



City Council Meeting MARCH 19, 2018

ALPHARETTA CITY HALL
COUNCIL CHAMBERS
2 PARK PLAZA
6:30 PM

- I. CALL TO ORDER
- II. ROLL CALL
- III. PLEDGE TO THE FLAG
- IV. PROCLAMATIONS AND PRESENTATIONS
 - A. Service Award - John Maloney - 30 years
- V. CONSENT AGENDA
 - A. Council Meeting Minutes (Meeting of 02/21/2018 & 3/5/2018)
 - B. Approval of Settlement- Morris
- VI. OLD BUSINESS
 - A. PH-17-38 Sae Han Church/3385 Kimball Bridge Road
Consideration of a change to previous conditions of zoning to allow for a detention pond to be placed underground for the purpose of providing more parking for the expansion of the church. The property is located at 3385 Kimball Bridge Road on the south side of Kimball Bridge Road and west of Waters Road and is legally described as being located in Land Lot 916, 1st District, 2nd Section, Fulton County, Georgia.
 - B. PH-17-37: UDC Changes Downtown Code - Parking **(Second Reading)**
Consideration of text amendments to the Unified Development Code to address Downtown Parking.
- VII. NEW BUSINESS
 - A. Recommended Amendment to Speed Zone Ordinance
 - B. Mayfield Road Culvert Replacement, ITB 18-007
 - C. Presentation of the North Fulton Comprehensive Transportation Plan for Adoption
- VIII. PUBLIC COMMENT
- IX. REPORTS
- X. ADJOURNMENT



City Council Meeting STAFF REPORT

Submitting Department: City Clerk

Submitted By:

Meeting Date: March 19, 2018

I. AGENDA ITEM TITLE: COUNCIL MEETING MINUTES (MEETING OF 02/21/2018 & 3/5/2018)

II. RECOMMENDATION:

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

EXTERNAL FUNDING SOURCES:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

IV. REPORT IN BRIEF:

V. ALTERNATIVES:

VI. ATTACHMENTS:

2-21-18 city council meeting minutes, March 5th council meeting summary



City Council Meeting and Public Hearing Summary

February 21, 2018

OFFICE OF THE CITY CLERK
678-297-6003

WWW.ALPHARETTA.GA.US

PREPARED BY: COTY THIGPEN

*This summary is provided as a convenience and service to the public, media and staff. It is not the intent to record proceedings verbatim. Any reproduction of this summary must include this notice. Public comments are noted as heard by Council, but not quoted or paraphrased. This document includes limited presentation by Council and invited speakers in **summary** form. **This is not an official record** of the Alpharetta City Council Meeting proceedings. Official Minutes are recorded and available for review.*

I. CALL TO ORDER

❖ *Mayor Belle Isle called the meeting to order at 6:35 p.m.*

II. ROLL CALL

- Council Members
 - Mayor David Belle Isle
 - Chris Owens
 - Jason Binder
 - Ben Burnett
 - Jim Gilvin
 - Dan Merkel
 - Donald Mitchell (Mayor Pro Tem)
- Staff
 - Bob Regus, City Administrator
 - Coty Thigpen, City Clerk
 - Sam Thomas, City Attorney
 - James Drinkard, Asst. City Administrator
 - John Robison, Deputy Director of Public Safety
 - Tom Harris, Director of Finance
 - Morgan Rodgers, Director of Recreation and Parks
 - Kathi Cook, Director of Community Development
 - Michael Woodman, Senior Planner

III. PLEDGE TO THE FLAG

IV. PROCLAMATIONS

- Fulton County Commissioners Liz Hausman and Bob Ellis presented a Proclamation to Mayor Belle Isle on behalf of Fulton County

- Mayor Pro Tem Mitchell presented a Proclamation to Mayor Belle Isle, Council Member Gilvin and Council Member Owens thanking them for their service to the City

V. CONSENT AGENDA

A. Alcoholic Beverage License Application

PH-18-AB-35
 Mansell Prime LLC
 d/b/a Mansell Shell
 3790 Mansell Road
 Alpharetta, GA 30022
 Retail Package Sales Beer, Wine - Sunday Sales
 Owner: Naushad Keshwani
 Registered Agent: Ziaur Rahman

❖ *Council Member Gilvin offered a motion to approve the Consent Agenda.*

- *The motion was seconded by Council Member Owens*
- *Motion approved (7-0)*

VI. PUBLIC HEARING

A. PH-17-37: UDC Changes Downtown Code - Parking

❖ *This item was removed from the agenda and not discussed.*

B. PH-17-16: Northpoint LCI Update

- Director of Community Development, Kathi Cook introduced Eric Bosman to present the LCI update to Mayor and Council
- Staff is seeking consideration of a 10-Year Major Plan Update to the North Point Activity Center LCI. The Atlanta Regional Commission's (ARC) Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services. The LCI program is funded by federal transportation dollars (FHWA's Surface Transportation Program). In order to remain eligible for LCI project and supplemental study funding, the Atlanta Regional Commission (ARC) requires Major Plan Updates to LCI's every 10-15 years. The goal of the North Point Activity Center LCI Major Plan Update is to update and clarify the community's vision for the North Point area, identify strategy and policy enhancements to maintain and enhance the district, and prioritize public investments particularly related to maintaining mobility and enhancing walkability in the area.
- City Attorney, Sam Thomas, read the Resolution aloud

Public Comment

None

❖ *Council Member Merkel offered a motion to approve PH-17-16 Northpoint Livable Centers Initiative update*

- *The motion was seconded by Council Member Binder*
- *Council Member Burnett requested to add a friendly amendment to include with that the City would like to note this location as a preferred location for transit*
- *Accepted by Merkel and Binder*
- *Motion approved (7-0)*

VII. NEW BUSINESS

A. Approval of the Update to Alpharetta Recreation and Parks Master Plan

- Director of Recreation and Parks, Morgan Rodgers, came forward to present this item
- Staff is seeking approval of the Update for the Alpharetta Recreation and Parks Master Plan.
- The Plan was compiled by Jacobs Engineering, in conjunction with Ballard King. Jacobs used information from the 2014 Master Plan, along with other existing plans within the City and meetings with community groups, program focus groups, staff and elected officials to formulate this comprehensive plan.
- The major areas of consideration and recommendations included parks, equestrian center, trails, programs, art & culture and provide a list of short term and long term recommendations.

Public Comment

None

- ❖ *Council Member Binder offered a motion to approve the Alpharetta Recreation and Parks Master Plan update*
 - *The motion was seconded by Council Member Mitchell*
 - *Motion approved (7-0)*

B. Approval Of Fiscal Year 2018 Mid-Year Budget Amendment And Related Financial Matters (Bond Reallocation Resolution)

- Director of Finance, Tom Harris, provided an overview of the Fiscal Year 2018 Mid-Year Budget and adopt the following: (a) Budget Ordinance (1st reading); and (b) Transportation and Road Improvement Bond Reallocation Resolution.
- The purpose of the Fiscal Year (FY) 2018 Mid-Year Budget Amendment is to amend the base budget as adopted by City Council for targeted initiatives that have already occurred (e.g. during the first seven months of the fiscal year) or are planned to occur before fiscal year-end.
- Initiatives are discussed in detail within the Fiscal Year 2018 Mid-Year Budget Requests and include a reallocation of project funding within the Series 2016 Parks and Transportation Bond Fund. In accordance with State Law, the City is following statutory guidelines relating to the expenditure of bond funds for purposes other than stated in the public bond notice including the approval and advertisement of the attached reallocation resolution.
- City Attorney, Sam Thomas, read the Budget Ordinance aloud

Public Comment

None

- ❖ *Council Member Mitchell offered a motion to approve an Ordinance of the Mayor and Council of the City of Alpharetta, Georgia, to adopt the mid-year fiscal 2018 budget for certain funds of the City of Alpharetta, Georgia appropriating the amounts shown in each budget as expenditures, adopting the item of revenue anticipation, prohibiting expenditures to exceed appropriations, and prohibit expenditures to exceed actual funding available*
 - *The motion was seconded by Council Member Binder*
 - *Motion approved (7-0)*
- City Attorney, Sam Thomas, read the Bond Resolution aloud

Public Comment

None

❖ *Council Member Mitchell offered a motion to approve the Resolution as read by the City Attorney*

- *The motion was seconded by Council Member Owens*
- *Motion approved (7-0)*

C. Authorization To Release An Indication Of Interest: Solicit Potential Public/Private Partnership For Development Of A Performing Arts Center

- Director of Finance, Tom Harris, presented this item on behalf of staff
- Staff requests approval of the release of an Indication of Interest to solicit potential public/private partnership in the development of a Performing Arts Center.
- The City of Alpharetta, with the support of the Alpharetta Convention and Visitors Bureau (ACVB), engaged the firm of Johnson Consulting to study the market and feasibility of developing a Performing Arts Center in Alpharetta. Based on this study the City is considering the establishment of a public/private partnership for the development of a Performing Arts.

Public Comment

None

❖ *Council Member Mitchell offered a motion to approve the release an Indication of Interest to solicit potential public/private partnership in the development of a Performing Arts Center*

- *The motion was seconded by Council Member Gilvin*
- *Motion approved (7-0)*

D. Authorization to Release an Indication of Interest: Solicit Potential Public/Private Partnership for Development of a Parking Deck in Downtown Alpharetta.

- Director of Finance, Tom Harris, presented this item on behalf of staff and recommends the release of an Indication of Interest to solicit potential public/private partnership in the development of a parking deck in Downtown Alpharetta.
- Downtown Alpharetta has become one of the City's most popular destinations. With a growing collection of unique restaurants, shops, and office spaces, together with numerous special events, the Downtown has become a major attraction for both residents and visitors alike. With this increasing popularity, the City has been working on providing additional public parking to meet the demand.
- Council Member Owens requested that we revise the IOI before release to make it reference a 24 month period instead of 18 month.

Public Comment

None

❖ *Council Member Mitchell offered a motion to release an Indication of Interest to solicit potential public/private partnership in the development of a parking deck in Downtown Alpharetta*

- *The motion was seconded by Council Member Gilvin*
- *Motion approved (7-0)*

E. Public Safety: Body-Worn And In-Vehicle Camera (RFP 18-103)

- Director of Public Safety, John Robison, came forward to present this item on behalf of staff and recommend awarding RFP 18-103 to Utility Associates Inc. for the Body-Worn and In-Vehicle Camera System for Public Safety Officers inclusive of all implementation services, hardware, software licenses, data storage/retrieval, warranty, and support for an initial term of five (5) years and authorize the Mayor to execute all necessary documents.

