$252.29	12	\$3,027.42
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	190	\$21,280.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	275	\$2,275.35
Mid block pedestrian crossing at Womack Dr. (thermoplastic crosswalk only)	LF	\$8.27	20	\$165.48
Pedestrian crossing signal assembly	EA	\$7,391.67	3	\$22,175.01
Allowance for drainage structures	MI	\$278,200.00	0.25	\$69,550.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	0	\$0.00
Total Roadway Improvements				\$118,473.26
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	8	\$12,000.00
Waste receptacle	EA	\$1,000.00	8	\$8,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	1152	\$20,102.40
Total Rest Areas				\$40,102.40
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	4250	\$58,968.75
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	0	\$0.00
Total Landscape				\$58,968.75
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	102	\$408,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4100	\$95,284.00
Total Pedestrian Lighting				\$503,284.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	6	\$99,440.50
Total Bus Shelters				\$99,440.50

SUBTOTAL				\$853,681.41
5% Contractor Mobilization				\$42,684.07
9% Design and Engineering				\$76,831.33
35% Concept Level Contingency				\$298,788.49
TOTAL				\$1,271,985.30
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project would occur with none to minor amounts of right of way acquisitions being necessary. Temporary/Construction easements may be needed in spot areas. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION C

TOTAL Segment 1, East side of Winters Chapel Rd. (not funded by Gwinnett SPLOST)	\$1,286,195.08
TOTAL Segment 1, West side of Winters Chapel Rd.	\$2,022,166.21
TOTAL Segment 2, East side of Winters Chapel Rd.	\$2,048,868.53
TOTAL Segment 2, West side of Winters Chapel Rd.	\$2,222,276.54
TOTAL Segment 3, East side of Winters Chapel Rd.	\$2,411,709.19
TOTAL Segment 3, West side of Winters Chapel Rd.	\$2,286,843.12
TOTAL Winters Chapel Road Proposed Improvements	\$12,278,058.67

Total includes 5% contractor mobilization, 9% design and engineering fees, and 35% concept level contingency.

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION C*

Segment 1, East side of Winters Chapel Rd. (Spalding Drive to south side of intersection at Dunwoody Club Dr.)

*Option C: All of Option A, and change ALL the sidewalks along the corridor to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3710	\$10,350.90
Permanent Grassing	AC	\$793.28	0.85	\$674.29
Barrier fence, orange, 4 ft	LF	\$1.53	3710	\$5,676.30
Total Erosion Control				\$16,701.49
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	935	\$5,703.50
Remove existing sidewalk	LF	\$11.48	535	\$6,143.58
Clearing and grubbing	AC	\$5,000.00	1.1	\$5,500.00
Total Demolition				\$17,347.08
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3710	\$79,394.00
Multi-use Path 4" thick, 4" gravel base, 10' wide	LF	\$55.80	3710	\$207,018.00
ADA ramp	EA	\$252.29	21	\$5,297.99
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	90	\$10,080.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	285	\$2,358.09
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Allowance for drainage structures	MI	\$278,200.00	0.8	\$222,560.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	2	\$160,000.00
Total Roadway Improvements				\$716,274.76
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	4	\$6,000.00
Waste receptacle	EA	\$1,000.00	4	\$4,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	576	\$10,051.20
Total Rest Areas				\$20,051.20
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	2000	\$27,750.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	1895	\$26,214.17
Total Landscape				\$53,964.17
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	100	\$400,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4000	\$92,960.00
Total Pedestrian Lighting				\$492,960.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,382,231.19
Funding by Gwinnett SPLOST from Option A: Deduct from Subtotal				\$519,013.02
SUBTOTAL: with SPLOST funds deducted				\$863,218.17
5% Contractor Mobilization				\$43,160.91
9% Design and Engineering				\$77,689.64
35% Concept Level Contingency				\$302,126.36
TOTAL				\$1,286,195.08
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project will incur both temporary and permanent construction/ right of way acquisition. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Total value does not include any funding by Peachtree Corners LMIG.				
4. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				
5. Assumes SPLOST funding for sidewalks can be applied toward multi-use paths.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION C*

Segment 1, West side of Winters Chapel Rd. (Spalding Drive to south side of intersection at Dunwoody Club Dr.)

*Option C: All of Option A, and change ALL the sidewalks along the corridor to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3630	\$10,127.70
Permanent Grassing	AC	\$793.28	0.85	\$674.29
Barrier fence, orange, 4 ft	LF	\$1.53	3630	\$5,553.90
Total Erosion Control				\$16,355.89
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	560	\$3,416.00
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	1.25	\$6,250.00
Total Demolition				\$9,666.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3630	\$77,682.00
Multi-use Path 4" thick, 4" gravel base, 10' wide	LF	\$55.80	3630	\$202,554.00
ADA ramp	EA	\$252.29	36	\$9,082.26
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	65	\$7,280.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	238	\$1,969.21
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Reset guardrail	LF	\$25.45	245	\$6,235.25
Allowance for drainage structures	MI	\$278,200.00	0.8	\$222,560.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	2	\$160,000.00
Total Roadway Improvements				\$716,929.40
POCKET PARKS				
Bench	EA	\$1,500.00	0	\$0.00
Waste receptacle	EA	\$1,000.00	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	0	\$0.00
Landscape treatment	Allow	\$11,000.00	0	\$0.00
Total Pocket Parks				\$0.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	4	\$6,000.00
Waste receptacle	EA	\$1,000.00	4	\$4,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	576	\$10,051.20
Total Rest Areas				\$20,051.20
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	845	\$11,724.38
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	3050	\$42,191.67
Total Landscape				\$53,916.04
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	100	\$400,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4000	\$92,960.00
Total Pedestrian Lighting				\$492,960.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,357,158.53
5% Contractor Mobilization				\$67,857.93
9% Design and Engineering				\$122,144.27
35% Concept Level Contingency				\$475,005.49
TOTAL				\$2,022,166.21
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project will incur both temporary and permanent construction/ right of way acquisition. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Total value does not include any funding by Peachtree Corners LMIG.				
4. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION C*

Segment 2, East side of Winters Chapel Rd. (Dunwoody Club Dr. to south side of intersection at Peeler Rd.)

*Option C: All of Option A, and change ALL the sidewalks along the corridor to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3900	\$10,881.00
Permanent Grassing	AC	\$793.28	0.9	\$713.95
Barrier fence, orange, 4 ft	LF	\$1.53	3900	\$5,967.00
Total Erosion Control				\$17,561.95
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	3325	\$22,610.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	0	\$0.00
Remove existing sidewalk	LF	\$11.48	3900	\$44,785.00
Clearing and grubbing	AC	\$5,000.00	1.35	\$6,750.00
Total Demolition				\$74,145.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3900	\$83,460.00
Multi-use Path 4" thick, 4" gravel base, 10' wide	LF	\$55.80	3900	\$217,620.00
ADA ramp	EA	\$252.29	57	\$14,380.25
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	90	\$10,080.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	85	\$703.29
Mid block pedestrian crossing at Beth Shalom (thermoplastic crosswalk only)	LF	\$8.27	18	\$148.93
Pedestrian crossing signal assembly	EA	\$7,391.67	0	\$0.00
Allowance for drainage structures	MI	\$278,200.00	0.25	\$69,550.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	2	\$160,000.00
Total Roadway Improvements				\$555,942.47
POCKET PARKS				
Bench	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	2	\$2,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	100	\$2,305.00
Landscape treatment	Allow	\$11,000.00	2	\$22,000.00
Total Pocket Parks				\$35,305.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	6	\$6,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	864	\$15,076.80
Total Rest Areas				\$30,076.80
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	1840	\$25,530.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	2650	\$36,658.33
Total Landscape				\$62,188.33
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	112	\$448,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4500	\$104,580.00
Total Pedestrian Lighting				\$552,580.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,375,079.55
5% Contractor Mobilization				\$68,753.98
9% Design and Engineering				\$123,757.16
35% Concept Level Contingency				\$481,277.84
TOTAL				\$2,048,868.53
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project will incur both temporary and permanent construction/ right of way acquisition. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Total value does not include any funding by Peachtree Corners LMIG.				
4. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION C*

Segment 2, West side of Winters Chapel Rd. (Dunwoody Club Dr. to south side of intersection at Peeler Rd.)

*Option C: All of Option A, and change ALL the sidewalks along the corridor to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3975	\$11,090.25
Permanent Grassing	AC	\$793.28	0.95	\$753.62
Barrier fence, orange, 4 ft	LF	\$1.53	3975	\$6,081.75
Total Erosion Control				\$17,925.62
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	1175	\$7,990.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	605	\$3,690.50
Remove existing sidewalk	LF	\$11.48	0	\$0.00
Clearing and grubbing	AC	\$5,000.00	1.4	\$7,000.00
Total Demolition				\$18,680.50
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3975	\$85,065.00
Multi-use Path 4" thick, 4" gravel base, 10' wide	LF	\$55.80	3975	\$221,805.00
ADA ramp	EA	\$252.29	37	\$9,334.55
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	130	\$14,560.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	460	\$3,806.04
Mid block pedestrian crossing at Beth Shalom (thermoplastic crosswalk only)	LF	\$8.27	18	\$148.93
Pedestrian crossing signal assembly	EA	\$7,391.67	0	\$0.00
Allowance for drainage structures	MI	\$278,200.00	0.9	\$250,380.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	2	\$160,000.00
Total Roadway Improvements				\$745,099.52
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	6	\$9,000.00
Waste receptacle	EA	\$1,000.00	6	\$6,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	864	\$15,076.80
Total Rest Areas				\$30,076.80
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	1300	\$18,037.50
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	3190	\$44,128.33
Total Landscape				\$62,165.83
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	112	\$448,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4500	\$104,580.00
Total Pedestrian Lighting				\$552,580.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,491,460.77
5% Contractor Mobilization				\$74,573.04
9% Design and Engineering				\$134,231.47
35% Concept Level Contingency				\$522,011.27
TOTAL				\$2,222,276.54
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project will incur both temporary and permanent construction/ right of way acquisition. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Total value does not include any funding by Peachtree Corners LMIG.				
4. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION C*

Segment 3, East side of Winters Chapel Rd. (Peeler Rd. to south side of intersection at Peachtree Industrial Blvd.)

*Option C: All of Option A, and change ALL the sidewalks along the corridor to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3305	\$9,220.95
Permanent Grassing	AC	\$793.28	0.75	\$594.96
Barrier fence, orange, 4 ft	LF	\$1.53	3305	\$5,056.65
Total Erosion Control				\$14,872.56
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	3305	\$20,160.50
Remove existing sidewalk	LF	\$11.48	630	\$7,234.50
Clearing and grubbing	AC	\$5,000.00	1.15	\$5,750.00
Total Demolition				\$27,395.00
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	3305	\$70,727.00
Multi-use Path 4" thick, 4" gravel base, 10' wide	LF	\$55.80	3305	\$184,419.00
ADA ramp	EA	\$252.29	57	\$14,380.25
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	175	\$19,600.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	210	\$1,737.54
Mid block pedestrian crossing at Womack Dr. (thermoplastic crosswalk only)	LF	\$8.27	20	\$165.48
Pedestrian crossing signal assembly	EA	\$7,391.67	4	\$29,566.68
Drainage structures	MI	\$278,200.00	0.9	\$250,380.00
Allowance for drainage improvements	Allow	\$80,000.00	1	\$80,000.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	2	\$160,000.00
Total Roadway Improvements				\$810,975.95
POCKET PARKS				
Bench	EA	\$1,500.00	0	\$0.00
Waste receptacle	EA	\$1,000.00	0	\$0.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	0	\$0.00
Landscape treatment	Allow	\$11,000.00	0	\$0.00
Total Pocket Parks				\$0.00
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	8	\$12,000.00
Waste receptacle	EA	\$1,000.00	8	\$8,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	1152	\$20,102.40
Total Rest Areas				\$40,102.40
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	0	\$0.00
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees, landscape enhancement areas, 12 trees per 100 LF	LF	\$49.78	1350	\$67,203.00
2.5" caliper small trees every 30'	LF	\$13.83	2900	\$40,116.67
6x26 landscape beds, landscape enhancement areas	EA	\$1,684.18	40	\$67,367.20
Total Landscape				\$174,686.87
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	102	\$408,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4100	\$95,284.00
Total Pedestrian Lighting				\$503,284.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	0	\$0.00
Total Bus Shelters				\$0.00

SUBTOTAL				\$1,618,596.77
5% Contractor Mobilization				\$80,929.84
9% Design and Engineering				\$145,673.71
35% Concept Level Contingency				\$566,508.87
TOTAL				\$2,411,709.19
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project will incur both temporary and permanent construction/ right of way acquisition. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Total value does not include any funding by Peachtree Corners LMIG.				
4. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

WINTERS CHAPEL ROAD PROPOSED IMPROVEMENTS

CONCEPT OPINION OF PROBABLE COST

4/6/2015

OPTION C*

Segment 3, West side of Winters Chapel Rd. (Peeler Rd. to south side of intersection at Peachtree Industrial Blvd.)

*Option C: All of Option A, and change ALL the sidewalks along the corridor to a 10' wide multi-use path.