- The Department of Public Safety received funding in the fiscal year 2018 budget for the acquisition and implementation of a body-worn camera system to record interactions with the public, gather video evidence at crime scenes, etc., which increases accountability for both the officers and the public. Also included is the replacement of in-vehicle camera units to maximize integration with the new body-worn camera system.
- It is the preference of the Department to purchase seventy (70) Body-Worn and In-Vehicle Cameras (front and rear) that will work concurrently to offer both officer and vehicle viewpoints of an incident, with GPS locations of officer and vehicle, camera recording triggers including doors, lights, sirens, weapon release mechanisms, and other triggers as appropriate, and software as needed to retrieve, view, redact and present captured footage. Pricing shall be inclusive of all implementation services, hardware, software licenses, data storage/retrieval, warranty, and support for an initial term of five (5) years.
- The Public Safety and Finance Departments prepared a Request for Proposal (RFP) and advertised for proposals in September/October 2017. The City received the following five proposals on October 12, 2017: Axon Enterprises; Digital Ally; PCN Strategies; Utility Associates; and WatchGuard.
- The Body-Worn and In-Vehicle Camera technology provided by Utility Associates Inc. was ranked highest by the Evaluation Committee and was determined to provide the best overall value. The Cost Proposal for the Body-Worn and In-Vehicle Camera technology provided by Utility Associates Inc. was the 2nd lowest at a total-cost-of-ownership price of \$704,550 over 5-years (6 payments). From a cash-flow perspective, \$204,400 is due at contract execution (FY 2018), with the remaining funds due as follows: FY 2019 (\$60,550); FY 2020 (\$109,900); FY 2021 (\$109,900); FY 2022 (\$109,900); and FY 2023 (\$109,900). Sufficient funds are programmed within the FY 2018 Operating and Capital Budgets to fund this initiative. Furthermore, the base draft FY 2019 Budget includes sufficient funding to cover the operational costs moving forward.
- Major Mechler came forward to provide a brief a few further details regarding this item

Public Comment

None

❖ *Council Member Gilvin offered a motion to award RFP 18-103 to Utility Associates Inc. for the Body-Worn and In-Vehicle Camera System for Public Safety Officers inclusive of all implementation services, hardware, software licenses, data storage/retrieval, warranty, and support for an initial term of five (5) years and authorize the Mayor to execute all necessary documents*

- *The motion was seconded by Council Member Burnett*
- *Motion approved (7-0)*

F. Approval of Probation Services Contract

- City Attorney, Sam Thomas, presented this item on behalf of staff
- Companies providing probation services in Georgia are required to undergo periodic audit by the Georgia Bureau of Investigation (GBI). The audit of Integrity Supervision Services, LLC, the City's contracted vendor for probation services, was recently completed. The auditor recommended changes to the company's current contract to provide language that better explains the company's responsibilities to our probationers.
- The City Attorney has reviewed the contract and is in agreement with the recommended changes.
- The contract has no fiscal impact to the City and is for a term not to exceed 5 years.

Public Comment

None

❖ *Council Member Gilvin offered a motion to approve the contract with Integrity Supervision Services, LLC for probation services and authorization of the Mayor to execute all necessary documents.*

- *The motion was seconded by Council Member Merkel*
- *Motion approved (7-0)*

G. Title VI Policy Update

- Assistant City Administrator, James Drinkard, came forward to present this item
- Title VI of the Civil Rights Act of 1964 and related statutes prohibiting discrimination in federally-assisted programs require that no person in the United States of America shall, on the grounds of race, color, national origin, sex, age, or disability be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal assistance. The City of Alpharetta is committed to ensuring compliance with The Act as amended and all related regulations and directives.
- As a recipient of federal funds administered by the Georgia Department of Transportation (GDOT), the City of Alpharetta is required to periodically readopt certain statements and assurances related to Title VI. Failure to readopt these statements and assurances would make the City ineligible for GDOT funding programs.
- The Title VI statements and assurances as required by GDOT are consistent with the existing policies of the City of Alpharetta.

Public Comment

None

❖ *Council Member Owens offered a motion to approve the Title VI policy update.*

- *The motion was seconded by Council Member Burnett*
- *Motion approved (7-0)*

H. History Room Construction Services (Storyteller Station and Song Station Additions)

- Director of Recreation and Parks, Morgan Rodgers, came forward to present this item
- Staff recommends approval of the following: (i) an amendment in the amount of \$21,815 to the professional services contract with Malone Design/Fabrication for the addition of a Video Storyteller Station and Song Station to the Alpharetta History Room; and (ii) \$2,000 for contingency to cover material and equipment needs through project completion; and (iii) authorize the Mayor to execute all necessary documents.
- As the Alpharetta History Room nears completion, the project team identified the following two changes to the design plans that will provide a more impactful user experience: Alpharetta Storyteller Station; and Alpharetta Song Station.
- Alpharetta Storyteller Station – kiosk that allows visitors to sit and comfortably watch longer video clips;
- Alpharetta Song Station– kiosk modification that provides audio capabilities to highlight the historical “Song of Alpharetta”.
- The cost for these changes is \$21,815 and will be added to the Malone Design/Fabrication contract resulting in a revised contract value of \$343,870. The contract detail is as follows:
 - \$53,000 for Design Services;
 - \$244,780 for Construction Services;
 - \$9,475 for Exhibit Changes (change order #1);
 - \$14,800 for Monitor Collage Wall (change order #2); and
 - \$21,815 for the Alpharetta Storyteller Station and Song Station (change order #3).
- An additional \$2,000 is being requested for contingency to cover material and equipment needs through project completion.
- Funding for these changes is coming from Non-Allocated within the Capital Project Fund (balance of \$2,978,399 after accounting for these costs in addition to the Mid-Year Budget Amendment).

Public Comment

- Connie Mashburn of the Alpharetta Historical Society spoke in favor of the item
- ❖ *Council Member Mitchell offered a motion to approve the History Room Construction Services (Storyteller Station and Song Station Additions)*
 - *The motion was seconded by Council Member Burnett*
 - *Motion approved (7-0)*

VIII. ELECTIONS

A. Announcements

- Mayor Belle Isle offered his resignation from the Office of Mayor in order to pursue the Office of Georgia Secretary of State
- ❖ *Mayor Pro Tem Mitchell assumed the Chair*
 - Council Member Chris Owens offered his resignation from City Council Post 3 in order to pursue the vacated Mayoral seat
 - Council Member Jim Gilvin offered his resignation from City Council Post 4 in order to pursue the vacated Mayor seat

B. Resolution and Ordinance Calling For 2018 City Of Alpharetta Municipal Special Election (1st reading)

A RESOLUTION AND ORDINANCE TO REGULATE AND PROVIDE FOR THE CALLING OF A CITY OF ALPHARETTA SPECIAL ELECTION TO BE HELD IN CONJUNCTION WITH THE STATE-WIDE GENERAL PRIMARY ON MAY 22, 2018; TO PROVIDE FOR AND RATIFY THE PUBLICATION AND NOTICE OF THE ELECTION; TO ESTABLISH A CANDIDATE QUALIFICATION PERIOD; TO ESTABLISH CANDIDATE QUALIFICATION FEES; TO ESTABLISH A VOTER REGISTRATION CUT-OFF DATE; AND FOR OTHER PURPOSES

- City Attorney, Sam Thomas, read the Resolution and Ordinance aloud

Public Comment

None

- ❖ *Council Member Merkel offered a motion to approve the Resolution and Ordinance Calling for 2018 City of Alpharetta Municipal Special Election*
 - *The motion was seconded by Council Member Binder*
 - *Motion approved (4-0)*

IX. PUBLIC COMMENT

None

X. REPORTS

Mayor Pro Tem Mitchell announced revised liaisons to City Departments:

- Council Member Merkel to Community Development
- Council Member Binder to Recreation and Parks
- Mayor Pro Tem Mitchell to Finance and Public Safety
- Council Member Burnett to Public Works, Information Technology and Human Resources

XI. ADJOURNMENT

❖ *Mayor Pro Tem Mitchell adjourned the meeting at 9:06 p.m.*



City Council Meeting MARCH 5, 2018

OFFICE OF THE CITY CLERK

ALPHARETTA CITY HALL
COUNCIL CHAMBERS

2 PARK PLAZA

6:30 PM

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I. CALL TO ORDER

❖ *Mayor Pro Tem Mitchell called the meeting to order at 6:32 PM*

II. ROLL CALL

- Council Members
 - Mayor Pro Tem Donald Mitchell
 - Jason Binder
 - Ben Burnett
 - Dan Merkel
- Staff
 - Bob Regus, City Administrator
 - Coty Thigpen, City Clerk
 - Sam Thomas, City Attorney
 - James Drinkard, Asst. City Administrator
 - Peter Sewczwicz, Director of Public Works
 - John Robison, Deputy Director of Public Safety
 - Morgan Rodgers, Director of Recreation and Parks
 - Kathi Cook, Director of Community Development
 - Michael Woodman, Senior Planner

III. PLEDGE TO THE FLAG

IV. PROCLAMATION

- Arbor Day Proclamation- Presented to Natural Resource Commission Chairwoman Deb Zemlock

V. CONSENT AGENDA

A. Council Meeting Minutes (Meeting of 2/5/2018)

B. Financial Management Report: Month Ending January 31, 2018

❖ *Council Member Merkel offered a motion to approve the Consent Agenda.*

- *The motion was seconded by Council Member Binder*
- *Motion approved (4-0)*

VI. PUBLIC HEARING

A. PH-17-40 Webb Bridge Road & Morris Road (Council Only)

(NOTE: This item has been withdrawn by the Applicant and will not be considered at this meeting.)

B. CLUP-17-06/Z-17-18/V-17-39 1245 Rucker Road

(NOTE: This item has been deferred at the request of the applicant and will not be heard at this meeting)

C. PH-17-38 Sae Han Church/3385 Kimball Bridge Road (Council Only)

- Director of Community Development, Kathi Cook, came forward to present this item on behalf of staff
- Staff recommends approval of PH-17-38 Sae Han Presbyterian Church, subject to the following conditions:
 1. The property shall be developed substantially similar to plans by Kimley-Horn & Associates, dated 2/6/2018, except for modifications required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
 2. The applicant shall maintain the 100' undisturbed buffer, except the 2 side yard buffers shall be 50' with no building/habitable space to be located in the former 100' side yard buffers.
 3. Parking may consist of up to 300 parking spaces. Parking areas shall be limited to the site plan prepared by Kimley-Horn & Associates, dated 2/6/2018, except that parking area depicted closest to Kimball Bridge Road shall remain undeveloped and there shall be no grading or tree removal within that area.
 4. Pond shall be permitted to be removed with the installation of an approved stormwater detention vault and maintenance schedule by the property owner that is permanent and binding, as approved by Staff. Design shall comply with the City of Alpharetta stormwater ordinance. In order to mitigate impacts to stream and buffer, developer shall comply with the following:
 - a. Address erosive conditions at two existing outfalls on either side of remaining stream.
 - b. Provide 25% additional runoff reduction or water quality volume above the standard city requirements.
 - c. Provide buffer enhancement on the remaining stream buffer downstream of the church entrance driveway. These can include, removing fallen trees from inside the stream bed that are impeding flow, plant eroded or sparsely vegetated areas of stream banks with live stakes, add enhanced buffer plantings where sparsely vegetated, and remove invasive vines.
 - d. Obtain all necessary state and federal approvals for the stream and buffer impacts.
 - e. Or alternative mitigation measures, as approved by Staff.
 5. Previous conditions of zoning shall remain in effect, except as modified by these conditions.
 6. The maximum seats for services shall not exceed 600 for all proposed phases as represented in the application.
 7. An officer shall be utilized for services in order to manage and direct traffic.
 8. As required by current City ordinance, applicant shall provide evidence of a professional landscape maintenance contract..
 9. Site impervious area shall not exceed 40%.
 10. The maximum building height shall be 35 feet.
 11. Buildings shall be primarily brick on all sides and compatible with the residential character of the area as determined by the Design Review Board.

- The applicant, Sae Han Presbyterian Church, requests changes to previous conditions of zoning and site plan approval. The requested changes would allow for a 45,000 square foot future expansion of the church. The applicant proposes a reduction to the side yard (east and west) undisturbed buffers from 100' to 50', placing the undisturbed pond underground and adding surface parking. The subject property is located at 3385 Kimball Bridge Road on the south side of Kimball Bridge Road, just west of Waters Road.
- The submitted request, if approved, will allow for changes to previous conditions of zoning and site plan approval related to Sae Han Presbyterian Church. The proposed changes would allow for a 45,000 square foot future expansion of the church. The applicant proposes a reduction to the side yard (east and west) undisturbed buffers from 100' to 50', removal of the pond and installation of a vault with surface parking above. The subject property is located at 3385 Kimball Bridge Road on the south side of Kimball Bridge Road, just west of Waters Road.
- The 10-acre property is zoned SU (Special Use). Surrounding properties are zoned CUP to the south and east, AG to the west and R-10M and CUP to the north. Hampton Hall subdivision is located to the south, a future City Park to the east, 5-acre single-family parcel to the west and Collingwood and Laurel Pond subdivisions to the north.
- The subject property was rezoned in 1997 and received site plan approval from Council later that same year. In 2002, the property received site plan approval to add 100 parking spaces. The applicant proposes the following changes to previous conditions of zoning related to file PH-01-11 Sae Han Presbyterian Church (~~Strike through~~ = Delete, Underline = Add):
 1. The applicant shall maintain the 100' undisturbed buffer, except the 2 side yard buffers shall be 50' with no building/habitable space to be located in the former 100' side yard buffers.
 2. Parking may consist of up to ~~100-375~~ parking spaces. (Refer to approved site plan dated ~~2-18-02~~ 2-6-18 which limits areas for allowed parking)
 6. ~~Pond shall remain undisturbed per existing zoning condition. Pond shall be permitted to be removed with the installation of an approved stormwater detention vault and maintenance schedule by the property owner that is permanent and binding. Existing flumes in violation of the condition shall be removed as instructed by the Engineering Department.~~ Design shall comply with the City of Alpharetta stormwater ordinance.
- The submitted site plan depicts the existing 29,200 square foot Sae Han Presbyterian Church and a new 3-story, 45,000 square foot addition proposed within an existing surface parking area in front of the existing buildings. There are three (3), 1-story buildings on the property, including a sanctuary, education building and gymnasium. According to the applicant, the primary assembly space of the church at final build-out would accommodate a congregation of up to 600 people.
- The site plan depicts three (3) new surface parking areas, including surface parking over a stormwater vault. Additional parking is proposed adjacent to Kimball Bridge Road and on the west side of the property. Currently, the site has 190 surface parking spaces. If the site plan is approved, the applicant intends to increase the number of surface parking spaces to 300 spaces at final build-out. A total of 375 parking spaces are proposed in the phased development; however, the final phase removes 75 parking spaces for the 45,000 square foot future addition. The Unified Development Code (UDC) requires one (1) parking space for every two (2) seats in the principal assembly room. Based on a maximum seating capacity of 600 people, the site plan complies with the City's parking requirements.
- The applicant proposes removal of the existing stormwater pond and replacement with a concrete stormwater vault with surface parking above. The City has determined that the existing pond and associated stream are Waters of the State. In an effort to mitigate impacts from vaulting the existing pond, the applicant proposes to 1) remove fallen trees from streambed to allow for unimpeded flow, 2) plant eroded or unvegetated areas of the stream banks with shade tolerant landscape material, 3) plant unvegetated areas of the buffer with shade tolerant mid-story trees, and 4) remove invasive vines from canopy trees. If approved, Staff recommends alternative mitigation measures.
- The property is heavily wooded, predominately hardwood forest with a canopy of Loblolly Pines, Sweet Gum and Red Maple. The applicant provided a tree survey and assessment for specimen trees within areas of the site proposed to be disturbed. Two (2) specimen trees are proposed to be removed, just south of the existing stormwater pond.

- The applicant's trip generation report indicates that individual church services average 80 cars with a peak of 150 cars. The church currently holds six (6) services on Sundays between the hours of 9:00 AM and 2:30 PM. The church averages 470 persons per Sunday with a peak of 800. Sae Han has an informal agreement with Philadelphia Church on Spruell Circle for overflow parking, when needed. The church operates a shuttle between the 2 sites. The report states that the church does not have a noticeable impact during the AM and PM Peak Hour times for traffic along Kimball Bridge Road.
- City Staff has reviewed the applicant's proposal and finds that it can generally support the applicant's request for changes to previous conditions of zoning. The proposed expansion of the church would have little impact during peak hours for traffic on Kimball Bridge Road and impacts to the undisturbed buffers have been minimized. If approved, the applicant would be subject to the necessary federal and state approvals for impacts to State Waters. Staff also recommends conditions restricting the amount and location of surface parking, as well as mitigation measures to address impacts to the on-site stream.
- The report submitted by the applicant states that property owners within 1,000' were contacted regarding the applicant's intent and to notifying them of a Community Meeting on February 5, 2018. The applicant also met with board members of the Hampton Hall HOA on January 15, 2018. The report indicates that Hampton Hall had no objections to the applicant's proposal, if the 100' buffer to the south remained in its current state.
- Eric Bosman came forward on behalf of the applicant

Public Comment

- Minjane Jan, 10615 Pinewalk Forest Circle, Alpharetta, GA, came forward to speak on this item
- Curtis Smith, 1440 Hampton Hill Drive, Alpharetta, GA, came forward to speak on this item

❖ *Council Member Merkel offered a motion to table PH-17-38 Sae Han Presbyterian Church until the March 19th, 2018 Council Meeting*

- *The motion was seconded by Council Member Burnett*
- *Motion approved (3-1); Binder voting no*

D. PH-17-42 Milton Park Promenade (Council Only)

- Senior Planner, Michael Woodman, came forward to present this item on behalf of staff
- Staff recommends approval of PH-17-42 Milton Park Promenade II, subject to the following conditions:
 1. Development shall be limited to office, restaurant, and bank use only with up to 13,900 square feet of retail. No freestanding retail or restaurants shall be permitted. Applicant agrees to transfer 19,000 square feet of retail density from Town Square in exchange for the 13,900 square feet of retail in this application. No additional retail will be allowed within the Milton Park Master Plan.
 2. Density shall be limited to 15,000 square feet per acre (previously approved). Densities are as follows: Up to 13,900 square feet of retail for Steinway Piano and uses as listed below in Condition 4; up to 13,679 square feet restaurant, provided the developer meets all zoning conditions.
 3. Previous conditions of zoning shall remain in effect, except as modified by these conditions.
- The applicant, Hale Retail Group, is requesting changes to previous conditions of zoning related to the Milton Park Master Plan to allow the Milton Park Promenade II center to be used for retail and restaurant uses and to remove conditions requiring a particular amount of office use. Previous conditions of zoning limit the amount of retail and restaurant use and require a reversion of the Steinway Piano suite to office use upon termination of the business. The subject property is located at 5950 North Point Parkway, at the southwest corner of North Point Parkway and Mill Creek Avenue.