ITEM	UNIT	UNIT COST	QUANTITY	EXTENDED COST
TRAFFIC CONTROL				
Traffic Control	HR	\$39.40	1200	\$47,280.00
Total Traffic Control				\$47,280.00
EROSION CONTROL				
Temporary Silt Fence, Type C	LF	\$2.79	3675	\$10,253.25
Permanent Grassing	AC	\$793.28	0.85	\$674.29
Barrier fence, orange, 4 ft	LF	\$1.53	3675	\$5,622.75
Total Erosion Control				\$16,550.29
DEMOLITION				
Remove existing curb in areas where there is a single curb (price based on selective removal of reinforced concrete curb)	LF	\$6.80	0	\$0.00
Remove existing curb and gutter (price based on selective removal of reinforced concrete)	LF	\$6.10	1585	\$9,668.50
Remove existing sidewalk	LF	\$11.48	2700	\$31,005.00
Clearing and grubbing	AC	\$5,000.00	1.3	\$6,500.00
Total Demolition				\$47,173.50
ROADWAY IMPROVEMENTS				
Concrete curb and gutter, 6 in x 24 in, TP 2	LF	\$21.40	1585	\$33,919.00
Multi-use Path 4" thick, 4" gravel base, 10' wide	LF	\$55.80	3675	\$205,065.00
ADA ramp	EA	\$252.29	36	\$9,082.26
Integrally colored hot applied synthetic asphalt crosswalks	LF	\$112.00	190	\$21,280.00
Thermoplastic solid crosswalk stripe, 8 in, white	LF	\$8.27	275	\$2,275.35
Mid block pedestrian crossing at Womack Dr. (thermoplastic crosswalk only)	LF	\$8.27	20	\$165.48
Pedestrian crossing signal assembly	EA	\$7,391.67	3	\$22,175.01
Allowance for drainage structures	MI	\$278,200.00	0.9	\$250,380.00
Allowance for miscellaneous utility relocation	Allow	\$80,000.00	2	\$160,000.00
Total Roadway Improvements				\$704,342.10
POCKET PARKS				
Bench	EA	\$1,500.00	3	\$4,500.00
Waste receptacle	EA	\$1,000.00	1	\$1,000.00
Sidewalk 4" thick, 4" gravel base, 4' wide	LF	\$23.05	50	\$1,152.50
Landscape treatment	Allow	\$11,000.00	1	\$11,000.00
Total Pocket Parks				\$17,652.50
REST AREAS				
Bench, 6' wide	EA	\$1,500.00	8	\$12,000.00
Waste receptacle	EA	\$1,000.00	8	\$8,000.00
Concrete paving stone, 4"x8"x2.5", slab on grade base, asphalt bedding	SF	\$17.45	1152	\$20,102.40
Total Rest Areas				\$40,102.40
LANDSCAPE				
3.5" caliper overstory trees every 40'	LF	\$13.88	4250	\$58,968.75
3.5" caliper medium trees every 40'	LF	\$12.63	0	\$0.00
2.5" caliper small trees every 30'	LF	\$13.83	0	\$0.00
Total Landscape				\$58,968.75
PEDESTRIAN LIGHTING				
Pedestrian light leased through GA Power, spaced every 40'	EA	\$4,000.00	102	\$408,000.00
Electrical distribution for pedestrian light poles	LF	\$23.24	4100	\$95,284.00
Total Pedestrian Lighting				\$503,284.00
BUS SHELTERS				
Average price for ones shown, include concrete pad 8'x12' and electrical hookup allowance	EA	\$16,573.42	6	\$99,440.50
Total Bus Shelters				\$99,440.50

SUBTOTAL				\$1,534,794.04
5% Contractor Mobilization				\$76,739.70
9% Design and Engineering				\$138,131.46
35% Concept Level Contingency				\$537,177.91
TOTAL				\$2,286,843.12
Notes:				
1. Right of Way Acquisition: Estimates for right of way acquisition have not been included in this estimate. It is anticipated that this project will incur both temporary and permanent construction/ right of way acquisition. The actual areas of acquisition needed would need to be determined during a schematic phase utilizing field survey information.				
2. Utility Relocation: It is anticipated that some utility relocation will be necessary and an allowance for that relocation has been included in this estimate. Actual costs will depend upon the specific streetscape features and assessments of the utility companies.				
3. Total value does not include any funding by Peachtree Corners LMIG.				
4. Pricing estimate for LMIG and SPLOST projects are approximate. Actual estimates to be confirmed by Peachtree Corners.				

Attachment C: Proposed Recommendations: Zoning and Development Code

PROPOSED RECOMMENDATIONS: ZONING AND DEVELOPMENT CODE

The Site Inventory and Analysis Report recorded zoning, development and subdivision regulations employed by the two Cities that impact the look, feel and function of the Winters Chapel Road corridor.

The sections below propose a set of zoning and development requirements for each city to consider adding to their codes, along with a provision to state that where conflict(s) exist with other code sections, these regulations shall take precedent.

The format and location for these recommendations will depend on the respective City preference; that is, whether to prepare an overlay district, a dedicated section in the development regulations, or to add to each applicable section that differs from what is desired for Winters Chapel an additional subsection or line item in a table (specifying the exception or additional rule for the corridor). For example, an existing table that establishes street lane, sidewalk and planting strip width by street type (local, arterial, etc.) would add another “type” – Winters Chapel – and list the associated standards.

SPECIFIC REGULATIONS

General Provisions.

- Establish the need found by the City through the Winters Chapel Design Study. Based upon detailed analysis and planning, the City finds development and design standards specific to this corridor necessary given the existing mix of uses, road speed and traffic operations, density and pedestrian activity.
- Identify that the City has adopted improvements that new development must adhere to (*should the City adopt the study’s design recommendations*).
- Where other provisions conflict with those identified specifically for the Winters Chapel Road corridor, the latter shall apply/take precedence.

Applicability.

- Define boundary of affected parcels: all properties with direct access to Winters Chapel road within City boundary
- Recommended to Peachtree Corners to add language similar to Sec 16-27 of the Dunwoody code, related to triggers for requiring improvements, summarized below:

Applicants must construct or otherwise provide for public ROW improvements as set forth herein if issuance of permit would result in any of the following:

1. New access to street created
2. 8 or more parking stalls
3. Structural improvements that exceed 25% (in cost) of the county tax assessor’s 100% assessed value of existing improvements (within the previous 12-month period)
4. Where building floor area increased by more than 10%
5. Where change in use or operations results in a 20% or greater increase in traffic

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Zoning.

- To help with access management: recommend prohibiting any new **single-lot**, single family residential with direct access to Winters Chapel; establish a minimum number of new units for any new subdivisions (e.g., ten or greater; actual number to be determined) and refer to requirement to add a deceleration lane for new subdivisions with that threshold number.
- Recommend restricting zoning as follows:
 - City of Dunwoody: allow any single-dwelling district subdivision (with minimum threshold of new units); allow new RM-150 to RM-85 (14 units to the acre); allow existing RM to be redeveloped to RM-75 (if redevelopment desired for aging complexes). Prohibit new C2, OD, and M.
 - City of Peachtree Corners: allow any single-dwelling district subdivision (with minimum threshold of new units); allow new RM districts. Prohibit new C-2, C-3, OBP and M (1 & 2) districts.

Use Regulations.

- To address access management: no new schools or day care, unless willing to provide decel lanes.
- Peachtree Corners: C-1 allows by SUP: car wash & fuel pumps (recommend that along Winters Chapel, not eligible for these); many OI uses allowed by SUP may be too intense for the corridor (day care, hotels and motels).
- Recommend both Cities **prohibit big-box** or otherwise limit commercial footprint to 20,000 square feet, and up to 50,000 per building envelope if providing some neighborhood open space or gathering space like public plaza, benches, etc. This does not prohibit a grocery store from having outparcels. This does not prohibit a typical big-box chain, provided they break up their total square footage of each structure.

Architectural Design.

- Recommend requiring minimum architectural design for all non-SF detached residential (all mixed-use, commercial, office, multi-family and attached).
- Peachtree Corners could simply add a provision that requires that section 1315.2 (5) Architectural Design apply to any new development and redevelopment along the corridor.
- Dunwoody may have architectural requirements that were not available/found through Municode. If none exist, the City may find it appropriate to adopt the same architectural standards as Peachtree Corner overlay, regulating:
 - Materials, prohibiting metal
 - Roof pitch and materials; parapet requirements
 - Screening of mechanical systems
 - Wall articulation/variation
 - Residential materials (50% minimum brick, stone or stucco)

Street Standards and Required Improvements.

- Regardless of whether the Cities pursue infrastructure improvements along the corridor themselves or the timing of such improvements, they should give themselves the option of requiring improvements that meet the standards and dimensions of the desired streetscape and

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road functioning (potentially adopted as the Winters Chapel Design Standards, proposed elsewhere in this report).

- To manage the potential phasing of improvements, each jurisdiction should give itself the option of waiving the required improvement, but allow for recapture of costs through a fee-in-lieu of provision, such as that currently specified by Dunwoody code section 16.27 and 28.
- Applicants should be required to provide the improvements indicated on adopted development standards and streetscape typical (summarized below in the table below).
- Because of varying right-of-way, shoulder width and other constraints identified in each of the Inventory Area Maps 1-5, the following table should be adopted with the option of the respective Public Works or Community Development Director to **waive, re-align, or narrow the dimensional requirements** described below:

Winters Chapel Improvement	Typical Standard or Dimension (<i>in feet, unless otherwise noted</i>)	Comment
Street Standard		
ROW	65 – 140	
Travel Lane Width	11-12	Consider narrowing to 9 or 10, if traffic calming desired and/or bicycle lanes constructed
Sidewalk	5	
Planting Strip	5	Depending on existing conditions
Utility space	3	
Curb & Gutter	2	Unless other stormwater technique with proven efficacy proposed and approved by City
Street furniture or Pad	Every 500 feet, on alternating sides of street	In residential segments of road, may be 1000
Street Tree	-Large canopy: every 40 ft; -Med. canopy: every 40 ft; -Small canopy: every 30 ft	-Large planting bed width: 6; see species list -Med. planting bed width: 4 and limited to 2" -2.5" caliper Trident maple or American Maple species -Small planting bed width 4; see species list All: locations will vary; depend upon no utility/power line interference, sufficient setback from road, and distance from intersection(s)
Curb cut & drive separation/Access	Min distance 250; 1 curb cut per 400 ft frontage max; Require inter-parcel connectivity	Prohibit new access for individual residential lot; require shared access for new commercial with ability to waive this requirement; specify inter-connectivity options as stub-outs, cross-access and/or shared access drive.

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Street to entrance	Min 3 foot wide sidewalk from street to building front	Commercial and multi-family; consider requiring interior to existing parking lots when any part of property is redeveloped (or at minimum, require striping for pedestrians)
Street Tree Maintenance		Both codes already required property owner
Front Yard (yard with frontage facing Winters Chapel)		
Parking in front	Max 2 rows of parking	Require remaining parking to be distributed along side and rear of building
Parking lots	7.5 foot strip adjacent to street side with minimum 3 ft high planting	This is Dunwoody's current code; Peachtree Corners requires 10 foot strip, but you may want to reduce given the restricted front parking.
Screening		
Dumpsters	Shall be screened on all 4 sides	
HV/AC, Mechanical Equipment	Shall be screened	By parapet if on rooftops
Outdoor Display	Prohibited in front yard; screening required if in side yard	Unless for seasonal or temporary sale or event; consider allowing in the side front yard if fully screened with decorative fencing (for things like lawn equipment or plant sales for the WalMart)

PROPERTY MAINTENANCE AND CODE ENFORCEMENT

Dunwoody code Section 8-86 addresses “Maintenance of proper sanitary conditions”, focusing on keeping weeds cut and trash or rubbish off of the property. It further allows the City authority to rid non-compliant properties of weeds and trash. The City also adopted the International Property Maintenance Code.

Similarly the Peachtree Corners Property Maintenance Code mirrors the 2012 International Property Maintenance Code. Sections 301 and 302 addresses property owners’ requirements to maintain clean, safe secure and sanitary vacant structures and all exterior properties. The code specifies maintaining structures, drives and yards in a “proper state of repair” and also provides authority to city staff to cut and destroy weeds.

The two cities appear to share the same base level of property owner responsibilities regarding maintenance. Further protection may be desired to address vacant property requirements, specifically related to building paint or materials, parking lot plant growth (more restrictive than just the 12 inch of weeds standard), signs, and striping within parking lots and drives.

Attachment D: Proposed Recommendations: Maintenance Plan and Schedules

MAINTENANCE PLAN AND SCHEDULE

The cities shall be responsible for the general maintenance and upkeep of the streetscape between the back of the curb and the right of way, including the sidewalk, furniture, vegetation planted as part of the corridor enhancement, pedestrian lighting and trash receptacles. The adjacent property owner shall be responsible for litter pick up and grass maintenance including cleaning, weeding, reseeding and mowing.

The cities' respective Public Works departments should continue to provide basic street services from curb to curb including street sweeping, repair of streets including pavement, crosswalks, sidewalk repair and drainage and traffic control facilities.

The following are recommended guidelines for maintenance and scheduling of these activities:

MAINTENANCE OF PLANTING MATERIALS FOR POCKET PARKS AND LANDSCAPE ENHANCEMENT AREAS

Maintenance will be required for these areas on a seasonal basis. When creating planting designs, maintenance should be considered when selecting plant materials. Plants require sufficient watering during the establishment period to develop proper root systems. Even low maintenance palettes will need a certain amount of maintenance to uphold plant health and appearance. The maintenance program should include inspection in spring and fall to address:

- Replacement of damaged or dead plant materials
- Spring clean-up of prior season's growth / die-back
- Removal of refuse and leaves that have encroached into planting beds
- Seasonal weeding, pruning and dead-heading

Annual Cost estimate for maintenance of vegetation in pocket parks: an allowance of \$500 year/per park (may vary depending on size of pocket park; average size 1200 sf)

STREET TREE MAINTENANCE

The cities shall be responsible for tree maintenance for trees that have been planted as part of the corridor enhancement. Maintenance shall include watering during establishment, cyclic pruning, mulching, and removal/replacement of dead, dying or hazardous trees.

Watering/Mulching During Establishment

It is recommended that trees are watered once a week from spring until fall. Newly planted trees will require watering for the first 2-3 years until they are established. Water the trees with approximately 20 gallons. During hot weather trees may require 30 gallons of water per week, applied in 2 separate waterings (15 gallons each). Consider including watering bags with installation of trees to reduce maintenance labor costs. Establish and maintain a 3" to 4" layer of decomposed wood mulch around the root zone of the trees. It is recommended that this watering and maintenance service be included with the installation contract of the trees.

Pruning

Pruning for trees planted within the right of way is recommended on a cyclic basis.

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- 1) Trim young trees (smaller than 6" in DBH and 25' tall) to prevent tree structures that can lead to potential problems as the tree ages. Trees can be pruned from the ground with a pole pruner or pruning shear to increase structural integrity by pruning for one dominate leader (depending on species). Maintain at least 8' of clearance for pedestrians and bicyclists to avoid hazards created by low branches near sidewalks and drives. Inspect trees for dead dying and hazardous conditions at this time. After three years, newly planted trees enter a routine pruning cycle.

Inspect and prune one third of the young tree population once each year.

Annual Cost Estimate: \$30/tree (one third of all trees per year for 5 years)

- 2) Trim older trees in a routine pruning cycle every 5 years to clean, reduce deadwood, improve structure and raise the crown. This will also improve tree health. Maintain at least 8' of clearance for pedestrians and bicyclists to avoid hazards created by low branches near sidewalks and drives. Inspect trees for dead dying and hazardous conditions at this time.

Inspect and prune one third of the older tree population once each year.

Annual Cost Estimate: \$88/ tree year (one third of all trees per year) up to 18" trees.

Notes:

1. Do not remove more than 25% of the total foliage of the tree at any given time. Prune in late winter.
2. After trees achieve size of 18" or greater pruning costs will increase and costs should be reevaluated over time

Removal and Replacement

Trees should be warrantied for at least one year. Removal/Replacement should take place depending on if the tree presents a hazard or visual problem. Trees should be replaced for missing/removed trees every 5 years as needed.

SIDEWALK/ MULTI-USE PATH MAINTENANCE

In order to maintain safe and accessible sidewalks or multi use paths, inspection and maintenance will be necessary. Users may report possible deviations to the cities' public works departments, but the cities should also have a scheduled inspection and repair plan to address possible hazards or damages.

The cities should inspects corridor sidewalks and/or multi-use paths once every 5 years since this is a potential major pedestrian route. During these inspections, PROWAG guidelines shall be followed. In addition, the following deviations shall be considered in considering areas for repairs:

- Vertical separation of over .25 inches shall be beveled with a slope not steeper than 1v:2h. Changes in level greater than .5 inch shall be ramp grade or flatter, a slope of 8.33 percent or less.
- Cross slope exceeding 1" per foot.
- Holes/gaps or raised areas exceeding 3" in diameter or at any place ponding water or a drainage way has formed into the surface.

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- Areas cracked into 4 or more pieces or missing a piece greater than 4 square inches.
- Where sidewalk has spalled over 50% of the surface.