- The submitted request, if approved, will allow the Milton Park Promenade II center to be used solely for retail and restaurant uses. The proposed change to previous conditions of zoning includes a change of use for 2,895 square foot of space from office to restaurant/retail use and removal of a condition requiring reversion of the Steinway Piano suite to office use upon termination of the business. Steinway Piano will remain at the Milton Park Promenade II center. The property is located at 5950 North Point Parkway, at the southwest corner of North Point Parkway and Mill Creek Avenue.
 - The Milton Park Master Plan was approved on November 22, 1999. The original master plan was approved for 300,000 square feet of office, 490 'For-Rent' apartments, 150 'For-Sale' single-family units, 50,000 square feet of retail and 25,000 square feet of free-standing commercial use. The subject property was not part of the original master plan approval; however, it was later incorporated through a master plan amendment approved on May 27, 2008 for the Milton Park Promenade II center. The Milton Park Promenade II center was amended again in 2016, which limited the development to 13,900 square feet of retail, 10,784 square feet of restaurant, and the remaining density limited to office use. The applicant proposes the following changes to the previous master plan conditions related to MP-17-02/CU-17-04 Milton Park Promenade II:
4. Development shall be limited to office, restaurant, and bank use only with up to 13,900 square feet of retail. ~~Of the 13,900 square feet of retail, 5,386 square feet shall be limited to the sole use of Steinway Piano. Upon the cessation or termination of that use by Steinway Piano, said 5,386 square feet shall revert to office use. All other uses shall require City Council approval, remaining 8,514 shall be permitted use from Condition 4 in file MP-08-07/CLUP-08-02/Z-08-02/V-08-05 Milton Park Promenade II.~~ No freestanding retail or restaurants shall be permitted. Applicant agrees to transfer 19,000 square feet of retail density from Town Square in exchange for the 13,900 square feet of retail in this application. No additional retail will be allowed within the Milton Park Master Plan.
 5. Density shall be limited to 15,000 square feet per acre (previously approved). Densities are as follows: Up to 13,900 square feet of retail for Steinway Piano and uses as listed below in Condition 4; up to ~~10,784~~ 13,679 square feet restaurant, ~~with the remaining density 0-1,~~ provided the developer meets all zoning conditions.
 - The Milton Park Promenade II center is 27,579 square feet and the Steinway Piano suite is 5,386 square feet. Based on previous master plan condition #1 above, the 5,386 square foot space shall revert to office use upon termination/cessation of the business. At this time, Steinway Piano intends to remain at the current location. Previous conditions of zoning also restricted the overall restaurant square footage to no more than 10,784 square feet. The proposed change would result in an increase to the total allowable restaurant space at Milton Park Promenade II to 13,679 square feet.
 - The Milton Park Master Plan includes established parking regulations. There are 145 parking spaces at the Milton Park Promenade II center. The applicant's request to change 2,895 square feet of space from office to restaurant use would require 137 parking spaces for the Milton Park Promenade II center. The Steinway Piano suite is calculated as retail space, as proposed by the applicant.
 - Adam Hale came forward on behalf of the applicant

Public Comment

None

❖ *Council Member Merkel offered a motion to approve PH-17-42 Milton Park Promenade subject to the staff conditions*

- *The motion was seconded by Council Member Burnett*
- *Motion approved (4-0)*

VII. OLD BUSINESS

A. PH-17-37: UDC Changes Downtown Code - Parking (First Reading)

- Director of Community Development, Kathi Cook, came forward to present this item on behalf of staff and

introduce the consultant

- Caleb Racicot came forward on behalf of the consultant to present the proposed changes
- This item was presented to the City Council as a workshop item at the January 16, 2018 Council meeting. Council asked that the proposed Downtown Parking regulations be discussed further at the upcoming Council Retreat.
- This item was heard at the February 1, 2018 Planning Commission meeting. No one from the public spoke for or against the request. Planning Commissioners recommended changes to the proposed Downtown Parking regulations, including defining criteria for on-site parking special exceptions and changing the parking in lieu fee schedule to create a category for spaces 1-5 at a rate of \$4,500/space and parking spaces 6-10 at a rate of \$7,000/space. After discussion, the Planning Commission voted to recommend approval of the item, but the motion failed 3-4. Therefore, the item moves forward to City Council without a recommendation.
- Staff recommended approval of PH-17-37 Unified Development Code, Appendix A: Alpharetta Downtown Code as it relates to regulations for Downtown Parking.
- Consideration of amendments to Unified Development Code (UDC) Appendix A: Alpharetta Downtown Code, Section 2.4 Parking and Loading.
- Staff and the City's Parking Consultants propose the following regulations to consider addressing parking in the Downtown Overlay:
 - Minimum parking requirements for 'Schools, Senior High'.
 - Allowance for parking requirements to be satisfied through payment of parking in-lieu fees.
 - Approval process requires consideration of a public hearing application by City Council
 - Parking In-Lieu Fee Schedule
 - Fees due at issuance of building permit or business license
 - On-site parking special exceptions
 - Requests heard by Planning Commission and decided by City Council
 - May be utilized when the full provisions of on-site parking are unnecessary or when a site is unable to accommodate required parking due to the size, shape, topography, existing buildings, existing trees, other natural features or required buffers.
- City Attorney, Sam Thomas, read the Ordinance aloud constituting a 1st reading

Public Comment

- Jim Parsons, 27 South Main St, Ste 200, Alpharetta, GA, came forward to speak on this item
- Clifford Martin, 700 Anna Lane, Alpharetta, GA, came forward to speak on this item
- ❖ *Council Member Merkel offered a motion to approve PH-17-37 UDC changes with the change to section E as presented with the adjusted fee structure including the following: for 1-5 spaces - \$4500 per space; 6-20 spaces - \$8000 per space; 21-40 spaces - \$14000 per space; 41+ spaces - \$20,000 per space*
 - *The motion was seconded by Council Member Binder*
 - *Motion approved (4-0)*

B. Approval Of Fiscal Year 2018 Mid-Year Budget Amendment (Second reading)

- Director of Finance, Tom Harris, came forward to present this item on behalf of staff
- The purpose of the Fiscal Year (FY) 2018 Mid-Year Budget Amendment is to amend the base budget as adopted by City Council for targeted initiatives that have already occurred (e.g. during the first seven months of the fiscal year) or are planned to occur before fiscal year-end.
- Initiatives are discussed in detail within the attached Fiscal Year 2018 Mid-Year Budget Requests and include a reallocation of project funding within the Series 2016 Parks and Transportation Bond Fund. In accordance with State Law, the City is following statutory guidelines relating to the expenditure of bond funds for purposes other than stated in the public bond notice including the approval and advertisement of the reallocation resolution (approved on February 21, 2018).
- The only change from the 1st reading was a reduction in the cost of the May 22, 2018 election to equal the estimate provided by Fulton County (reduction from \$13,000 to \$8,320).
- City Attorney, Sam Thomas, read the Ordinance into the record constituting a 2nd and final reading
- ❖ *Mayor Pro Tem Mitchell offered a motion to approve the 2nd reading of the 2018 Mid-Year Budget Amendment Ordinance*
 - *The motion was seconded by Council Member Merkel*
 - *Motion approved (4-0)*

C. Resolution and Ordinance Calling For 2018 City Of Alpharetta Municipal Special Election (Second reading)

A RESOLUTION AND ORDINANCE TO REGULATE AND PROVIDE FOR THE CALLING OF A CITY OF ALPHARETTA SPECIAL ELECTION TO BE HELD IN CONJUNCTION WITH THE STATE-WIDE GENERAL PRIMARY ON MAY 22, 2018; TO PROVIDE FOR AND RATIFY THE PUBLICATION AND NOTICE OF THE ELECTION; TO ESTABLISH A CANDIDATE QUALIFICATION PERIOD; TO ESTABLISH CANDIDATE QUALIFICATION FEES; TO ESTABLISH A VOTER REGISTRATION CUT-OFF DATE; AND FOR OTHER PURPOSES

- City Attorney, Sam Thomas, read the Resolution and Ordinance aloud constituting a 2nd and final reading
- ❖ *Council Member Merkel offered a motion to approve the Resolution and Ordinance*
 - *The motion was seconded by Council Member Binder*
 - *Motion approved (4-0)*

VIII. NEW BUSINESS

A. Warsaw Area Sidewalk Improvements, ITB #18-006

- Director of Public Works, Pete Sewczwicz, came forward to present this item on behalf of staff
- Staff recommends awarding Bid No. 18-006 to Vertical Earth Incorporated in the amount of \$289,401.57 for the Warsaw Area Sidewalk Improvements; allocate funds in the amount of \$20,000.00 for utility relocations by AT&T, Comcast, and Georgia Power; and authorize the Mayor to execute all necessary documents.
- The award of this bid is for the construction of three sidewalk segments along Old Roswell Road, Warsaw Road, and Mansell Court. All three projects were identified as part of the 2016 Bond.
- The scope of work at each location is as follows:

Old Roswell Road - Construction of approximately 1,075 linear feet of sidewalk along the north side of Old Roswell Road from Mansell Court East to the Warsaw Road. Completion of this gap will provide contiguous sidewalk along the north side of Old Roswell Road from Henbree Road to Warsaw Road.

Warsaw Road - Construction of approximately 1,120 linear feet of sidewalk along the east side of Warsaw Road, south of Mansell Road. Completion of this gap will provide contiguous sidewalk along east side of Warsaw Road from Mansell Road to Old Roswell Road.

Mansell Court - Construction of approximately 250 linear feet of sidewalk along the south side of Mansell Court. Completion of this gap will provide contiguous sidewalk along south side of Mansell Court from Warsaw Road to the cul-de-sac.

- The Department of Public Works prepared plans and specifications (ITB 18-006) for the sidewalk projects and advertised for competitive bids during December 2017 and January 2018. Bids for the project were received on January 18, 2018 and the City received a total of seven bids
- The apparent low bidder, Vertical Earth Inc. is an experienced contractor which has worked on several projects with similar elements in Georgia for multiple governmental agencies including Cobb County, City of Roswell, and City of Powder Springs. The contacted references stated that Vertical Earth Inc. provided reliable work on time and within budget and would utilize their services again.
- Staff met with representatives of Vertical Earth Inc. on January 26, 2018 to review the scope of work and the City's expectations. Vertical Earth Inc. assured Staff that they could complete the project for the bid amount and within the allocated time frame. Thus, staff determined Vertical Earth Inc. to be the lowest responsive and responsible bidder.
- The construction of these sidewalk segments will necessitate the relocation of three telecommunications pedestals, two light poles, and one power transformer. Costs for these relocations will be paid by the City directly to the utility owner. The costs of these relocations are anticipated to be no more than \$20,000.00.
- On December 4, 2017, Mayor and Council approved an Intergovernmental Agreement (IGA) with the City of Roswell for the construction of the Warsaw Road sidewalk segment. In the bond project list this segment was called out to receive a six-foot wide sidewalk. In coordinating the design of this sidewalk with the City of Roswell's plans for improvements to the intersection of Warsaw Road and Old Roswell Road, Alpharetta staff was approached by Roswell staff concerning the possibility of widening the Warsaw Road sidewalk to an eight-foot width. The reason for this request was the identification of this stretch by the City of Roswell as part of the Roswell Loop, a comprehensive Roswell-wide plan to connect parks and schools with bicycle and pedestrian accommodations. Under the terms of the IGA, the City of Alpharetta will manage the design, easement acquisition, and construction of the project. Utility relocations required by widening the Warsaw Road sidewalk from a six-foot width to an eight-foot width and the modifications to the traffic signal at the intersection of Warsaw Road and Old Roswell Road will be covered completely by the City of Roswell. The remainder of the construction costs and utility relocations for the sidewalk along Warsaw Road will be split 50/50 between the City of Alpharetta and the City of Roswell. Based upon the submitted bid cost, it is projected that Roswell's reimbursement to the City will total approximately \$87,490.19. Additionally, it is anticipated that the majority of the utility relocation costs will similarly be reimbursable to the City of Alpharetta by the City of Roswell under the terms of the IGA.
- Once a contract with Vertical Earth Inc. has been finalized and executed, construction may begin immediately. The anticipated completion date for work at all locations is no more than 60 days from notice to proceed.