If utility systems are impacted by sidewalk repairs or replacement, notify the appropriate utility system owner to coordinate mitigation of the cause of damage prior to the sidewalk repair or replacement.

Annual Cost Estimate: a) \$800 /mile/per year of sidewalk

b) \$1500 /mile/per year of multi-use path

Full inspection to be performed once every 5 years, but yearly maintenance budget to be allocated to deal with spot treatments as reported by residents/users.

STREETSCAPE FURNITURE MAINTENANCE

Typical street furniture problems may include dirty equipment, vandalism, broken bench seats, backrests, arms, and embedded litter. Because these problems may affect health and safety regulations, it will be important for the Cities to address these issues. The following should be included in the streetscape furniture maintenance regime:

- Site inspections: Streetscape furniture should be inspected on a yearly basis and included in City staff responsibilities

Annual Cost Estimate: To be included in staff hours. Materials cost minimal.

- Cleaning: Cleaning of street and pocket park furnishings will typically include the removal of scuff marks, food and drink spills and stains and dust and dirt. It is best removed by pressure cleaning by hand with soapy water or brushing, scrubbing or wiping with non-abrasive rags and cleansers. Actual method to be determined at the time of inspection

Annual Cost Estimate: To be included in staff hours. Materials cost minimal.

- Graffiti Removal: The street furniture should be selected with graffiti resistance in mind, but is not foolproof in eliminating graffiti. Removing graffiti as soon as possible limits the effect of graffiti encouraging further graffiti. Methods to remove graffiti include:

- Use of graffiti wipes
- Citrus cleansers
- Abrasive cloths and solvents

Annual Cost Estimate: To be included in staff hours. Materials cost minimal.

- Safety Evaluation and Reporting: Inspect furnishings for potential safety hazards such as sharp surfaces or unstable placement.

Annual Cost Estimate: To be included in staff hours. Materials cost minimal.

- Furniture Repairs and Replacement: Repair of benches, trash receptacles: Repairs should be conducted after annual inspection. Repairs may include but are not limited to: Resetting benches and trash receptacles, repairing broken parts of benches and trash receptacles, repairing glass at bus shelters.

Annual Cost Estimates: Costs will vary widely—

- a) Bench repair: range from \$0-\$800 per unit.
- b) Trash receptacle repair: range from \$0-\$500 per unit.
- c) Bush shelter repair: range from \$0-\$5000 per unit.

- Painting, refinishing, refurbishment and replacement of streetscape furniture

Annual Cost Estimates: Costs will vary widely. Replacement costs will be similar to installation costs with the additional cost of removal of the previous furnishings and potential patching of pavement.

- a) Painting of benches: range from \$30-\$90/unit
- b) Painting of trash receptacle: range from \$30-\$90/unit
- c) Painting of bus shelter: range from \$100-\$1200/unit

TRASH RECEPTACLE/ RECYCLING PICKUP

The Cities should empty trash receptacles and recycling bins weekly as a part of their regional service plans.

Note: Costs/labor hours according to City standard rates.

PEDESTRIAN LIGHTING MAINTENANCE

Lighting services will be provided by Georgia Power; lights will therefore be maintained by Georgia Power as part of the installation/maintenance agreement.

MAINTENANCE SCHEDULE SUMMARY

A summary is provided below for recommended maintenance tasks and scheduling.

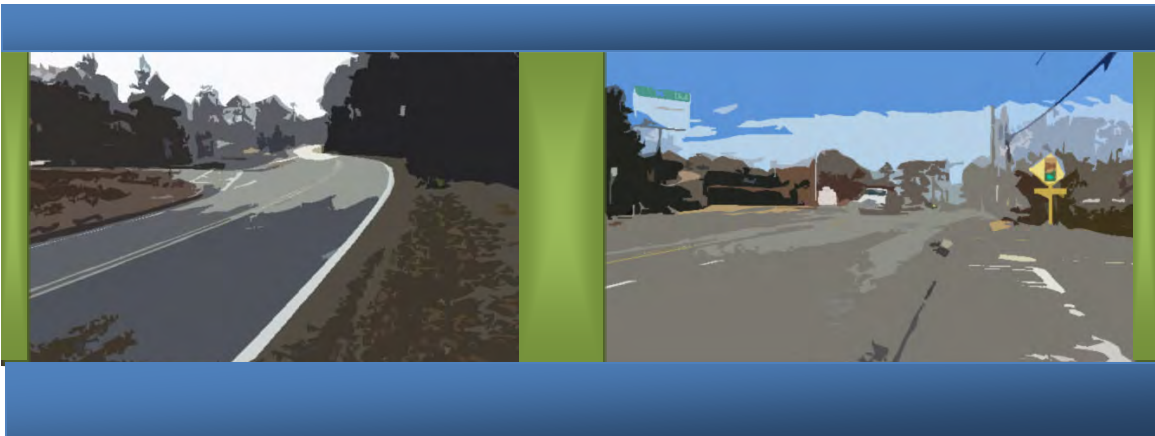
STREETSCAPE MAINTENANCE SCHEDULE	
Recurrence Rate	Task
Biweekly	1. Watering newly planted trees (in hot periods during growing season)
Weekly	1. Empty trash/ recycling containers 2. Watering newly planted trees (in growing season)
Seasonal	1. Landscape area maintenance
1x/ Year	1. Sidewalk inspection 2. Prune 1/3 of small trees 3. Mulching 4. Inspect site furnishings
1x/5 Years	1. Remove/replace dead/dying/ diseased trees 2. Prune 1/5 of regular trees 3. Inspect sidewalks/multi use paths
As needed	1. Remove hazardous trees 2. Fix safety hazardous on sidewalks/multi-use paths or site furnishings 3. Fix broken site furnishings

STREET TREE AND LANDSCAPE MAINTENANCE SCHEDULE	
SPRING 15 MAR-15 MAY	SUMMER 16 MAY-15 SEP
1. Landscape areas: Replacement of damaged or dead plant materials	1. Landscape areas: Seasonal weeding, pruning and dead heading.
2. Landscape areas: Clean up of prior seasons growth/die-back	2. Street Trees: Mulching
3. Landscape areas: Removal of refuse and leaves that have encroached into planting beds	3. Street Trees: Watering once to twice weekly of newly planted trees.
4. Street Trees: Watering newly planted trees during establishment	
FALL 16 SEP-NOV 15	WINTER NOV 16-15 MAR
1. Landscape areas: Replacement of damaged or dead plant materials	1. Street Trees: Pruning
2. Landscape areas: Clean up of prior seasons growth/die-back	
3. Landscape areas: Removal of refuse and leaves that have encroached into planting beds	
4. Watering of newly planted trees during establishment	
5. Replacement of dead/missing trees.	

Appendix A: Preliminary Recommendations Report (March 10,2015)



Dunwoody – Peachtree Corners Winters Chapel Design Standards Preliminary Recommendations | March 10, 2015



Winters Chapel Design Study: Preliminary Recommendations

INTRODUCTION

The Winters Chapel Corridor Design Standards public workshop was well attended. Over 170 people from the communities of Peachtree Corners, Dunwoody and Sandy Springs attended. From this meeting we collected a good deal of public input ranging from general roadway comments to specifics on visual preferences of potential site features, to locations of problem areas and proposed improvements.

After the general introduction and review of the site analysis plans, we encouraged participation at two stations for input. The first station was a large map of the corridor where people could draw or locate problem areas or desired proposed features. The second station consisted of site analysis maps for review, visual preference survey and boards to comment on various aspects of pedestrian, bicycle and open space along the corridor.

This document summarizes the preliminary recommendations from the site analysis and public input process. Additionally we have included the “raw” data collected at the public meeting. Attached to this summary are:

- 1) Results of the visual preference surveys and visual results.
- 2) Photos of overall corridor maps with markups/comments by the public.
- 3) Listing of written comments received on the comment boards.
- 4) Listing of comments written on map.
- 5) Additional comments received during the meeting.
- 6) Sign-in sheets from the meeting.

SUMMARY OF CONCERNS

Based upon the map results and comments received during the workshop there were several concerns that the public appeared to agree on and facilities that there was strong demand for. These items are as follows:

- More sidewalks within the corridor.
- Sidewalks on both sides of the corridor.
- Consider facilities for bicycles.
- Landscaping along the water treatment plant, especially along the east side.
- Improved pedestrian conditions at the Peeler Road, Dunwoody Club Drive, and Peachtree Industrial Boulevard intersections.

Peachtree Corners – Dunwoody Winter Chapel Design Standards

Preliminary Recommendations

- Concerns about traffic operations at the Peeler Road, Dunwoody Club Drive, Peachtree Industrial Boulevard, and Spalding Drive intersections.
- Provisions to walk to the commercial district from elsewhere in the corridor.
- Improved motorist/pedestrian conditions at the curve along the east side of the roadway between Spalding Glen Drive and Winters Hill Drive.
- Improved maintenance or code enforcement in front of utility easement corridors and the old cemetery next to North Atlanta Memorial Park.
- Concerns about conditions of business signage/facades/presence through the commercial corridor.
- Safe pedestrian crossing points across Winters Chapel Road.
- Drainage improvements in spot areas.
- Pedestrian crossings and access near Beth Shalom Synagogue.
- Perception that cars are driving faster than speed limit through corridor.
- Concerns about motorist conditions around Peeler Road and Peachtree Industrial Boulevard intersections (and prior to these intersections).

Other comments received pre and post-meeting have been taken into consideration for these recommendations.

SUMMARY OF PROPOSED PROJECTS

The summary of proposed projects is classified into overall corridor and specific area projects. Attached are diagrammatic maps showing the corridor divided into 5 sub areas, with locations and types of proposed projects.

Overall Corridor

- Landscaping:
 - Proposed large trees (locations TBD). Every 40' along roadway where no overhead powerlines or utilities interfere, sufficient setbacks from roadway and at least 6' of planting bed width exists.
 - Proposed medium trees (locations TBD). Every 40' along roadway where no overhead powerlines or utilities interfere, sufficient setbacks from roadway and at least 4' of planting bed width exists.
 - Proposed small trees (locations TBD). Every 30' along roadway where overhead power lines or utilizes interfere, sufficient setbacks from roadway and at least 4' of planting bed width exists.

Peachtree Corners – Dunwoody Winter Chapel Design Standards

Preliminary Recommendations

- Crosswalks /ADA:
 - Striped crosswalks at all roadway and commercial driveway crossings.
 - Stamped asphalt crosswalks at major roadways including Peachtree Industrial Boulevard, Peeler Road, Jones Mill Road, Dunwoody Club Drive and Spalding Drive.
- Bus Shelters:
 - Simple bus shelters at all stops south from Peeler Road.
- Benches/ Trash Receptacles:
 - Benches (6' wide) are proposed every 1000' along residential areas of corridor. Trash receptacle with recycling to be placed next to bench. Benches to be offset from sidewalk on minimum 5' wide concrete pad.
 - Benches (6' wide) are proposed every 500' along commercial areas of corridor. Trash receptacle with recycling to be placed next to bench. Benches to be offset from sidewalk on minimum 5' wide concrete pad.

Specific Projects: Base Projects

Area 1

Sidewalks:

- 1) 5' wide sidewalks are being proposed by Gwinnett County SPLOST from Dunwoody Club Drive north to Spalding Drive on the east side of the roadway. ADA curb cut ramps/features to be included. Drainage and curb and gutter to be included in selected locations along this area.
- 2) Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Minimum 5' wide with separation from roadway of 5' where possible. ADA curb cut ramps/features to be included.

Pedestrian Crossings/Crosswalks:

- 1) Stamped asphalt crosswalk across Winters Chapel Road at Spalding Drive, with pedestrian signal to north side.
- 2) Striped crosswalks to be included as part of Gwinnett County SPLOST across minor roadways. ADA ramps to be included.
- 3) Striped crosswalks at road crossings when new sidewalks installed north from Peeler Road to Nesbit Ferry Road on west side of roadway.

Proposed Lighting:

- 1) Pedestrian lighting or improved roadway lighting between Spalding Glen Drive and Winters Hill Drive on east side of road.

Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

Pocket Parks:

- 1) Pocket park in right-of-way at large property south of Spalding Glen Drive on east side of road (where potential wetland shown).

Other:

- 1) Drainage improvements south of Winters Hill on east side of roadway. Type to be determined.

Area 2

Sidewalks:

- 1) 5' wide sidewalks are being proposed by Gwinnett County SPLOST from Dunwoody Club Drive north to Spalding Drive on the east side of the roadway. ADA curb cut ramps/features to be included. Drainage and curb and gutter to be included in selected locations along this area.
- 2) Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Minimum 5' wide with separation from roadway of 5' where possible. ADA curb cut ramps/features to be included.

Pedestrian Crossings/Crosswalks:

- 1) Stamped asphalt crosswalk across Winters Chapel Road at Dunwoody Club Drive at north side of intersection, and across Dunwoody Club Drive with pedestrian signals.
- 2) Mid-block crossings across Winters Chapel Road across from Congregation Beth Shalom.
- 3) Striped crosswalks to be included as part of Gwinnett County SPLOST across minor roadways. ADA ramps to be included.
- 4) Striped crosswalks along at road crossings when new sidewalks installed north from Peeler Road to Nesbit Ferry road on west side of roadway.

Proposed Lighting:

- 1) None in this area.

Pocket Parks/Rest Areas:

- 1) Pocket park within right-of-way south of Marston Way on east side of roadway, possibly under power easement.

Other:

- 1) Drainage improvements south of Marston Way on east side of road.
- 2) Drainage improvements at power easement north of Congregation Beth Shalom on east side.
- 3) Drainage improvements across from Congregation Beth Shalom on west side.
- 4) Investigate potential trail connection along Colonial Pipeline Easement west into Dunwoody.

Area 3

Sidewalks:

- 1) Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Proposed 5' wide sidewalks with separation from roadway where feasible. ADA curb cut ramps/features to be included.

Pedestrian Crossings/Crosswalks:

- 1) Stamped asphalt crosswalk at Jones Mill Road.
- 2) Striped crosswalks along at road crossings when new sidewalks installed north from Peeler Road to Nesbit Ferry road on west side of roadway.

Proposed Lighting:

- 1) Additional pedestrian lighting at Sumac Drive south to Jones Mill Road.

Pocket Parks:

- 1) Pocket park within right-of-way along cemetery adjacent to North Atlanta Memorial Park.

Other:

- 1) N/A

Area 4

Sidewalks:

- 1) Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Proposed 5' wide sidewalks with separation from roadway where feasible. ADA curb cut ramps/features to be included.
- 2) Sidewalk improvements and ADA access improvements at Peeler Road intersection.
- 3) 5' wide sidewalks along east side, in front of water treatment plant north to south of Winterbrook Ct. This is proposed as part of Peachtree Corners LMIG projects. Drainage and curb and gutter to be included in selected locations along this area.

Pedestrian Crossings/Crosswalks:

- 1) Striped crosswalks along at road crossings when new sidewalks installed north from Peeler Road to Nesbit Ferry road on west side of roadway.

Proposed Lighting:

- 1) Pedestrian lighting on both sides of road from power easement, through commercial district, south to southern borders of Water Treatment Plant.