Public Comment

None

an amount not to exceed \$289,401.57 for the Warsaw Area Sidewalk Improvements; allocate funds in the amount of \$20,000.00 for utility relocations by AT&T, Comcast, and Georgia Power; and authorize the Mayor Pro Tem to execute all necessary documents

- *The motion was seconded by Council Member Merkel*
- *Motion approved (4-0)*

B. Old Milton Parkway TSPLOST - Costing Plans

- Director of Public Works, Pete Sewczwicz, came forward to present this item on behalf of staff
- Staff recommends approval of AECOM's proposal in the amount of \$640,115.00 for the preparation of Costing Plans for the Old Milton Parkway TSPLOST project and authorize the Mayor Pro Tem to execute all necessary documents.
- On May 22, 2017, staff from the Department of Public Works presented a workshop item to Mayor and Council on the conceptual design of the Old Milton Parkway Capacity Improvements TSPLOST project. This request is for design services necessary to prepare a plan set based on the previously presented concept. This plan set is intended to determine the project footprint and to develop accurate construction and right of way cost estimates. The developed plan set will consist of a number of components but will be more "basic" than a typical plan set issued for construction. Details, labels, and plan sections that do not affect cost are not included in the scope. A detailed opinion of probable costs will be developed along with the plans and AECOM will also provide proposed right of way and easement areas for use in developing a valid opinion of probable right of way cost.
- AECOM's design services associated with the Costing Plans shall include:
 - Topographic and property survey
 - Pavement evaluation
 - Roadway design
 - Traffic design
 - Urban design/landscape architecture
 - Lighting design
 - Bridge design and hydraulic study
 - Environmental permitting
- AECOM was awarded one of three contracts for on-call engineering services on August 1, 2016 through RFQ 16-1009. On December 12, 2016, AECOM was awarded the conceptual design of the Old Milton Parkway Capacity Improvements TSPLOST project through said on-call engineering services contract. The development of these costing plans is a progression upon their conceptual design work.
- Staff reviewed AECOM's proposal and found their rates and allocated hours for the various design tasks to be reasonable and in line with industry standards. City staff will review AECOM's invoices to verify that the hours being billed to each task accurately represent the progress made for each billing period.
- Once a notice to proceed is issued, the work is anticipated to be complete within nine months.

Public Comment

None

- ❖ *Council Member Burnett offered a motion to approve AECOM's proposal in an amount not to exceed \$640,115.00 for the preparation of Costing Plans for the Old Milton Parkway TSPLOST project and authorize the Mayor Pro Tem to execute all necessary documents.*

- *The motion was seconded by Council Member Merkel*
- *Motion approved (4-0)*

C. Webb Bridge Road Bridge Over Georgia 400 - Concept Design

- Director of Public Works, Pete Sewczwicz, came forward to present this item on behalf of staff
- Staff recommended approval of Pond & Company's proposal in the amount of \$79,520.00 for the conceptual design of the Webb Bridge Road Bridge over SR 400 and authorize the Mayor Pro Tem to execute all necessary documents.
- Between August 30, 2016 and July 25, 2017 the City held a number of open houses to solicit input and feedback from citizens concerning improvements to the Academy Street / Webb Bridge Road Corridor. On August 28, 2017, City staff presented the preferred typical section for the corridor to City Council and received permission to move forward with a more detailed conceptual plan. This request is for the conceptual design of a bridge conveying Webb Bridge Road over Georgia 400 utilizing the preferred typical section with an additional two travel lanes.

Pond & Company's design services will include:

- Preparation of a pre-design survey database
 - Evaluation of the existing bridge structure over Georgia 400
 - Preparation of a conceptual layout identifying property impacts, environmental impacts and necessary right of way
 - Evaluation of three bridge structure alternatives and preparation of conceptual cost estimates for each.
 - Preparation of conceptual bridge plan and elevation for preferred bridge alternative.
 - Preparation of illustrative perspective renderings of preferred bridge alternative
 - Preparation of an opinion of probable cost.
- Pond & Company was awarded one of three contracts for on-call engineering services on August 1, 2016 through RFQ 16-1009. On November 27, 2017, Pond & Company was awarded the design of a detailed conceptual plan for bicycle, pedestrian, and operational improvements to the Academy Street / Webb Bridge Road corridor through said on-call engineering services contract.
 - Staff reviewed Pond & Company's proposal and found their rates and allocated hours for the various design tasks to be reasonable and in line with industry standards. City staff will review Pond & Company's invoices to verify that the hours being billed to each task accurately represent the progress made for each billing period.
 - This work will parallel and integrate with Pond's current conceptual design efforts approved by Mayor and Council on November 27, 2017 and is anticipated to be completed in May 2018.

Public Comment

None

❖ *Council Member Burnett offered a motion to approve Pond & Company's proposal in an amount not to exceed \$79,520.00 for the conceptual design of the Webb Bridge Road Bridge over SR 400 and authorize the Mayor Pro Tem to execute all necessary documents.*

- *The motion was seconded by Council Member Merkel*
- *Motion approved (4-0)*

D. Intergovernmental Agreement for the Provision of Election Services between Fulton County and the City of Alpharetta

- City Clerk, Coty Thigpen, came forward to present this item on behalf of staff
- Staff recommends approval of an Intergovernmental Agreement between Fulton County and the City of Alpharetta for the Provision of Election Services for the May 22, 2018 Special Election at a cost not to exceed \$8319.18 and authorize the Mayor Pro Tem to execute all necessary documents.
- Due to the recent vacancies of Mayor and City Council Posts 3 and 4, the City has called for a Special Election to be held in conjunction with the State General Primary on May 22, 2018. Fulton

County will be conducting our Election contemporaneously with their own and the City will be responsible for a 10% administrative fee based on what the County deems to be the total cost of conducting our election.

Public Comment

None

- ❖ *Council Member Binder offered a motion to approve an Intergovernmental Agreement between Fulton County and the City of Alpharetta for the Provision of Election Services for the May 22, 2018 Special Election at a cost not to exceed \$8319.18 and authorize the Mayor Pro Tem to execute all necessary documents.*
 - *The motion was seconded by Council Member Burnett*
 - *Motion approved (4-0)*

E. Downtown Parking Management

- Senior Engineer, Eric Graves, came forward to present this item on behalf of staff
- The Downtown Parking Study had several recommendations concerning the management of downtown parking. One of these recommendations is to expand the time limited parking zones as utilization surpasses 75% for the majority of the day. The current time limited parking map is attached. Based on the data collected for the study, the entire Old Roswell Lot (66 spaces) meets the justification to be included in the time limited program. Between the Made lot, the Liberty Hall lot, and the City deck, full day employees should have sufficient options. In addition, a continuation of existing time limited corridors to include parking added by the Teasley Place development has been requested by the developer and is recommended.
- The discussion of expanding the City's parking management efforts has been included in several of the parking study workshops. At this time, we are asking to move forward with implementation.

Public Comment

- Ruth Ann Tatum, 250 Pebble Trail, Alpharetta, GA came forward to speak on this item
- ❖ *Council Member Merkel offered a motion to approve the Downtown Parking Management Program Adjustment*
 - *The motion was seconded by Council Member Binder*
 - *Motion approved (4-0)*

F. Resolution - Opposition To Senate Bill 426 And House Bill 533

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA IN OPPOSITION TO SENATE BILL 426 (BROADBAND INFRASTRUCTURE LEADS TO DEVELOPMENT ACT), HOUSE BILL 533 (5G BROADBAND INFRASTRUCTURE LEADS TO DEVELOPMENT ACT), AND SIMILAR LEGISLATION

- City Attorney, Sam Thomas, read the Resolution aloud
- ❖ *Council Member Burnett offered a motion to approve the Resolution*
 - *The motion was seconded by Council Member Binder*
 - *Motion approved (4-0)*

IX. WORKSHOP

A. Presentation of the North Fulton Comprehensive Transportation Plan

- Senior Engineer, Eric Graves, came forward to present this item
- In October of 2015, Council authorized a Memorandum of Agreement between the five major North Fulton Cities to work in conjunction with the Atlanta Regional Commission to update the North Fulton Comprehensive Transportation Plan. Agreements were signed, consultants selected, and the Scope of Work agreed to by August of 2016.
- The goal of this project is to develop an implementation strategy for the highest priority projects in the North Fulton Region. To that end, it is essential that the North Fulton Comprehensive Transportation Plan be adopted by all North Fulton jurisdictions. By partnering together for the highest need projects, the North Fulton Cities can help maximize their share of regional funding.
- In November of 2017, the Kimley-Horn Consultant Team updated the City Councils on the project's progress and draft recommendations. Input from the project stakeholders, the public participation effort, and jurisdiction officials have now been incorporated into the final summary report, The North Fulton County Transportation Comprehensive Plan: 2017 Recommendations Report.

B. Live Streaming of City Council Meetings Workshop

- Director of Information Technology, Randy Bundy, came forward to present this item on behalf of staff
- Findings indicate replacement of current hardware based system with WireCast software. Based on testing, this system should work with CIVICCLERK and allow for the streaming and recording of meetings.
- The LiveStream hosting service will be procured only if needed due to unreliable streaming of the meetings via CIVICCLERK's streaming component. Hosted streaming of meetings with vendor support is provided using LiveStream.
- Both of these products should work with the City's version of CIVICCLERK.
- Staff recommends replacement of current hardware based system with WireCast Software and the LiveStream hosting service if needed to provide reliable steaming and recording of City Council meetings.

X. PUBLIC COMMENT

- Dennis Carman, of Bike Alpharetta, came forward to speak

XI. REPORTS

- Council Member Binder – announced that he was able to visit Fulton Science Academy for Dr. Seuss Day
- Board and Commission Appointments:

Binder: Planning Commission - Steve Usry

Binder: Planning Commission Alternate – Jamie Bendall –

Council Approved Unanimously 4-0

Binder: Design Review Board – Holly Palmer

- Director of Recreation and Parks Morgan Rodgers came before Council to request a name change of the Department of Recreation and Parks to the Department of Recreation, Parks and Cultural services

Council Approved Unanimously 4-0

XII. ADJOURNMENT TO EXECUTIVE SESSION

❖ *Council Member Binder offered a motion to adjourn into Executive Session*

- *The motion was seconded by Council Member Merkel*
- *Motion approved (4-0)*



City Council Meeting STAFF REPORT

Submitting Department: Legal
Submitted By:
Meeting Date: March 19, 2018

I. AGENDA ITEM TITLE: APPROVAL OF SETTLEMENT- MORRIS

II. RECOMMENDATION:

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

EXTERNAL FUNDING SOURCES:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

IV. REPORT IN BRIEF:

V. ALTERNATIVES:

VI. ATTACHMENTS:



City Council Meeting STAFF REPORT

Submitting Department: Community Development

Submitted By:

Meeting Date: March 19, 2018

I. AGENDA ITEM TITLE: PH-17-38 SAE HAN CHURCH/3385 KIMBALL BRIDGE ROAD
CONSIDERATION OF A CHANGE TO PREVIOUS CONDITIONS OF ZONING TO ALLOW FOR A
DETENTION POND TO BE PLACED UNDERGROUND FOR THE PURPOSE OF PROVIDING MORE
PARKING FOR THE EXPANSION OF THE CHURCH. THE PROPERTY IS LOCATED AT 3385 KIMBALL
BRIDGE ROAD ON THE SOUTH SIDE OF KIMBALL BRIDGE ROAD AND WEST OF WATERS ROAD AND
IS LEGALLY DESCRIBED AS BEING LOCATED IN LAND LOT 916, 1ST DISTRICT, 2ND SECTION,
FULTON COUNTY, GEORGIA.

II. RECOMMENDATION:

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

EXTERNAL FUNDING SOURCES:

<u>ACCOUNT TITLE/NUMBER</u>	<u>DOLLAR AMOUNT</u>

IV. REPORT IN BRIEF:

V. ALTERNATIVES:

VI. ATTACHMENTS:

Sae Han Church CC Staff Report 030518, Future Land Use Map, Aerial Map, Zoning Map, Location Map,
Site Plan 2.6.18, Part B Citizen Participation Form, Downstream Improvements, Application



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: PH-17-38 SAE HAN PRESBYTERIAN CHURCH

CITY COUNCIL: MARCH 5, 2018

II. RECOMMENDATION:

Approve PH-17-38 Sae Han Presbyterian Church, subject to the following conditions:

1. The property shall be developed substantially similar to plans by Kimley-Horn & Associates, dated 2/6/2018, except for modifications required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. The applicant shall maintain the 100' undisturbed buffer, except the 2 side yard buffers shall be 50' with no building/habitable space to be located in the former 100' side yard buffers.
3. Parking may consist of up to 300 parking spaces. Parking areas shall be limited to the site plan prepared by Kimley-Horn & Associates, dated 2/6/2018, except that parking area depicted closest to Kimball Bridge Road shall remain undeveloped and there shall be no grading or tree removal within that area.
4. Pond shall be permitted to be removed with the installation of an approved stormwater detention vault and maintenance schedule by the property owner that is permanent and binding, as approved by Staff. Design shall comply with the City of Alpharetta stormwater ordinance. In order to mitigate impacts to stream and buffer, developer shall comply with the following:
 - a. Address erosive conditions at two existing outfalls on either side of remaining stream.
 - b. Provide 25% additional runoff reduction or water quality volume above the standard city requirements.
 - c. Provide buffer enhancement on the remaining stream buffer downstream of the church entrance driveway. These can include, removing fallen trees from inside the stream bed that are impeding flow, plant eroded or sparsely vegetated areas of stream banks with live stakes, add enhanced buffer plantings where sparsely vegetated, and remove invasive vines.
 - d. Obtain all necessary state and federal approvals for the stream and buffer impacts.
 - e. Or alternative mitigation measures, as approved by Staff.
5. Previous conditions of zoning shall remain in effect, except as modified by these conditions.
6. The maximum seats for services shall not exceed 600 for all proposed phases as represented in the application.
7. An officer shall be utilized for services in order to manage and direct traffic.
8. As required by current City ordinance, applicant shall provide evidence of a professional landscape maintenance contract..
9. Site impervious area shall not exceed 40%.
10. The maximum building height shall be 35 feet.
11. Buildings shall be primarily brick on all sides and compatible with the residential character of the area as determined by the Design Review Board.

REPORT IN BRIEF:

The applicant, Sae Han Presbyterian Church, requests changes to previous conditions of zoning and site plan approval. The requested changes would allow for a 45,000 square foot future expansion of the church. The applicant proposes a reduction to the side yard (east and west) undisturbed buffers from 100' to 50', placing

the undisturbed pond underground and adding surface parking. The subject property is located at 3385 Kimball Bridge Road on the south side of Kimball Bridge Road, just west of Waters Road.

DISCUSSION

The submitted request, if approved, will allow for changes to previous conditions of zoning and site plan approval related to Sae Han Presbyterian Church. The proposed changes would allow for a 45,000 square foot future expansion of the church. The applicant proposes a reduction to the side yard (east and west) undisturbed buffers from 100' to 50', removal of the pond and installation of a vault with surface parking above. The subject property is located at 3385 Kimball Bridge Road on the south side of Kimball Bridge Road, just west of Waters Road.

The 10-acre property is zoned SU (Special Use). Surrounding properties are zoned CUP to the south and east, AG to the west and R-10M and CUP to the north. Hampton Hall subdivision is located to the south, a future City Park to the east, 5-acre single-family parcel to the west and Collingwood and Laurel Pond subdivisions to the north.

The subject property was rezoned in 1997 and received site plan approval from Council later that same year. In 2002, the property received site plan approval to add 100 parking spaces. The applicant proposes the following changes to previous conditions of zoning related to file PH-01-11 Sae Han Presbyterian Church (~~Strike-through = Delete~~, Underline = Add):

1. The applicant shall maintain the 100' undisturbed buffer, except the 2 side yard buffers shall be 50' with no building/habitable space to be located in the former 100' side yard buffers.
2. Parking may consist of up to ~~100~~ 375 parking spaces. (Refer to approved site plan dated ~~2-18-02~~ 2-6-18 which limits areas for allowed parking)
6. ~~Pond shall remain undisturbed per existing zoning condition. Pond shall be permitted to be removed with the installation of an approved stormwater detention vault and maintenance schedule by the property owner that is permanent and binding. Existing flumes in violation of the condition shall be removed as instructed by the Engineering Department.~~ Design shall comply with the City of Alpharetta stormwater ordinance.

SITE PLAN ANALYSIS

The submitted site plan depicts the existing 29,200 square foot Sae Han Presbyterian Church and a new 3-story, 45,000 square foot addition proposed within an existing surface parking area in front of the existing buildings. There are three (3), 1-story buildings on the property, including a sanctuary, education building and gymnasium. According to the applicant, the primary assembly space of the church at final build-out would accommodate a congregation of up to 600 people.

The site plan depicts three (3) new surface parking areas, including surface parking over a stormwater vault. Additional parking is proposed adjacent to Kimball Bridge Road and on the west side of the property. Currently, the site has 190 surface parking spaces. If the site plan is approved, the applicant intends to increase the number of surface parking spaces to 300 spaces at final build-out. A total of 375 parking spaces are proposed in the phased development; however, the final phase removes 75 parking spaces for the 45,000 square foot future addition. The Unified Development Code (UDC) requires one (1)

parking space for every two (2) seats in the principal assembly room. Based on a maximum seating capacity of 600 people, the site plan complies with the City's parking requirements.

The applicant proposes removal of the existing stormwater pond and replacement with a concrete stormwater vault with surface parking above. The City has determined that the existing pond and associated stream are Waters of the State. In an effort to mitigate impacts from vaulting the existing pond, the applicant proposes to 1) remove fallen trees from streambed to allow for unimpeded flow, 2) plant eroded or unvegetated areas of the stream banks with shade tolerant landscape material, 3) plant unvegetated areas of the buffer with shade tolerant mid-story trees, and 4) remove invasive vines from canopy trees. If approved, Staff recommends alternative mitigation measures.

The property is heavily wooded, predominately hardwood forest with a canopy of Loblolly Pines, Sweet Gum and Red Maple. The applicant provided a tree survey and assessment for specimen trees within areas of the site proposed to be disturbed. Two (2) specimen trees are proposed to be removed, just south of the existing stormwater pond.

Staff prepared Table 1 below in order to compare this proposal to the existing, similarly situated religious facilities in the City.

Table 1: Sample of Religious Facilities Located in Residential Areas				
Religious Facility	Size of Property	Zoning	Building Square Footage	# of Parking Spaces
Islamic Center of North Fulton	4.23 acres	AG	240 seat capacity/Worship building total square footage = 7,900 SF	120 spaces
Sae Han Presbyterian Church/Kimball Bridge Road	9.96 acres (7.2 acres buildable)	SU	345 seats/Building total square footage = 20,000SF (current)	204 spaces
Church of God/Mid Broadwell Road	3.52 acres	SU	276 seats/Building total square footage = 10,000 SF(2 nd story floor of 10,000 SF not currently built)	63 parking spaces
St. Thomas Aquinas Rucker Road	17 acres	AG	750 seats/Building 49,609 SF	620 parking spaces

North Fulton Jewish Center/Kimball Bridge Road	1.87 acres	R-12	250 seat sanctuary(2850 square foot) Building 26,500 SF	112 parking spaces required(reduction for shared spaces given)/61spaces on site
St. James United Methodist Webb Bridge Road	14.9 acres including stream buffers/3.6 acres developed.	O-I	720 seat sanctuary/ 27,673 SF building	369 spaces

TRAFFIC

The applicant's trip generation report indicates that individual church services average 80 cars with a peak of 150 cars. The church currently holds six (6) services on Sundays between the hours of 9:00 AM and 2:30 PM. The church averages 470 persons per Sunday with a peak of 800. Sae Han has an informal agreement with Philadelphia Church on Spruell Circle for overflow parking, when needed. The church operates a shuttle between the 2 sites. The report states that the church does not have a noticeable impact during the AM and PM Peak Hour times for traffic along Kimball Bridge Road.