Peachtree Corners – Dunwoody Winter Chapel Design Standards

Preliminary Recommendations

Pocket Parks:

- 1) Pocket parks within Water Treatment Plant frontage. (Location TBD). To be coordinated with Dekalb County Watershed.

Other:

- 1) Bus shelters at bus stops south of Peeler Road on west side of roadway. (Alternate: research highest use bus stops and add in those areas)
- 2) Drainage improvements across from Winters Chapel Crossing shopping center and slightly north and south.
- 3) Drainage improvements south of Winters Chapel Crossing shopping center along east side of roadway/Water Treatment Plant.
- 4) Possible roadway modification/diet along Water Treatment Plant (both sides). To be coordinated with DeKalb County due to restricted right-of-way.
- 5) Landscaping improvements along Water Treatment Plant (both sides). To be coordinated with DeKalb County in areas of restricted right-of-way.
- 6) Trash receptacles at Peeler Road landscape island.
- 7) Investigate potential trail connection along power easement towards Winter Trail Road and apartments.

Area 5

Sidewalks:

- 1) 5' wide sidewalks along east side, in front of Water Treatment Plant north to Winterbrook Court. This is proposed as part of Peachtree Corners LMIG projects. Drainage and curb and gutter to be included in selected locations along this area.

Pedestrian Crossings/Crosswalks:

- 1) Stamped asphalt crosswalks across Winters Chapel Road at Peachtree Industrial Boulevard with pedestrian signals and ADA accommodations. Possible modification of refuge islands.
- 2) Crosswalks across Peachtree Industrial Access Road and underpass with pedestrian signalizations (to be coordinated with GDOT).

Proposed Lighting:

- 1) Pedestrian lighting on both sides of road from power easement, through commercial district, south to southern borders of Water Treatment Plant.

Pocket Parks:

- 1) Pocket parks within Water Treatment Plant frontage. (Location TBD).

Peachtree Corners – Dunwoody Winter Chapel Design Standards

Preliminary Recommendations

- 2) At vacant lot north of Chevron station on west side of roadway, or acquisition of property for park.

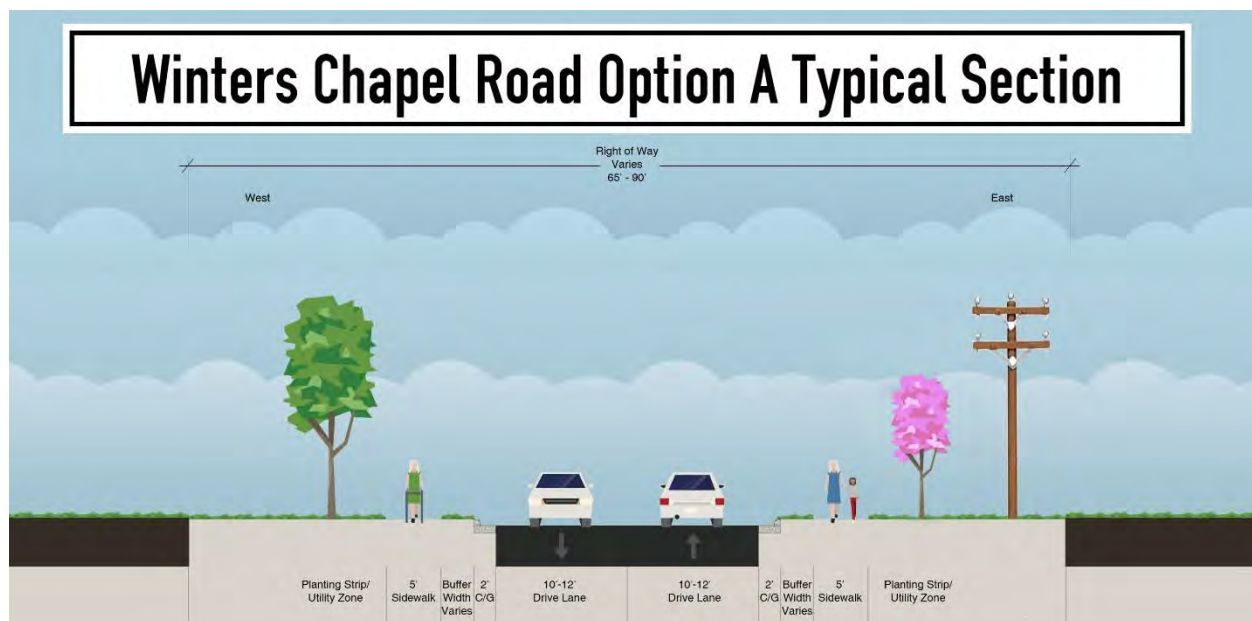
Other:

- 1) Bus shelters at bus stops south of Peeler Road on west side of roadway. (Alternate: research highest use bus stops and add in those areas)
- 2) Possible roadway modification/diet along Water Treatment Plant (both sides). To be coordinated with DeKalb County due to restricted right-of-way.
- 3) Landscaping improvements along Water Treatment Plant (both sides). To be coordinated with DeKalb County due to restricted right-of-way.
- 4) Pedestrian barrier or pedestrian island in between Wintercrest Drive and Peachtree Industrial Access Road to reconcile pedestrian/traffic conflicts.

Project options

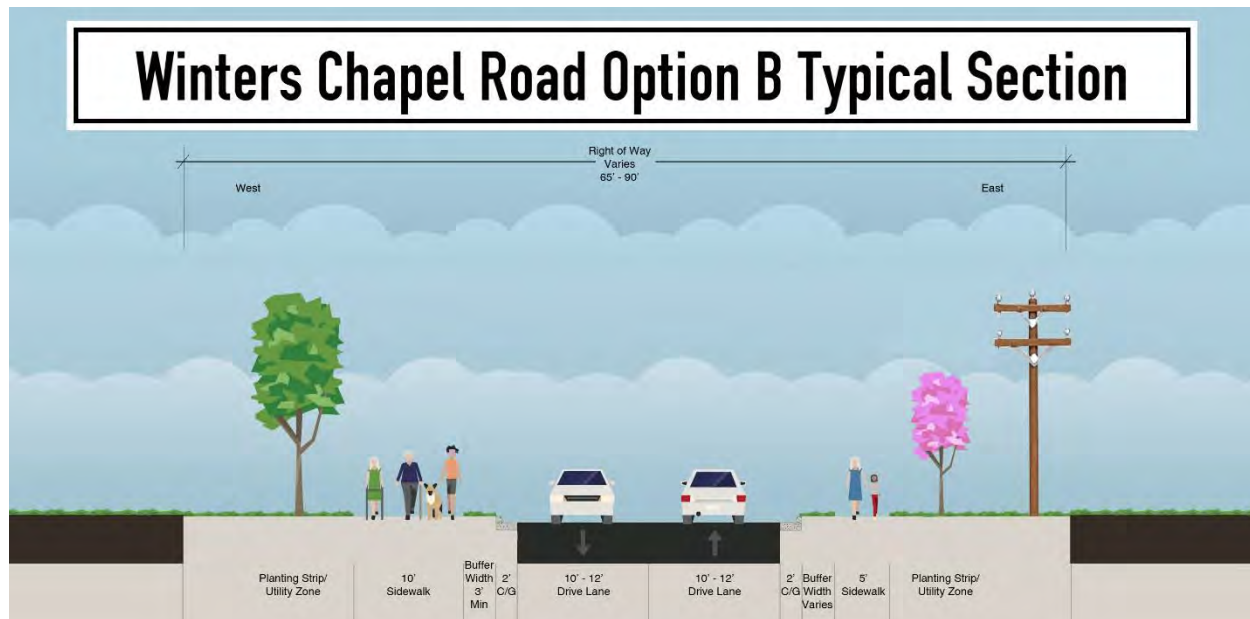
The Cities, the public and Pond all feel is important to look at the possibility of bicycle facilities in this corridor. The corridor is not currently suitable for shared lane markings for bicycles due to the posted speed limit in this area. The current pavement width does not accommodate 4'-5' wide bicycle lanes. We are presenting three different recommendation options to the Cities.

- Option A) Include sidewalks for the corridor in locations as noted in the Specific Projects: Base Project List. Include all items in Specific Projects: Base Project Lists



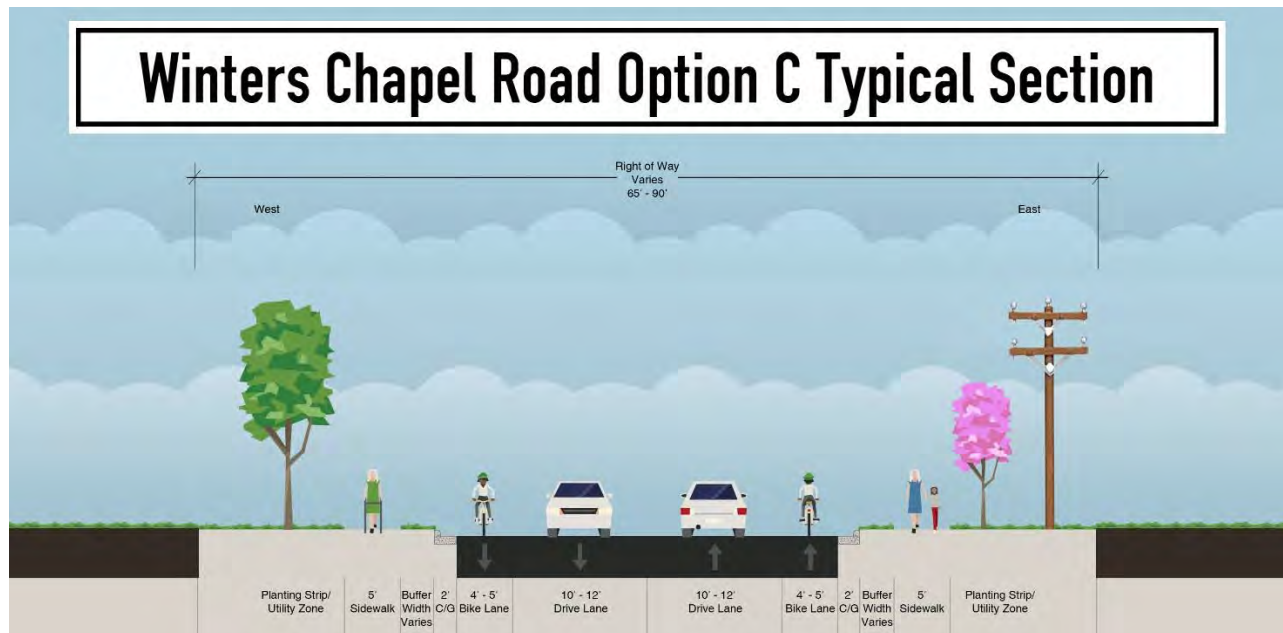
Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

- Option B) Substitute a multi-use path for sidewalks on the west side of the road from the transmission easement north of Peeler Road to Fontainebleau Way. Include all other projects from the Specific Projects: Base Project List. Multi-use trail to be compliant with AASHTO guidelines. Associated curb and gutter, trail and roadway signage and related drainage to be included. Some utility line relocations will be required to accommodate trail.



Peachtree Corners – Dunwoody Winter Chapel Design Standards Preliminary Recommendations

- Option C) Widen roadway from Peeler Road north to Spalding Drive to accommodate AASHTO compliant striped bicycle lanes. Include all other projects from the Specific Projects: Base Project List. Associated curb and gutter, trail and roadway signage and related drainage to be included. Utility line relocations will be required to accommodate widening. Construction easements may be needed in some areas.



SUMMARY OF VISUAL PREFERENCE SURVEY

During the workshop we set up boards for people to choose preferences for site furnishings and other streetscape features. The preferences were as follows:

- **Seating (Benches):** Dunwoody Traditional Standard Metal Bench
- **Pedestrian Lighting:** Dunwoody Village Standard, followed closely by an American Industrial Style
- **Trash Receptacles:** Contemporary style (non-metal) and recycling bins.
- **Crosswalks:** Stamped asphalt
- **Bus Shelters:** Traditional, followed by Contemporary
- **Rest Areas:** Seating separated from walkway and special accent paving.
- **Pocket Parks:** Strong preference for the 'intimate park' style.
- **Green amenities:** Preference for bioretention area between roadways.

Note: Actual furnishing types and designs of other features are to be determined. These results indicate preference for types and styles of features for the corridor.

CONCLUSIONS AND NEXT STEPS

The information included in this report gives general guidance on the types of improvements the public would like to see within the Winters Chapel Corridor. It should be noted that cooperation with GDOT, City of Sandy Springs, DeKalb County Watershed, and private landowners and subdivision groups will need to be continuous as projects are implemented. The next step in the process is input from the Planning Commissions and City Councils of the Cities of Peachtree Corners and Dunwoody. Cost estimates, guidelines for maintenance and zoning code recommended changes will be included in the final deliverables.

AREA 1 PRELIMINARY RECOMMENDATIONS

PEDESTRIAN IMPROVEMENTS

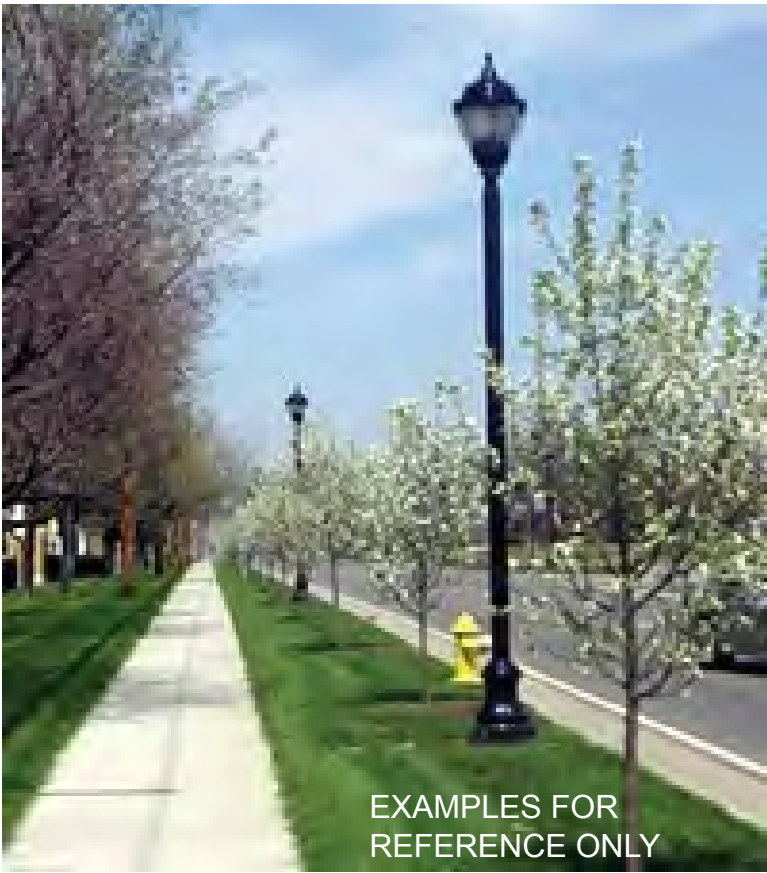
- Sidewalks are being proposed by Gwinnett County SPLOST from Dunwoody Club north to Spalding on the east side of the roadway. ADA curb cut ramps and crosswalks to be included.
- Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Minimum 5' wide with separation from roadway. ADA curb cut ramps and crosswalks to be included.
- Stamped asphalt crosswalk across Winters Chapel at Spalding, with pedestrian signal.



EXAMPLES FOR REFERENCE ONLY

LIGHTING

- Pedestrian lighting or improved roadway lighting between Spalding Glen and Winters Hill on east side of road.



EXAMPLES FOR REFERENCE ONLY

PARK SPACE

- Pocket park in right of way at large property south of Chapel Glen and Spalding Glen on east side of road near existing wetland.



EXAMPLES FOR REFERENCE ONLY

OTHER IMPROVEMENTS

- Drainage improvements south of Winters Hill on east side of roadway.



KEY PLAN
NTS



WINTERS CHAPEL ROAD CORRIDOR PEACHTREE CORNERS AND DUNWOODY

Legend

	COUNTY BOUNDARY		GA POWER EASEMENT		PROPOSED SIDEWALK
	BUILDING FOOTPRINT		OVERHEAD POWER LINES		PROPOSED SIDEWALK TO BE FUNDED BY OTHERS
	SIDEWALK/WALKWAY		COLONIAL GAS EASEMENT		POTENTIAL TRAIL CONNECTION
	ROAD/DRIVEWAY/PARKING		STREAMS		PROPOSED PROJECT
	SURFACE WATER		BUS STOPS		PROPOSED DRAINAGE IMPROVEMENTS
	WETLANDS		TRAFFIC SIGNALS		
	DUNWOODY PARCELS				
	PEACHTREE CORNERS PARCELS				

AREA 2 PRELIMINARY RECOMMENDATIONS

PEDESTRIAN IMPROVEMENTS

- Sidewalks are being proposed by Gwinnett County SPLOST from Dunwoody Club north to Spalding on the east side of the roadway. ADA curb cut ramps and crosswalks to be included.
- Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Minimum 5' wide with separation from roadway. ADA curb cut ramps and crosswalks to be included.
- Sidewalk connection to future sidewalks planned on north side of Dunwoody Club Drive.
- Stamped asphalt crosswalk across Winters Chapel and Dunwoody Club Drive with pedestrian signal.
- Consider mid-block crossing across from Congregation Beth Shalom. Additional study required.



PARK SPACE

- Pocket park in right of way south of Marston Way on east side of road, possibly under power easement.
- Potential trail connection along Colonial Gas Easement west into Dunwoody should be explored.



OTHER IMPROVEMENTS

- Drainage improvements south of Marston Way on east side of road.
- Drainage improvements at power easement north of Congregation Beth Shalom on east side of road
- Drainage improvements across from Congregation Beth Shalom on west side.



KEY PLAN
NTS



WINTERS CHAPEL ROAD CORRIDOR PEACHTREE CORNERS AND DUNWOODY

Legend

	COUNTY BOUNDARY		GA POWER EASEMENT		PROPOSED SIDEWALK
	BUILDING FOOTPRINT		OVERHEAD POWER LINES		PROPOSED SIDEWALK TO BE FUNDED BY OTHERS
	SIDEWALK/WALKWAY		COLONIAL GAS EASEMENT		POTENTIAL TRAIL CONNECTION
	ROAD/DRIVEWAY/PARKING		STREAMS		PROPOSED PROJECT
	SURFACE WATER		BUS STOPS		PROPOSED DRAINAGE IMPROVEMENTS
	WETLANDS		TRAFFIC SIGNALS		
	DUNWOODY PARCELS				
	PEACHTREE CORNERS PARCELS				

AREA 3 PRELIMINARY RECOMMENDATIONS

PEDESTRIAN IMPROVEMENTS

- Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Minimum 5' wide with separation from roadway. ADA curb cut ramps and crosswalks to be included.
- Stamped asphalt crosswalk at Jones Mill Road



EXAMPLES FOR REFERENCE ONLY



KEY PLAN
NTS

LIGHTING

- Additional pedestrian lighting at Sumac Drive south to Jones Mill Road



EXAMPLES FOR REFERENCE ONLY

PARK SPACE

- Pocket park in right of way adjacent to North Atlanta Memorial Park



EXAMPLES FOR REFERENCE ONLY



WINTERS CHAPEL ROAD CORRIDOR

PEACHTREE CORNERS AND DUNWOODY

Legend

	COUNTY BOUNDARY		GA POWER EASEMENT		PROPOSED SIDEWALK
	BUILDING FOOTPRINT		OVERHEAD POWER LINES		PROPOSED SIDEWALK TO BE FUNDED BY OTHERS
	SIDEWALK/WALKWAY		COLONIAL GAS EASEMENT		POTENTIAL TRAIL CONNECTION
	ROAD/DRIVEWAY/PARKING		STREAMS		PROPOSED PROJECT
	SURFACE WATER		BUS STOPS		PROPOSED DRAINAGE IMPROVEMENTS
	WETLANDS		TRAFFIC SIGNALS		
	DUNWOODY PARCELS				
	PEACHTREE CORNERS PARCELS				

AREA 4 PRELIMINARY RECOMMENDATIONS

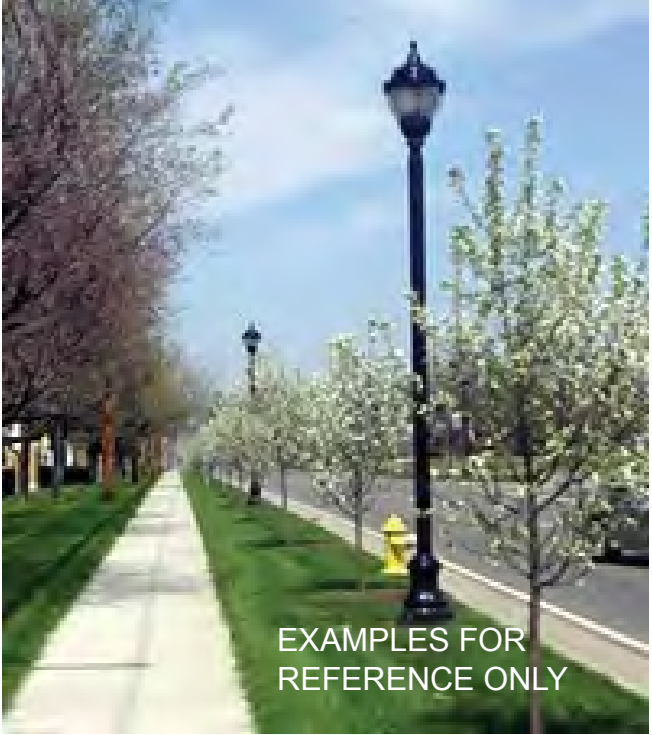
PEDESTRIAN IMPROVEMENTS

- Sidewalks north from Peeler Road to Nesbit Ferry Road on west side of roadway are proposed. Minimum 5' wide with separation from roadway. ADA curb cut ramps and crosswalks to be included.
- Sidewalks are being proposed by Peachtree Corners LMIG along the east side of Winters Chapel road in front of water treatment plant north to Winterbrook Court.



LIGHTING

- Pedestrian lighting on both sides of road through commercial district south to southern border of water treatment plant



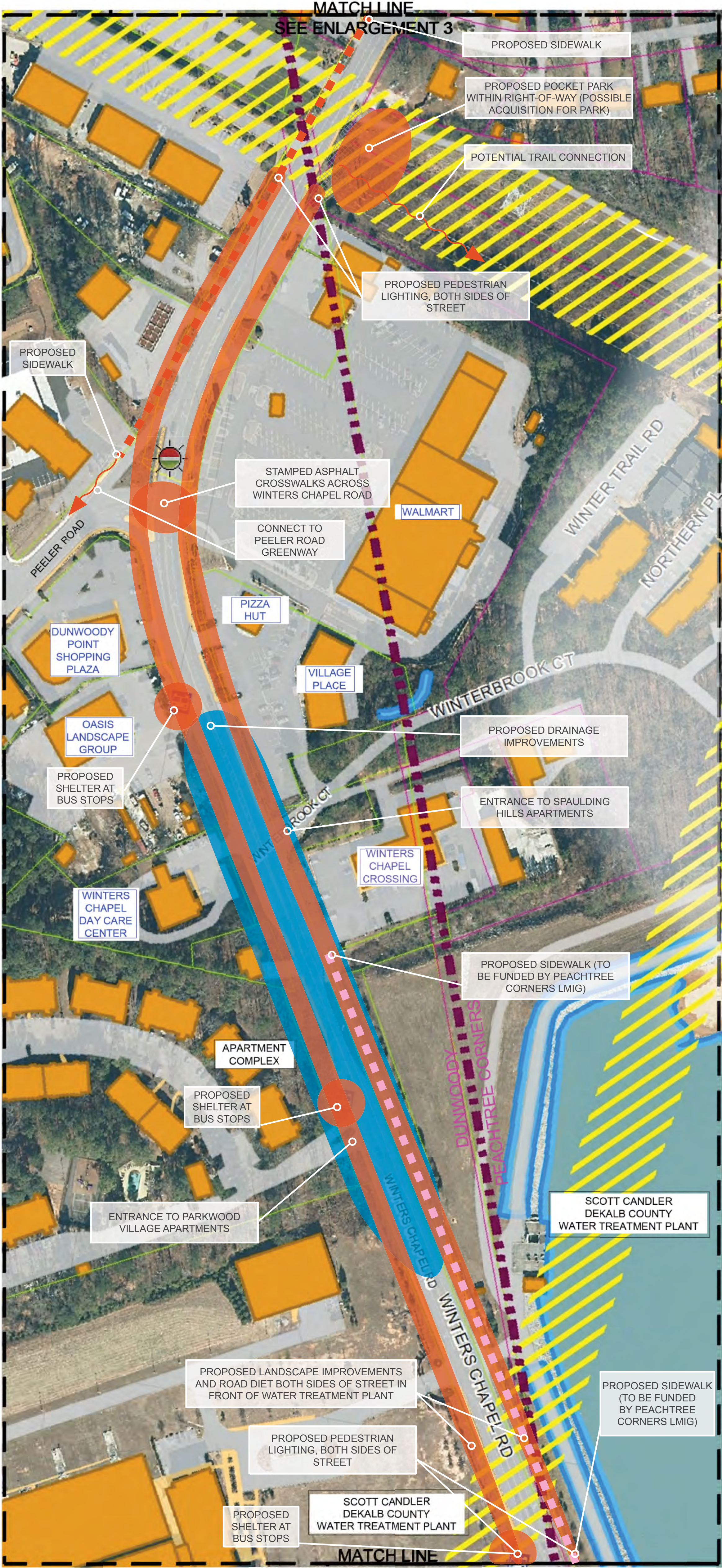
PARK SPACE

- Pocket park within water treatment plant frontage (exact location TBD)
- Possible trail connection along power easement toward Winter Trail Road and apartments.
- Trail connection to Peeler Road Greenway



OTHER IMPROVEMENTS

- Bus shelters at bus stops south of Peeler Road on west side of Winters Chapel. Alternately, research and install bus shelters at high-use bus stops only.
- Drainage improvements extending north and south from Winters Chapel Crossing shopping center.
- Possible road diet and landscaping along water treatment plant frontage on both sides. To be coordinated with Dekalb County due to restricted right of way.



Legend

	COUNTY BOUNDARY		GA POWER EASEMENT		PROPOSED SIDEWALK
	BUILDING FOOTPRINT		OVERHEAD POWER LINES		PROPOSED SIDEWALK TO BE FUNDED BY OTHERS
	SIDEWALK/WALKWAY		COLONIAL GAS EASEMENT		POTENTIAL TRAIL CONNECTION
	ROAD/DRIVEWAY/PARKING		STREAMS		PROPOSED PROJECT
	SURFACE WATER		BUS STOPS		PROPOSED DRAINAGE IMPROVEMENTS
	WETLANDS		TRAFFIC SIGNALS		
	DUNWOODY PARCELS				
	PEACHTREE CORNERS PARCELS				

AREA 5 PRELIMINARY RECOMMENDATIONS

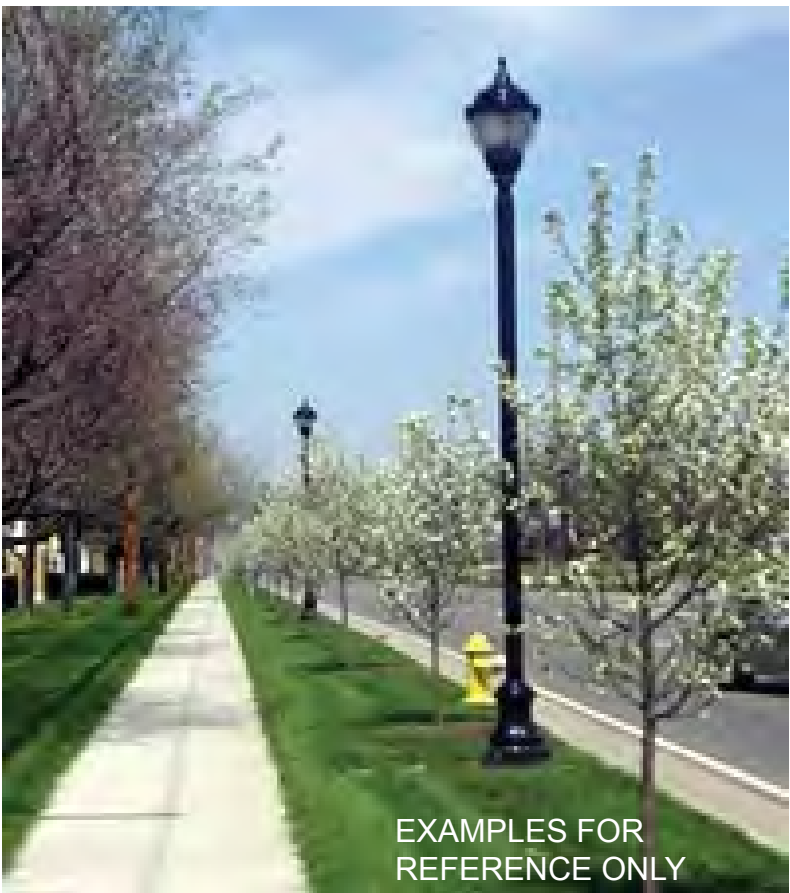
PEDESTRIAN IMPROVEMENTS

- Sidewalks are being proposed by Peachtree Corners LMIG along the east side of Winters Chapel road in front of water treatment plant north to Winterbrook Court.
- Stamped asphalt crosswalk across Winters Chapel at Peachtree Industrial Access Road with pedestrian signals and ADA accommodations. Possible modification of refuge islands.
- Crosswalks across Peachtree Industrial Access Road and underpass with pedestrian signalization (coordinate with GDOT)



LIGHTING

- Pedestrian lighting on both sides of road through commercial district south to southern border of water treatment plant



PARK SPACE

- Pocket park within water treatment plant frontage (exact location TBD)
- Pocket park at vacant lot north of Chevron station on west side of road, or acquisition of property for park.