CONCURRENCES

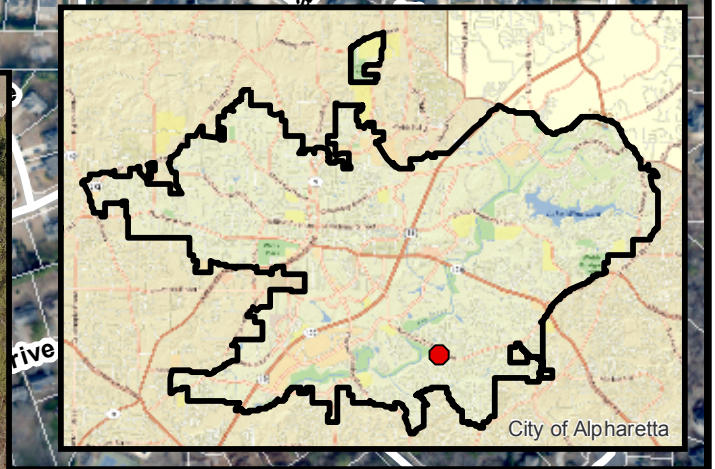
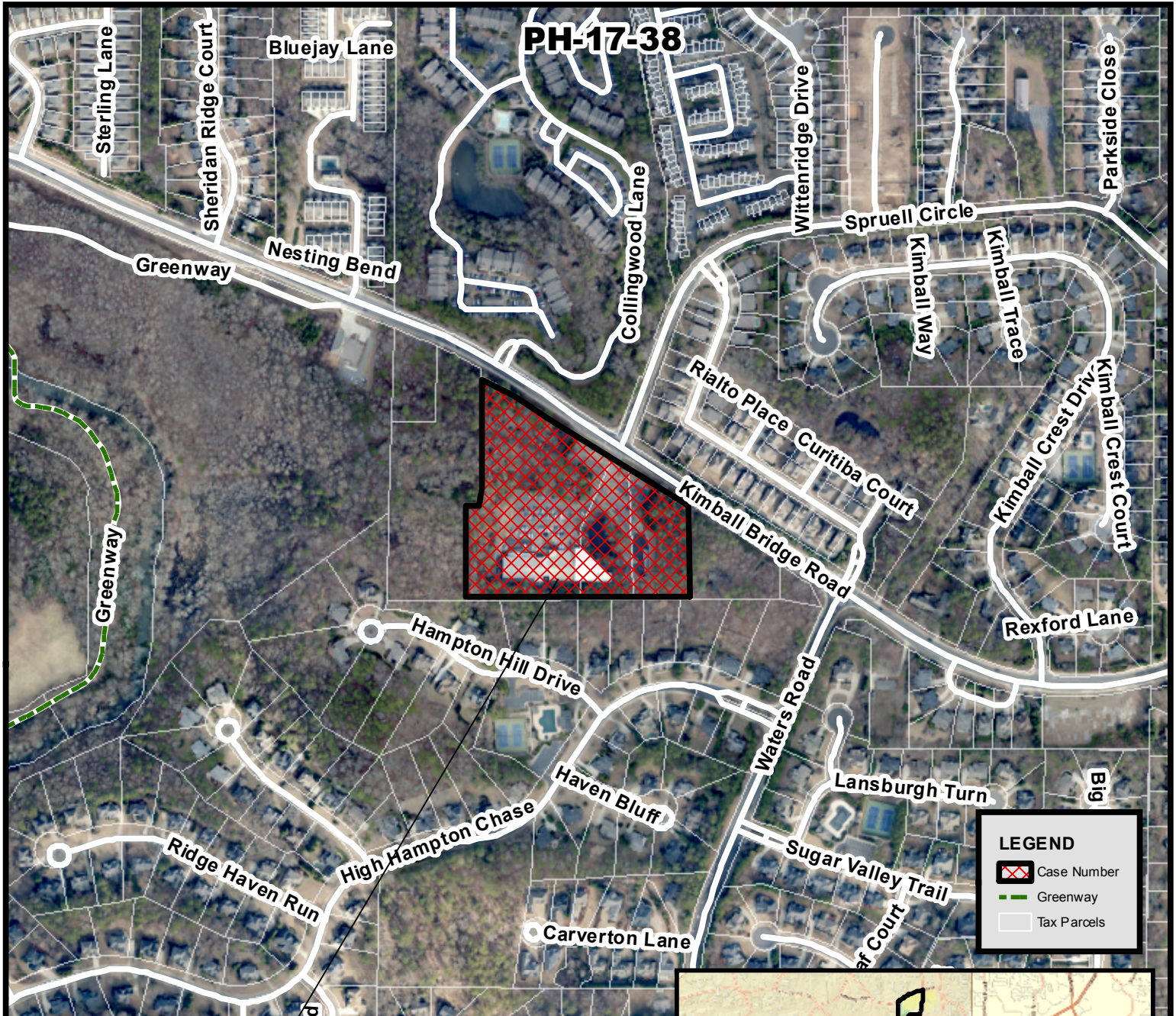
City Staff has reviewed the applicant's proposal and finds that it can generally support the applicant's request for changes to previous conditions of zoning. The proposed expansion of the church would have little impact during peak hours for traffic on Kimball Bridge Road and impacts to the undisturbed buffers have been minimized. If approved, the applicant would be subject to the necessary federal and state approvals for impacts to State Waters. Staff also recommends conditions restricting the amount and location of surface parking, as well as mitigation measures to address impacts to the on-site stream.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that property owners within 1,000' were contacted regarding the applicant's intent and to notifying them of a Community Meeting on February 5, 2018. The applicant also met with board members of the Hampton Hall HOA on January 15, 2018. The report indicates that Hampton Hall had no objections to the applicant's proposal, if the 100' buffer to the south remained in its current state.