OTHER IMPROVEMENTS

- Bus shelters at bus stops south of Peeler Road on west side of Winters Chapel. Alternately, research and install bus shelters at high-use bus stops only.
- Possible road diet and landscaping along water treatment plant frontage on both sides. To be coordinate with Dekalb County due to restricted right of way.



WINTERS CHAPEL ROAD CORRIDOR PEACHTREE CORNERS AND DUNWOODY

Legend

	COUNTY BOUNDARY		GA POWER EASEMENT		PROPOSED SIDEWALK
	BUILDING FOOTPRINT		OVERHEAD POWER LINES		PROPOSED SIDEWALK TO BE FUNDED BY OTHERS
	SIDEWALK/WALKWAY		COLONIAL GAS EASEMENT		POTENTIAL TRAIL CONNECTION
	ROAD/DRIVEWAY/ PARKING		STREAMS		PROPOSED PROJECT
	SURFACE WATER		BUS STOPS		PROPOSED DRAINAGE IMPROVEMENTS
	WETLANDS		TRAFFIC SIGNALS		
	DUNWOODY PARCELS				
	PEACHTREE CORNERS PARCELS				

Appendix A: Visual Preference Survey Results

Visual Preference Survey Results

Note: Yellow highlighting indicates most popular option.

Pocket Parks:

1. Dog Park Under Powerline – 6
2. Open Lawn Park – 7
3. Intimate Park – 25
4. Tot Lot – 6
5. Streetscape Park – 8
6. Fitness Trail – 8

Green Amenities:

1. Bioswale Streetscaping – 3
2. Bioretention Area Between Roadways – 12

Comments: How much right of way is required?
Who cleans out the trash and how often?

Crosswalks:

1. Striped – 4
2. Stamped Asphalt – 25
3. Pavers – 5

Comments: Brickprint keeps its color/pattern better than standard asphalt

Bus Shelters:

1. Existing—City of Dunwoody – 3
2. Traditional – 12
3. Contemporary – 9
4. Unique/Custom – 3

Rest Areas:

1. Current Standard – 3
2. Seating Separated From Walkway and Special Accent Paving – 25
3. Simple Accented Paving – 4

Peachtree Corners – Dunwoody Winter Chapel Design Standards Preliminary Recommendations

Seating:

1. Dunwoody Traditional Standard Metal – 20
2. Backless Traditional – 2
3. Contemporary Metal Option – 1
4. Contemporary Wood or Composite Option – 6

Pedestrian Lighting:

1. Dunwoody Village Standard – 12
2. Traditional Acorn – 2
3. Contemporary – 3
4. American Industrial – 11

Comments: Lighting should consider light pollution, i.e. “down, not up” (+ comment in agreement)
Traditional acorn – LED or solar? (+ comment in agreement)

Trash Receptacle:

1. Traditional/Current – 8
2. Contemporary – 12
3. Contemporary Metal Option – 0
4. Recycling – 16

WHICH DO YOU PREFER?

SEATING



1. Dunwoody Traditional Standard Metal



2. Backless Traditional



3. Contemporary Metal Option



4. Contemporary Wood or Composite Option

PEDESTRIAN LIGHTING



1. Dunwoody Village Standard



2. Traditional Acorn



3. Contemporary



4. American Industrial



TRASH RECEPTACLES



1. Traditional/ Current



2. Contemporary



3. Contemporary Metal Option



4. Recycling

PLEASE MARK PREFERENCES WITH A STICKER

WHICH DO YOU PREFER?

CROSSWALKS



1. Striped



2. Stamped Asphalt



3. Pavers



BUS SHELTERS



1. Existing-City of Dunwoody



2. Traditional



3. Contemporary



4. Unique/ Custom



REST AREAS



1. Current Standard



2. Seating Separated From Walkway and Special Accent Paving



3. Simple Accented Paving



PLEASE MARK PREFERENCES WITH A STICKER

WHICH DO YOU PREFER?

POCKET PARKS



1. Dog Park Under Powerline



2. Open Lawn Park



5. Streetscape Park



3. Intimate Park



4. Tot Lot



6. Fitness Trail



GREEN AMENITIES



1. Bioswale Streetscaping



2. Bioretention Area Between Roadways



Appendix B: Corridor Maps with Public Comments

Peachtree Corners – Dunwoody Winter Chapel Design Standards

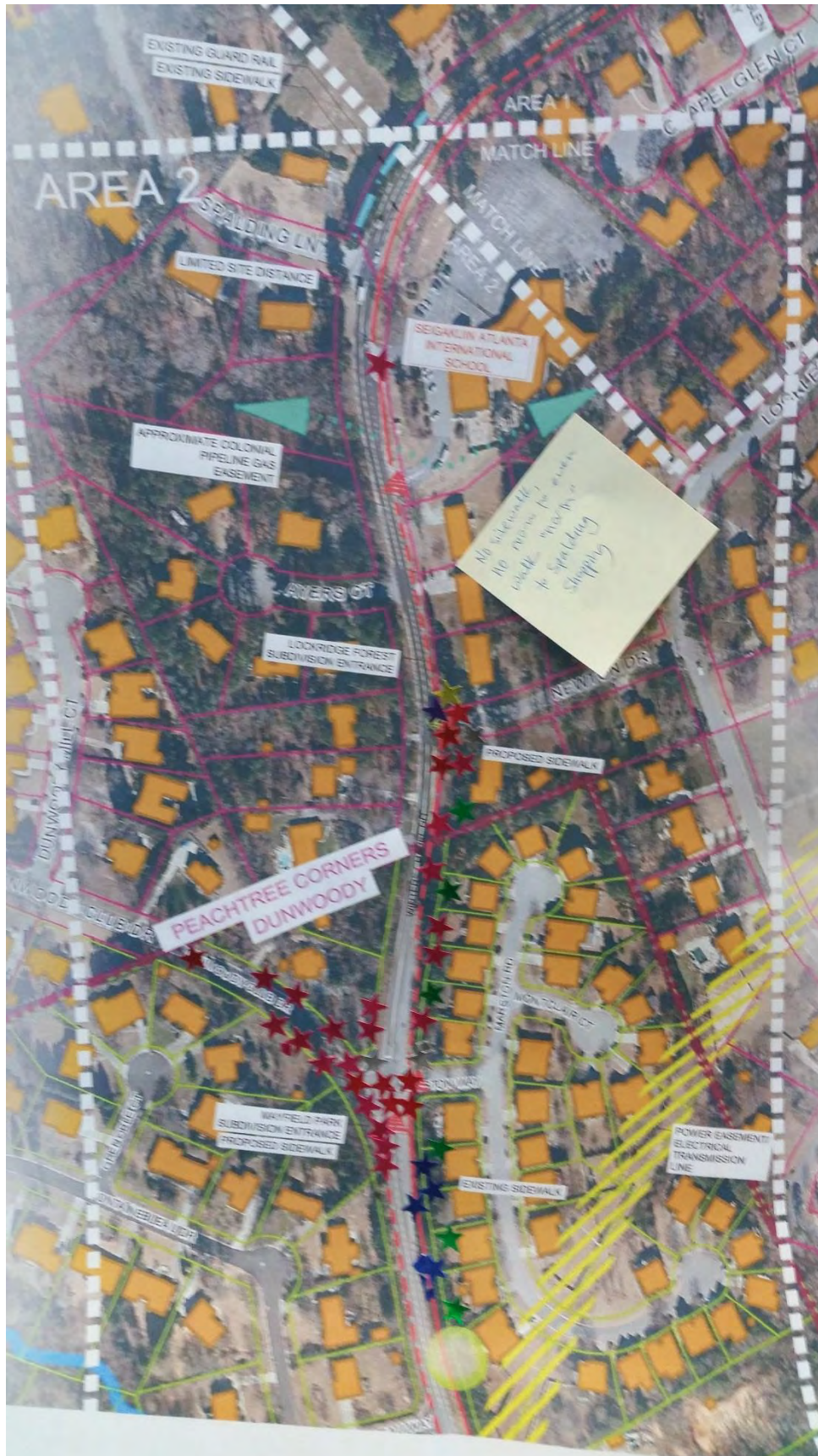
Preliminary Recommendations

Area 1



Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

Area 2



Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

Area 3



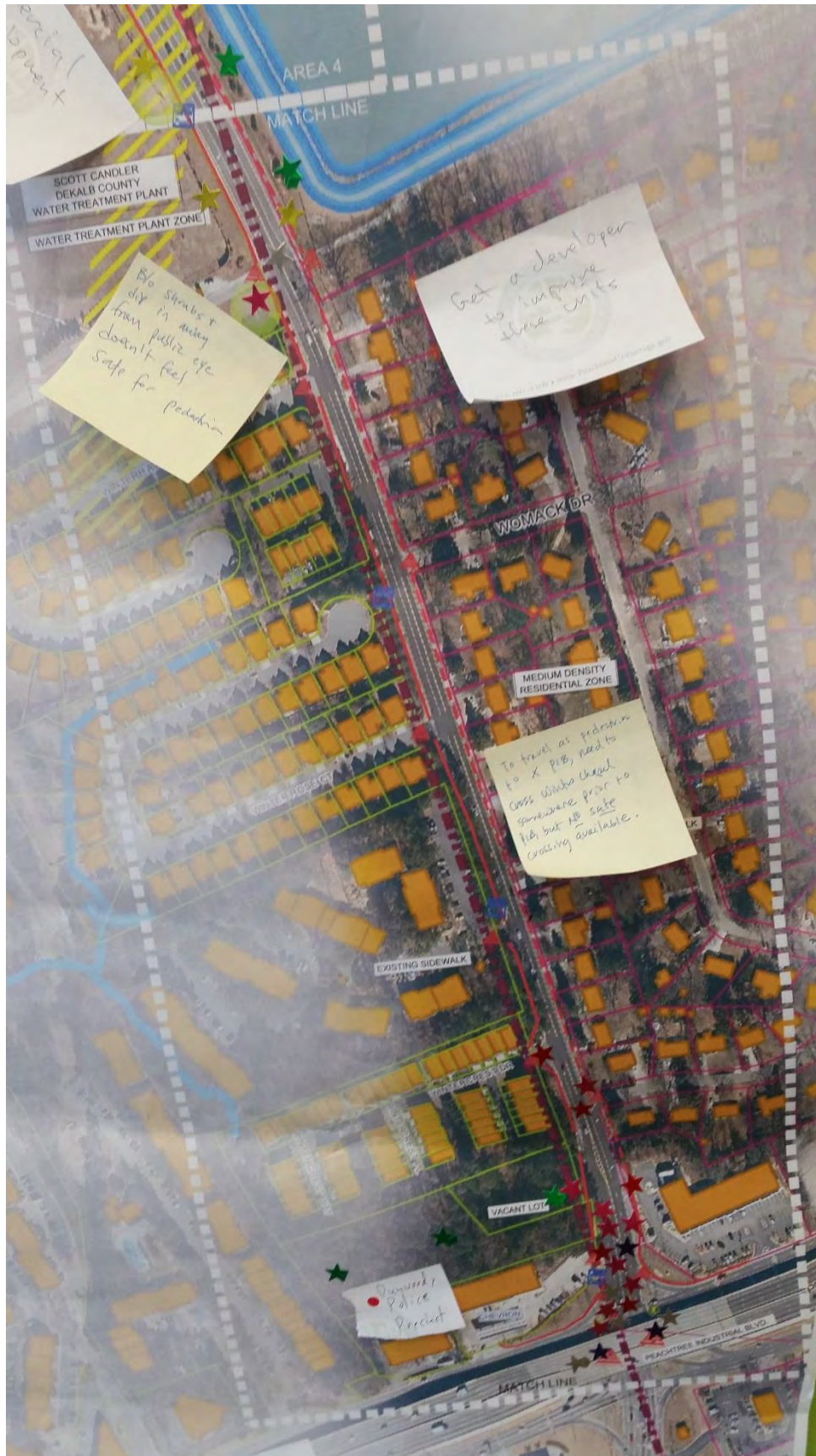
Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

Area 4



Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

Area 5



Appendix C: Written Comments from Comment Boards

General Preference Survey

Recreational Activities and Open Space:

- A. Would you like to see Pocket Parks or Open Space features along this corridor (Yes/No)? If yes, where and what type?
- Yes, pocket parks – fitness, tot lots and intimate park
 - Fitness
 - Intimate park
 - Pocket parks and open green spaces
 - Yes
 - No parks
 - I would say, don't waste the money here. Focus on sidewalks and bike lanes. Little exercise areas and green spaces are a nice novelty, but then someone has to maintain them and no one will want to maintain them several years down the road.
 - Agreed. Sidewalks and bike lanes are much higher priority.
 - Please purchase the vacant abandoned land between Chevron and Wintercrest townhomes. The weeds get too high, making visibility of walkers hard and the land is full of trash and homeless people. Make it a small city park!
 - Agreed! This would be good for the vacant lot between Wintercrest and Chevron. Wooded lots can be dangerous and not safe for pedestrians. Small park or basketball court for kids.
 - Yes – wherever space is available
 - Greenspaces or small fitness parks at areas where utility right of ways exist
 - What is the ongoing cost of maintenance of each option? Who pays? Each city?
 - Community, garden, under power line
 - Any chance of sculpture or other art forms in public parks?
 - Alongside east side in front of water works/taking some land from within fence
 - East between Congregation Beth Shalom and Dunwoody Club Drive
- B. Would you be interested in a Fitness Trail along this corridor (Yes/No)?
- Yes x 15
 - No
 - No pocket parks
 - Yes – along the cemetery where shoulder of road is wide and completely unimproved could be a possibility
 - Yes, but not showing from road
 - Mark this as "Adopt a Spot" listed on Dunwoody site, no sign
 - Please maintain the grass in the traffic island of Peeler and Winters Chapel Road
 - Please provide a trash receptacle in the island of Peeler and Winters Chapel

Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

- Please acknowledge that Dunwoody HOA has paid to maintain the grass in the island of Peeler and Winters Chapel
- Yes, but please consider making it well lighted, highly visual for safety

Bicycling:

A. Do you or your family members bicycle on this road (Yes/No)?

- Yes but need bike path x 2
- Yes, if not so dangerous
- Yes x 4
- No x 4
- No, it's a death wish
- Would if there was space (lanes) and better visibility. Would like to have bike lanes if space can be made available.
- Bicycles and pedestrians prefer separate facilities to being right beside high density traffic. What is the ratio of recreational cyclists to those commuting to work by bike along this route?
- No, I don't currently cycle. I like recreational cycling and I won't do it on Winters Chapel. Too dangerous.
- Widen the road and cycling lanes. Do not combine cycling lanes with walk paths and crosswalks for the safety of both walkers and cyclists.
- If install bike lane, provide funding to keep clear of debris
- Lower the speed limit to 35mph and add bike lanes
- We did bike until my husband had a wreck due to traffic and can't chance again.

B. Would you like to see additional bicycle facilities along this road if feasible (Yes/No)? If yes, what type?

- Yes x 2
- No x 3
- No, off road bike lanes are best
- Yes! Bike lanes are needed!
- I think it would be a nice "value add" to include formal bicycle lanes. It changes the complexion of the area, helps brand it as "green", active, youthful and vibrant
- Bike racks in commercial part
- Under the power easement transmission lines corridor, east next to WalMart and crossing over alongside cemetery west wall
- Provide bike path on Winters Chapel
- Short-term, bike lane; long-term, bike lane continues to library on Spalding Drive
- Only if divided from road. It is too busy to fight the cars. Bike lanes that aren't divided become right-hand passing lanes.

Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

Walking:

- A. Would you like to see more sidewalks or paths along this roadway (Yes/No)? If yes, where?
- Yes
 - Cut bushes back so all sidewalks are visible x2
 - The area desperately needs a fitness trail and sidewalks. A shoulder for biking would be great.
 - Both sidewalks and paths, spaced accordingly.
 - Length of frontage along cemetery would make a good narrow pedestrian park, as was done along Peeler and Water Treatment facility
 - It was mentioned there are sidewalks along various portions of Winters Chapel – what sidewalks? If they exist, I never see them. It seems like a very dangerous area for anyone to walk. Please, please improve.
 - Yes, continue sidewalks x 2
 - Yes, sidewalks at least on one side from Peachtree to Spalding (to Holcomb Bridge Road) crossing at Dunwoody Club Drive
 - Need landscape buffer between sidewalk and back of curb
 - Sidewalks from Congregation Beth Shalom to Spalding Drive on the east side
 - Yes, in north section
 - Yes, Winters Chapel onto Dunwoody Club Drive is extremely dangerous. No sidewalks and no shoulder + heavy traffic = recipe for disaster for pedestrians
 - Extend sidewalks to tie to future pathways on Spalding Drive towards SR140
 - Crosswalk and finishing the sidewalks down Dunwoody Club and Winters Chapel
 - Yes, connect Lockridge Forest at Newton to all the surrounding sidewalks
 - 100% sidewalks or at least south of Peeler to PIB, both sides
 - Full completed sidewalks on both sides of WER [water treatment plant]
 - Would much rather money be spent on adding sidewalks north of Congregation Beth Shalom where there are currently NONE, rather than south of DeKalb Water where one side of the street already has continuous sidewalks
 - Completed sidewalks on west side of Winters Chapel from Peeler to PIB
- B. Are pedestrian crossing signals needed (Yes/No)? If yes, where?
- Yes
 - PIB x 5
 - Also at Dunwoody Club need another signal somewhere further north of sidewalks exist there
 - Yes, PIB. Never should have been constructed without them.
 - The underbelly of Peachtree Industrial Boulevard (PIB) MUST be dealt with. It is dark, no crosswalks, NOT SAFE.
 - Area 1 – sidewalks are needed most. I have almost gotten killed pushing stroller. Desperately!
 - Yes, Suwanee Drive and PIB
 - Need crosswalks at Peeler. Some people walk to Beth Shalom from Fontainebleau Way on Saturdays.

Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

- PIB and Winters Chapel = pedestrian's deathtrap. More than 2000 residents jay walk to commercial businesses, need pedestrian lights desperately.
- Unsafe to walk on the north side of Winters Chapel between Congregation Beth Shalom and Spalding. Please add a sidewalk.
- Savewinterchapel.org
- Thank you for the new ped signals at Peeler
- Yes. Around Walmart, Peeler, near houses close to PIB
- At intersection of Winters Chapel and Dunwoody Club Drive
- Unsafe to cross Peeler by the end of it next to the stone wall. Please help. (Across from Empire Pizza shopping center.)
- Remove PIB freeway and reconnect Doraville

General Conditions:

A. Does the corridor need pedestrian lighting (Yes/No)? If so, where?

- Yes x 4
- Crosswalk along Winters Chapel at WCUMCPS. School signs at WCUMCPS. School speed limit at WCUMCPS. 50+ cars in and out 3 times a day.
- Left turn signal from Winters Chapel to Dunwoody Club
- Turn lane at Dunwoody Club and Winters Chapel
- Turn lanes at Winters Chapel backed up at 7:20 am
- I do not want Winters Chapel four lane, not even three. We could use turning lane for left hand turns into subdivisions and apartments.
- Center turn lane at PIB and Winters Chapel
- Put a traffic light at Sumac Drive and Winters Chapel
- Beautify/spruce up right side of Winters Chapel coming from PIB to water treatment (trees/parking?)
- Please address the power lines in area. 5 on the Peachtree Corners side of Winters Chapel Road, they appear in very poor condition.
- Please put up a Welcome to Dunwoody sign moving onto Peeler Road
- Shaded bus stops could have solar panels on top providing light
- Caution/turn lights out of Lockridge Forest
- More shade on both sides of Winters Chapel by the reservoirs
- Yes, just to look nice, especially in front of water treatment plant. Anything to make it look better.
- Better lighting at Sumac.
- Street lighting light pollution downward
- No enforcement of trashy land next to road, abandoned tires, broken down fence, weeds, half-down trees, look sloppy and the sloppiness hurts real estate values

B. The southern end of this road serves one bus route. Does the corridor need bus shelters (Yes/No)?

- Yes
- Sidewalk on east/northeast side now a muddy path

Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

- Stoplight to entrances of Lockridge
- Make businesses freshen up signs and facades
- We need lighted, shaded bus stops. We need to serve all citizens, not just homeowners and car owners.
- Turning lane into Fontainebleu Blvd from Winters Chapel – messy accidents
- Need a turn lane on Winters Chapel, right and left, at Spalding Drive
- Maybe a bus lane to not hold up traffic
- Dangerous curves between Spalding Glen entrances, no lights or curbing and cars run off road
- Pedestrian crossings at Winters Chapel and PIB should all be overhead or underground, too busy for walkers and hard to see them when looking for break in traffic
- Drainage problems around the synagogue
- Entertain the installation of traffic light at Sumac and Winters Chapel
- Repave Sumac
- The Shell gas station across from WalMart is in deplorable condition. The owner needs to fix the wood fencing, paint the building and curbs, empty trash cans when filled. There is a big difference between the Shell station at Spalding and Holcomb Bridge and across from WalMart.
- Map the pedestrian flow along Winters Chapel and place the crosswalk where people cross the road, i.e. south of Winterbrook Court

General Conditions, continued:

- A. What are your biggest issues/concerns with this roadway?
- At rush hour, if you're coming from PIB headed towards Peeler Rd, traffic gets very backed up at the main light at Winters Chapel
 - The area near Winters Chapel and PIB (near the China Panda and Chevron) is dangerous for motorists and pedestrians. Pedestrians play "Frogger" dodging cars, walking from and to each side of the street. People turning left out of the Chevron cause accidents and traffic backup.
 - Want bike lanes, continuous sidewalks from PIB to Holcomb Bridge Road
 - Need turn lane into both entrances of Lockridge Forest
 - Relieve traffic by widening Winters Chapel. There are traffic jams at both ends.
 - Right turn from Winters Chapel into shopping center at China Panda is especially dangerous. Many vehicles cannot make turn if traffic exiting center is blocking driveway.
 - Sidewalks for people
 - Area just past WalMart north before power lines is a trash dump
 - Need shoulder all along Winters Chapel
 - Lack of pedestrian right of way, narrow lanes, need turn lane at Dunwoody Club
 - Please do not consider reducing the widths of road lanes or adding travel lanes. Widen to minimum 3-lanes with access road intersection, north of Dunwoody Club, 2 drive lanes with turn
 - Traffic signal at Sumac and Winters Chapel
 - Marked crosswalks between WalMart intersection and PIB, dangerous pedestrian traffic

Peachtree Corners – Dunwoody Winter Chapel Design Standards

Preliminary Recommendations

- WalMart parking should have shade trees throughout
- PIB intersection is very wide. More better signage for turning lanes. People are confused if they don't live in the area, they get stuck in between lights.
- Keep family safe speed limit of 35
- Lower speed limit, max 35 all through corridor
- Sidewalks needed along Marston to Spalding
- Plant trees in front of SFR south of Water department
- Landscape the water areas on both sides like Peeler
- Redevelop apartments as parking for Ga Perimeter and have shuttle buses to/from college
- No new zip code
- Safety for pedestrians, sidewalks
- To look prettier, clean up area
- Bike lanes
- Please address homes in Peachtree Corners right near PIB and across of Winter Rose, Wintercrest, and Winter Haven
- Car traffic on Winters Chapel is TOO FAST to be safe for pedestrians or motorists often
- Spalding and Winters Chapel light cycle for southbound has a protected turn, so why not make right turn (few going left). Also left turn blocks all traffic.
- Do not widen Winters Chapel except for turn lanes and bike lanes.
- Thanks for mowing along PIB
- A couple more lights to make bigger gaps in traffic
- To reduce speeds, road diet in front of water treatment plant
- Origin and destination of auto traffic, local or passthrough
- Divert pass through traffic to Peachtree Parkway
- Crosswalks at more locations across Winters Chapel
- Left and right turn lanes across road
- Turn arrow at Dunwoody Club
- North intersection Spalding southbound, immediate dip in road, short sightline, danger issue
- Would love to see the City purchase the vacant lots next to WinterCrest, townhomes and the Chevron station. It's filled with debris and trash, homeless and vagrants often sleep on the land. It would make a nice park or green area.
- Would love to see some of the homes along Winters Chapel on the Gwinnett side cleaned up and code enforcement citing more.
- Winters Chapel currently just feels plain dangerous to drive and I would never consider walking along it. It also just looks ugly... sorry for the brutal honesty. You want new families to move to this area? Improve the visuals and road.
- Needs center turn lane at Winters Chapel and Dunwoody Club. Traffic backs up to turns left and cars going straight toward Spalding use the subdivision turn lanes to go around.
- Add median last hundred or so, approaching PIB. Motorists are trying to turn left across five lanes of traffic from both sides of Winters Chapel from gas station and shopping center
- Long right turn lane on Winters Chapel and PTI access road

Peachtree Corners – Dunwoody Winter Chapel Design Standards

Preliminary Recommendations

- Peeler Road intersection is a Dunwoody gateway. It needs to be treated as one, must be distinctive. Take as much pride and make equal investment here as in Dunwoody Village.
- Add turn lanes and widen the road. Currently it's very congested and traffic stops due to people turning left.
- Examine feasibility of lowering speed limits to 35mph x2
- Improve the signal and fixed the skewed split phase at Winters Chapel and Dunwoody Club
- Wider/more lanes does not fix traffic. Worried about adding lanes. Keep it small/friendly.
- Redevelop area 5. New housing.
- Homes – more code enforcement on homes in area 5 on Peachtree Corners side
- Road diet where feasible (x2)
- Right turn lanes at all entrances to neighborhoods going north
- Need right turn lane from Winters Chapel onto Spalding. Traffic backs up if a car is going left or straight.
- Red star – Winters Chapel Road and Sumac Drive needs to have view open for cars entering Winters Chapel road to see oncoming traffic and flashing amber signal would help.
- Lockridge Forest/Sumac entrance - if turning left out of Lockridge Forest hard to see the right, can be dangerous at times
- Red star and orange star – danger to motorists southern end of Winters Chapel Road needs redesign, northbound narrows to 1 lane from 2 lanes
- Appearance is ugly and needs redevelopment
- Extend right turn lane at Winters Chapel and PIB. It's too short and causes stacking and backup (the east bound of Winters Chapel and PIB southbound turn)
- Houses on Peachtree Corners side of area 5 fronting Winters Chapel are in HORRIBLE SHAPE. Please get code enforcement on this! This is the first thing people see when entering the Winters Chapel corridor.

Appendix D: Written Comments from Maps

Map Comment Notes (written on map)

Area 1

- 1) Don't widen lanes but make bikes priority
- 2) (Comment between Spalding Glen Drive and Winters Hill Drive on east side of road): Can use roadway lighting in this area, dangerous curve.

Area 2

- 1) (Comment just south of Segakuin School): No sidewalks, no room to even walk north to Spalding and to shopping.
- 2) (West side of street across from Beth Shalom): No sidewalk, muddy.

Area 3

No comments on maps

Area 4

- 1) (South of Power Easement adjacent to Walmart)

On west side of road, the roadway has dangerous merging/ lane changing conditions as you approach south on peeler road.
- 2) Walmart crossing at street and land island. You cross a right turn lane @ Peeler:

The auto driver can't see you because of sharp turn (have to get off island and into road!)

When they turn right, from peeler onto Winters Chapel
- 3) There's a park down Peeler Road (west of corridor) but no good way to connect to it.
- 4) (West side of street across from Walmart-mainly south of Peeler Road): Clean up buildings and signs in this area 5) No place to cross south of Walmart (muddy/ flooding issues).

Where sidewalk ends (on north side)

South of Winters Chapel Crossing she crosses where no crosswalk or walk in the mud (see blue star location) (Around Winters Chapel Crossing development)
- 5) (South of Power Easement adjacent to Walmart): On east side of road, damage to stormwater fixtures along sidewalk create dangerous conditions.
- 6) (In front of apartment complex north of water treatment plant on west side): There is damage to the drainage fixtures in/around the sidewalk in this area that create dangerous conditions. (that DeKalb installed.)
- 7) Commercial redevelopment of the façade of the water treatment plant on the west side of Winters Chapel.

Peachtree Corners – Dunwoody Winter Chapel Design Standards
Preliminary Recommendations

Area 5

- 1) Get a developer to improve the single family housing south of the water treatment plant on the east side of the roadway.
- 2) To travel as pedestrian to cross Winters Chapel somewhere prior to PIB (south of water treatment plant)south to Peachtree Industrial but no safe crossing available.
- 3) (West side of road at southernmost entrance to wastewater treatment plant at transition next to residential area): Shrubs and turn in sidewalks does not feel safe to walk through
- 4) Add Dunwoody Police Precinct at vacant lot north of Chevron.
- 5) Remove Freeway (on PIB)

Appendix E: Additional Written Comments from Meeting

Comments received at large scale map station

Pedestrian/Bicycle

- Place sidewalks on both sides of the road from PIB to Holcomb Bridge.
- Add in bicycle lanes.
- Add in bike lanes, either protected or simply striped. They will be more compatible with higher density units as this area changes over time and will provide transportation alternatives for the residents.
- Widen the road to 3 lanes from PIB to Dunwoody Club.
- Provide proper pedestrian crossings across the roadway in numerous locations.
- Look into a multi-use path or trail from the Winterbrook apartment complex down the power easement to the roadway
- Consider either striping or a wide multi-use trail to accommodate bicycles.
- Consider seeing if the private cemetery will allow a walking path around its perimeter.
- Many people that live in the apartment complex at Winterbrook do not have cars. They may benefit from more pedestrian/bicycle options.

Roadway

- The entrance to the shopping center on the north side of Winters Chapel/PIB is dangerous due to angle of turn point.
- Place a median in the roadway where it enters the commercial area near Peachtree Industrial. There are lots of pedestrians crossing the road here at unsafe points and it is a hazardous place for both cars and pedestrians.
- Place a center turn lane between the Water Treatment Plant south to PIB. People make left turns and hold up traffic on both sides of the roadway in this area.
- Speeding is a problem in front of the water treatment area. A cop car often sits in the driveway at the plant entrance.

Landscaping/Streetscape Appearance/Pocket Parks

- Look at the 'park-like setting' in front of the water treatment plant along Peeler Road. Modify the landscaping and sidewalks at this Water Treatment Plant area. Note: The neighborhood had input on the landscaping along this area of Peeler and demanded these upgraded features when the plant went in.
- Look at partnering with DeKalb County to improve the appearance and sidewalks in front of the Water Treatment Plant (both sides). Consider adding more benches/pocket parks/trash receptacles and landscaping in this area.
- Who maintains the landscape island at Peeler Road intersection? It may be a local neighborhood group.
- The west side of the road adjacent to the old part of the cemetery property should be improved and needs sidewalks and possibly would be a good location for a fitness trail or pocket parks. (This adjacent property is owned by a family and separate from the main Memorial Park).

Peachtree Corners – Dunwoody Winter Chapel Design Standards

Preliminary Recommendations

- The west side of the road adjacent to the cemetery is unkempt and needs maintenance/improvements.
- The power easement/transmission line north of the Walmart gets lots of trash debris and is unkempt.
- Consider the power easement/transmission line for a community garden area.

Other

- Consider art along this corridor, such as in the landscape island at Peeler Road.
- The drainage fixes that DeKalb County put in around the Day Care near the apartment complex on the west side of the road (north of the water treatment plant) and other areas in the commercial district do not seem to be working. The metal grades in the sidewalk are bend and create hazardous conditions and the drainage has damaged the areas.
- The area between Spalding Glen and Winters Chapel Drive has had problems with people going off the roadway and taking out the large Leyland Cypresses and fences in the backyards of the houses. This area is not well lit and is dangerous. Lighting or other improvements in this area would help.
- MARTA is looking at changing their routes and this may affect the route in this area.
- The area between Charmant and the Congregation Beth Shalom can be dangerous. There are many families that often walk to the synagogue on Saturdays and even more so on the high holy days. More people would probably walk there if there were safer crossings in this area.

Individual comments received during meeting:

- Spalding Glenn Road-Just south, overgrown weeds, etc., raw dirt, abandoned tires, fence in need of repair.
- Nesbit Ferry Road across from it, overgrown weeds, etc.
- Cemetery to the north of it and across from the Methodist Church, weeds etc.
- Beth Shalom across from it, overgrown, weeds.
- From Peeler Road to Peachtree Industrial Blvd, Install a sidewalk on the east/north east side. Right now it is a muddy path.
- If the ordinances allow this, require the various businesses to freshen up their landscaping and install new signs.
- While the main road/city center of Rosemary Beach, Florida has some differences from Winters Chapel, it has many similarities. Further the quality of the amenities is applicable to this corridor.

Similarities:

- Linear connector.
- Major road connecting to an even bigger road.
- Transition areas: Residential to commercial and back to residential.
- Residences facing/backing up to road.
- 2-3 lane road.
- Major intersection bisecting areas.
- Adjacency to very heavily travelled highway (US 98).

Peachtree Corners – Dunwoody Winter Chapel Design Standards

Preliminary Recommendations

Qualities/Amenities:

- Scale: This is the major quality that makes Rosemary Beach thoroughfare successful. The scale for pedestrians is different and separate from the roadway.
- Separation of bike/pedestrian circulation from roadway thru use of planting buffers.
- Change of scale for commercial areas.
- Consistent quality and design throughout.
- Amenities/intersections/attractions that have a calming effect on thru-traffic.

Appendix F: Meeting Sign-In Sheets



Sign-in

Name Email

Please check only 1 or Other
Peachtree Dunwoody Other:
Corners Citizen? (Write City
Citizen? Name)

Jenny Edwards	jedmond@gmail.com			
Chetuan Malcolm	chetuanj@bellsouth.net			
John Heneghan	John.Heneghan@dunwoody.ga.gov			
STEVE ELLIS	ELLIS24@GMAIL.COM			
Laral Roberts				
John Duncan	duncan.john@gmail.com			
Paul Abamonte	Abamonte@comcast.net			
Tim Summerbell	tim.summerbell@jacobs.com			
Karen Dobkin	KarenDobkin@yahoo.com			
Alan Dobkin	AlanDobkin@yahoo.com			
James Kleitz	J.W.Kleitz@CoburnelBakerAtlanta.com			
Betsy Caras	wcaras@bellsouth.net			
Marsha & Ned Richards	marsha@marsharichards.com nedrich@gmail.com			
Christopher Gant	chrsgant@gmail.com			



Sign-in

Name **Email**

Please check only 1 or Other
Peachtree **Dunwoody** **Other:**
Corners **Citizen?** **(Write City**
Citizen? **Name)**

Jed DeLoach	Dn6@Bellsouth.net	✓		
Cary Low	CaryLow@Gmail.com	✓		
Andrew Russell	arussel@dunwoodyga.gov		✓	
Nora McCarty	NAMCCAR@EMORY.EDU	✓		
Karel Trimmer	KARLTRIMMER@GMAIL.COM	✓		
Billy D. Brisendine	fbrisendine	✓		
Intalia M. Metts	Intaltspccommission@Gmail.com	✓		
Curt Swilley	swilley@flash.net	✓		
Jesse Tanner	jesse.tanner@comcast.net	✓		
Natalie Duncan		✓		
MATT HOUSER	mrosshouse@aol.com	✓		
Sue Stanton		✓		
Alexander Alvarez	alejoalvarez@gmail.com	✓		
SAMUEL DRAISEN	DRAISEN@COMCAST.NET	✓		
Teri Thompson		✓		

Sign-in

Name

Email

Please check only 1 or Other
Peachtree Corners Citizen? Dunwoody Citizen? Other: (Write City Name)

Tracy Jay			
Diana W/C Sullivan			
Harri Christophers			
Frances Weldon	f.weldon54@gmail.com		
Max & Tricia Lehmann	lmaxx2001@gmail.com		
Cynthia Jordan	cjordan7787@gmail.com		
Ellen Glidje	ellenegidje@peachtreewpapers.net		Kennesaw
JANESTILLADGORD	jlangford76@comcast.net		
Donny Steven Farmer	farman13@aol.com		
Steven Deborah Bradley	sdbradley001@comcast.net		
LEE ROHRBACH	rohrbachlee@yahoo.com		
Ron Wind	rwdesign@windspring.com		
John Muller	imp67cc64@aol.com		
Larry Noble	lgohoe@bellsouth.net		





Sign-in

Name

Email

Please check only 1 or Other
Peachtree Corners Citizen? Dunwoody Citizen? Other: (Write City Name)

Kristen Wescott	knescott@sandyspringssga.gov			
Michelle McBride	M.M.McBride@Comcast.net			Sandy Springs
Michelle McBride	Michelle McBride			Sandy Springs
Randy Futral	R.Futral@aol.com	X		
Sarah Topper	sarahbtopper@yahoo.com	X		
Shirley Ann Egertt	shirleyannegertt@windyspring.com	X		
Alex Hofelich	AHOFEICH@GMAIL.COM	X		
Jessica Doyle	jessica.doyle@gatech.edu		X	
Kenneth Smith	smithsmangel@gmail.com		X	
Stephanie Seidl	seidlfam@gmail.com	✓		



Sign-in

Name

Email

Please check only 1 or Other
Peachtree Corners Citizen? Dunwoody Citizen? Other: (Write City Name)

MATT HENR	mhenn@dunwoodyga.com			SS
Patricia Vasquez-Thomas				
James Higgins - James	jah12002@yahoo.com			
Robert Jay	RJTPH312@yahoo.com			
Leona Hopkins	lnhopkin@bellsouth.net			
Joe DeVita	JoeCLINUX6@GMAIL.COM			
Barbara Reynolds	breynold@bellsouth.net			
Christine Galinis	cgalin1978@gmail.com			
Barbara Wrigate & Wrigley	barwigate@bellsouth.net			
GLENN FUSE	GFUSE@BELLSTATE.NET			
Robb Hartman	RHARTMAN@DEBITDESIGN.COM			
Robert	Rob524to-1@yahoo.com			
Greer Mendel	Jared Mendel greer.mendel@gmail.com			
James B. Hill	jacob@bellsouth.net			

Peachtree Corners – Dunwoody Winters Chapel Design Standards

Community Meeting | February 24, 2015 | Winters Chapel United Methodist Church

Sign-in

Name

Email

Please check only 1 or Other

Peachtree
Corners
Citizen?

Dunwoody
Citizen?

Other:
(Write City
Name)

Dottie Schmidt dora_schmidt@bellsouth.net

Amy McChesney mchesney.amy@gmail.com

MARCI SCHULMAN GATORMARCI.AZ@gmail.com

Barbara Wind mrobwind@yahoo.com

Blair Chan blairbrown2001@yahoo.com

Cheryl Jacobs CLJacobs2000@yahoo.com

Scotter Fran Miller

Kenneth Ward a1ward@yahoo.com

TASNEEM MALIK tasneem.malik70@gmail.com

ADRIENNE DONAHU serenitynow@bellsouth.net

Bob Boerballo BobJEW272@aol.com

Susan Avalone Sueavalone1@aol.com

Jenni & Jess Tanner jennitanner25@gmail.com

Linda & Dennis Payne lpayne@bellsouth.net

Sign-in

Name

Email

Please check only 1 or Other

**Peachtree
Corners
Citizen?**

**Dunwoody
Citizen?**

**Other:
(Write City
Name)**

Bill Grossman Bill.GROSSMAN@COMCAST.NET

Ray McQuigg STUWELPUS@AOL.COM

CAROL WARD

Rev. Dan Frost DAN.FROST1958@COMCAST.NET

Jim Ritcher Jim.Ritcher@Dunwoodyga.gov

Heyward Wescott hwescott@gmail.com

Lynn Deutsch LYNN.D@Dunwoodyga.gov

Jack & Mary Sue Shulin JSHULIN@JUNO.COM

Loli Gross Loli@bshalom.net

Debbie Fish DebbieFish@bellsouth.net

MIKE DAVIS Mayor

Appendix B: City Council and Planning Commission Meetings Summary

Winters Chapel Road Area Study:

City Council and Planning Commission Meetings Summary

INTRODUCTION

Planning Commission Meetings for the City of Peachtree Corners and the City of Dunwoody were simultaneously held on Tuesday, March 10. Michelle Alexander presented the Preliminary Recommendations for the City of Dunwoody and Andrea Greco presented for Peachtree Corners.

City Council and Mayor presentations of the Preliminary Recommendations were conducted March 17 and March 23, at the City of Peachtree Corners and the City of Dunwoody, respectively. The following are the results from those meetings:

SUMMARY PEACHTREE CORNERS PLANNING COMMISSION

The Planning Commission had the following comments and recommendations.

- Look into multi use trails on both sides of road north of the Peeler Area. There are numerous subdivisions on the East Side of the road that would benefit from a wide path in this area as opposed to bicycle lanes. These would probably be better used than bicycle lanes in the corridor.
- Explore the concept of bringing the multi-use trail through to the WalMart area.
- Do not let the existing SPLOST project by Gwinnett County impact your recommendations for this area. The money may be leveraged towards a modified design.
- Look into whether or not MARTA is changing the route of their 103 bus route in this area.
- There is another study getting underway for Spalding Drive. This study will include some engineering design recommendations.

Additional Recommendations from Councilman Philip Sadd and Planning Commissioner Alan Kaplan

- Place the rest area/street furniture closer (500') on both sides of the road from the commercial district south to Peachtree Industrial. Due to the intensity of use in this area they are needed more frequently.
- Through the entire corridor, stagger the rest areas on either sides of the street so that it reduces the overall distance between them.
- Consider including the entire Peachtree Industrial/Winters Chapel intersection in the study area. That whole intersection needs pedestrian improvements. Peachtree Corners is the jurisdiction on two of the sides. Dunwoody on one and Doraville is the southeastern corner.

Winters Chapel Road Area Study

City Council and Planning Commission Meetings Summary

- There will be more demand for a multi-use trail along this area than bicycle lanes.
- Will you be able to incorporate these changes before the City Council Meeting?
- Consider including mid- block crossings along Winters Chapel close to Peachtree industrial.
- Look into adding benches next to the bus shelters as some of these stops have more people than would fit in a single shelter.
- Consider design curves (instead of a straight route) into the sidewalk design in front of the water treatment plant that is being undertaken through the Peachtree Corners LMIG project. Add landscaping in this area as well.

SUMMARY DUNWOODY PLANNING COMMISSION

The Planning Commission had the following comments and recommendations.

- Benches should face the street.
- Yes, we do need shelters for all the bus stops.
- The nice, winding sidewalk should be the design along Winters Chapel.
- Please dedicate plantings to soften look in ROW of water treatment plant; vary heights of trees and shrubs to screen.
- Make sure multi-use trail ties into Peeler Park.
- Need to include bicycle access to cross from neighborhoods to the pre-school.
- We need to provide safe alternatives for transportation for the apartment complexes concentrated toward PIB – bicycle lanes from there westbound should be added.
- Best to actively apply complete street, context sensitive design and narrowing of auto-lane widths to:
 - Allow for **broader connectivity** than just Winters Chapel destinations – rather, to network of parks and trails from Roswell (Chattahoochee), Peachtree Corners through Dunwoody to Brookrun
 - Cost effective to create connectivity to surrounding park/recreation given few parks to serve the immediate area, so consider further segments with bicycle lanes
 - Re-stripe existing lanes to narrow widths to reduce speeds
 - Complete street elements will also help reduce speeds
- Please recommend both cities designate one speed limit for entire length (prefer 35 MPH)

SUMMARY PEACHTREE CORNERS MAYOR AND COUNCIL MEETING

City Mayor and Council comments included:

- Once cost estimates associated with the different options, officials could determine more concretely which steps to take
- General agreement to move forward with the base recommendations of:

Winters Chapel Road Area Study

City Council and Planning Commission Meetings Summary

- Improved sidewalk system and any improvements to increase safety for pedestrians
 - Add street trees
 - Improve general look and feel of corridor, so that it achieve the characteristic of appearing “tended to”
 - The stamped pavement at major intersections
 - Where feasible, follow the winding sidewalk design that is off Peeler
- Consider option of a ten-foot sidewalk/multi-use path along just one side of entire corridor, or at least between PIB & Peeler, or Reservoir to community shopping area.
- Consider location of the new park on Spalding that Sandy Springs may be constructing and how to connect to it from Winters Chapel

SUMMARY DUNWOODY MAYOR AND COUNCIL MEETING

City Mayor and Council comments included:

- Both aesthetic and width of sidewalk for safe pedestrian use, especially on west side from Peachtree Industrial Blvd
- Pocket parks preferred as long as maintained and no parking
- If possible do include bicycling options
- Corridor needs one consistent speed – prefer 35 mph
- Results need to be to change the feel – that it not function as a throughway but as a residential place; need (the design) to give a sense of place
- Will we get into land use and development plans with this project?
- Need to address code enforcement and consistency of regulations w/ Peachtree Corners
- Definitely provide for sidewalks on both sides
- Please provide recommendations with priorities – what can we do immediately, what phasing and costs to address safety, aesthetics, etc
- List what will provide the greatest impact – yes provide sidewalks; not sure priority of things like benches; make sure coordinate with Sandy Springs as well
- This is one of the most densely populated areas and the corridor needs everything; consider a full master plan (for land use and development)
- Consider multi-use at least on one side because of so many pedestrians
- Consider the parks important
- What can be done quickest?
- Identify if mid-block crossing needed and assess if it must be signalized