III. ATTACHMENTS:

- Site Plan

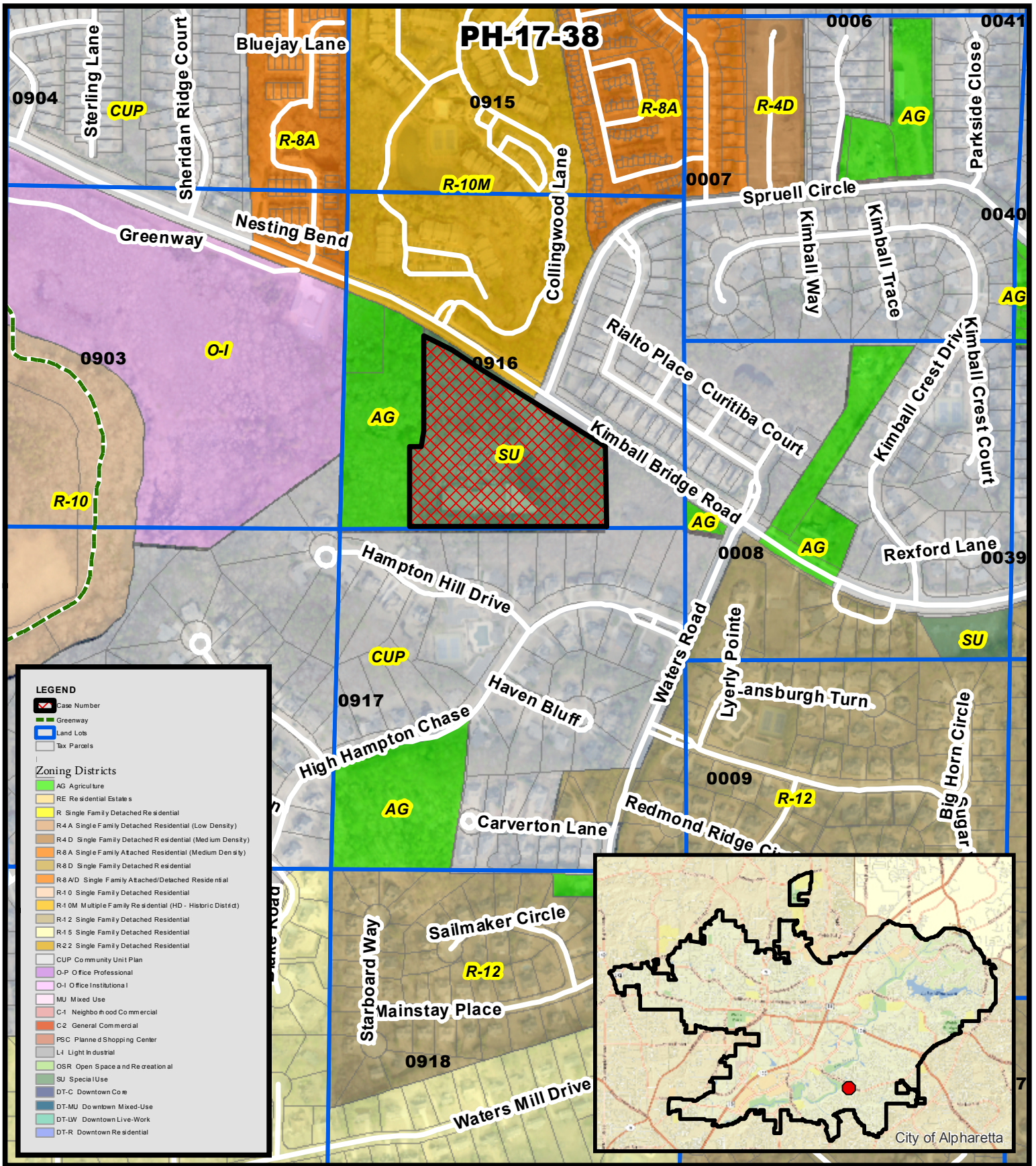


Aerial Map
Sae Han Church
3385 Kimball Bridge Road

PH-17-38
D/LL: 1/2/916
CC Date: 2/26/18



Location Map Provided by:
Community Development - GIS

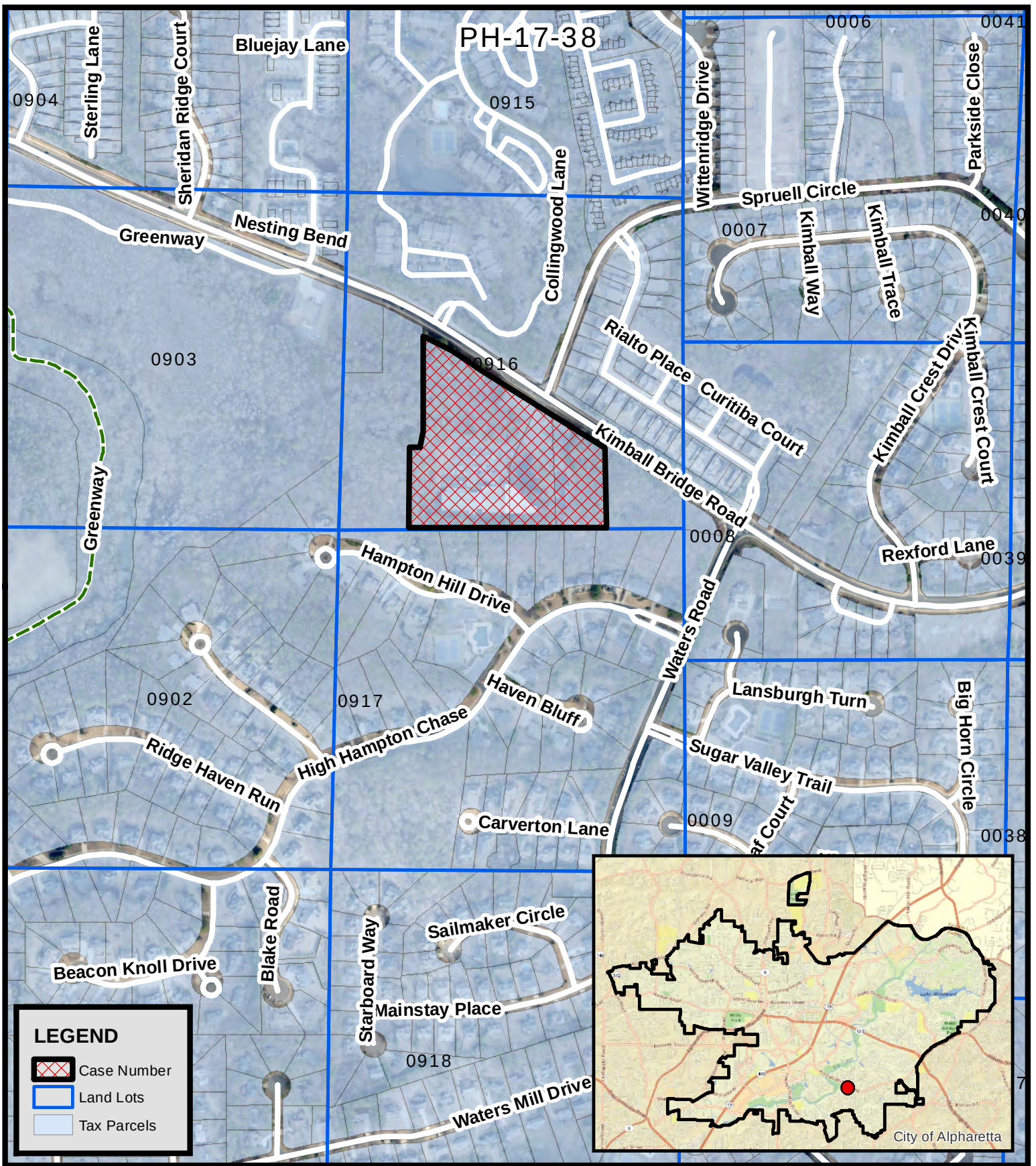


Zoning Map
Sae Han Church
3385 Kimball Bridge Road

PH-17-38
D/LL: 1/2/916
CC Date: 2/26/18



Location Map Provided by:
Community Development - GIS



Location Map
Sae Han Church
3385 Kimball Bridge Road

PH-17-38
D/LL: 1/2/916 CC
Date: **3/05/18**

Location Map Provided by:
Community Development - GIS

SITE PROGRAM



Parking:

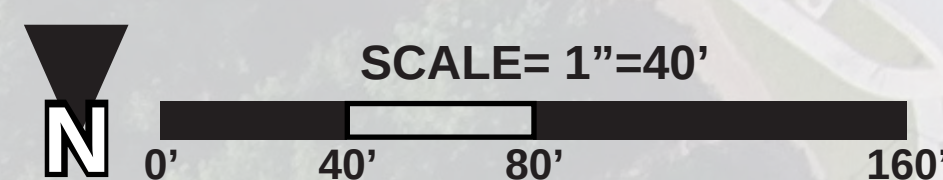
- 190 Spaces (Existing)
- 375 Spaces (Phase 2A)
- 300 Spaces (Phase 2B)

Pond placed in vault

Square Footage Retained:	
Existing Sanctuary Building	11,500 SF
Existing Gym	9,000 SF
<u>Existing Education Building</u>	<u>8,700 SF</u>
Total Retained SF	29,200 SF

Square Footage Added:	
1st Floor:	25,000 SF
2nd Floor:	10,000 SF
<u>3rd Floor:</u>	<u>10,000 SF</u>
Total Added SF	45,000 SF

Total Square Footage: 74,200 SF



PLAN IS INTENDED AS AN ILLUSTRATIVE CONCEPT MASTER PLAN. CONSTRUCTION DRAWINGS WILL ADDRESS APPLICABLE PARKING LOTS AND LANDSCAPING STANDARDS PER THE CITY OF ALPHARETTA.



12/1/17

CITIZEN PARTICIPATION FORM - PART B

SAE HAN CHURCH

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: Sae Han Presbyterian Church

Contact Name: Eric Bosman- Kimley Horn

Telephone: 404-201-6135

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

The extent of comments we have heard from the community rests on the undisturbed buffer between the church and

the Hampton Hall subdivision. The HOA leaders at Hampton Hall had no objections to the plan if the buffer continued

to remain at 100' as it is today.

Method by which these individuals were contacted. Please mark all that apply. Please provide samples of any and all written communications used to provide notification.

- | | |
|--|--|
| ☒ Letter | ☐ Personal Visits |
| ☐ Telephone | ☒ Group Meeting |
| ☐ Email | ☒ Other (Please Specify) <u>2/05/18 Hosted Community Meeting</u> |

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: 

Date: 2/6/18

Print Form

Sae Han Presbyterian Church

Citizen Participation Form- Part "B"

Sae Han Presbyterian Church reached out to the Hampton Hall Homeowner's Association including board members Jimmy Cotty, Tom Lewis, and Sean Richards about scheduling a meeting to discuss the zoning application. The church and Kimley-Horn staff met with Mr. Cotty and Mr. Lewis on January 15, 2018 at 3:00pm to discuss the project. This meeting covered the churches zoning modification requests and the overall site master plan. The feedback from the meeting was positive and the HOA supported the project noting that the rear buffer between the neighborhood and church is expected to stay in place at 100'. The HOA leaders agreed to discuss their findings and opinions at the HOA meeting later that month.

The church also hosted a community open house on February 5th, 2018 at 6:00pm. Letters were sent out to properties within 1000' from the church's property boundaries two weeks in advance. Each letter included a short description (Attachment A), a map of the zoning changes (Attachment B), and the proposed site plan (Attachment C). No community members attended the meeting or provided any feedback through the means of communication provided in the letter. The names and addresses are included with this packet (Attachment D).

ATTACHMENT A

Dear Neighbors,

Sae Han Presbyterian Church (3385 Kimball Bridge Rd) has made application to the City of Alpharetta to modify several of the 2002 zoning conditions applied to the site and is hosting an informational meeting on Monday, February 5th at 6 PM at the church.

Due to current and projected parking demands the church would like to expand its onsite parking in areas of low impact to the community.

This church's application requests the following changes to its zoning conditions (see included plan graphic):

1. Reduce the undisturbed buffer on the east and west sides of the site to 50' - while retaining the 100' buffer along the south property line adjacent to the Hampton Hall neighborhood.
2. Replace the onsite pond with an underground stormwater storage vault to build parking over the stormwater facility.

If either of these issues concern you or you would like additional information please join Sae Han Presbyterian Church Leadership and its consultants (Kimley Horn) on ***Monday, February 05 at 6:00pm at Sae Han Presbyterian Church, 3385 Kimball Bridge Road.***

You may also contact the project coordinator, Ben Miskelly of Kimley-Horn with any questions at ben.miskelly@kimley-horn.com.

Thank You,

Sae Han Presbyterian Church

Kimley-Horn

Sae Han Presbyterian
SITE MASTER PLAN

November 30, 2017



Sae Han Presbyterian SITE MASTER PLAN

February 05, 2018



ATTACHMENT D:

Deborah and David Gates
11049 Grey Owl Rd
Alpharetta,GA 30022

Roger and Carol Davis
3298 Nesting Bend
Alpharetta,GA 30022

Kofi Sarpong
11081 Gray Owl Rd
Alpharetta,GA 30022

Mary Beth Wegener
11053 Grey Owl Rd
Alpharetta,GA 30022

Hortense Chin
3294 Nesting Bend
Alpharetta,GA 30022

Justin McDonald
11085 Gray Owl Rd
Alpharetta,GA 30022

Neal and Tara Horstmeyer
11057 Gray Owl Rd
Alpharetta,GA 30022

Alison and Thurlian Burden
3290 Nesting Bend
Alpharetta,GA 30022

Patricia Bork
11112 Gray Owl Rd
Alpharetta,GA 30022

Eric Muller
11061 Grey Owl Rd
Alpharetta,GA 30022

Marlene and Eldred Sinkoe
3286 Nesting Bend
Alpharetta,GA 30022

Randolph and Janet Johnson
11108 Gray Owl Rd
Alpharetta,GA 30022

John Stroud
11065 Gray Owl Rd
Alpharetta,GA 30022

Craig Jarrow
3282 Nesting Bend
Alpharetta,GA 30022

Naveen Chandrababu
11104 Gray Owl Rd
Alpharetta,GA 30022

Anjeanette Taylor
11069 Gray Owl Rd
Alpharetta,GA 30022

Glenmoor Property Owners
Assoc
0 Grey Owl Rd
Alpharetta,GA 30022

Elvyn Leonard
11100 Gray Owl Rd
Alpharetta,GA 30022

Adam Maurer
11073 Gray Owl Rd
Alpharetta,GA 30022

Chang Ho Lee
11077 Grey Owl Rd
Alpharetta,GA 30022

Sunil Ithappiri
11096 Gray Owl Rd
Alpharetta,GA 30022

ATTACHMENT D:	Monica and Mario Lizaso	Zhuobei Zhou and James Lee
Collingwood Property LLC	10900 Wittenridge Drive #C4	10956 Waters Rd
3400 Kimball Bridge Rd	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Barbara Gunning	Patricia Martin
Preserve at Northpointe HOA	10900 Wittenridge Drive #C5	10960 Waters Rd
0 Wittenridge Dr	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Jonathan and Julie Rachel	Sreedhar Pedakanti
Hollie Mejia and Beverly Manring	3395 Kimball Bridge Rd	10964 Waters Rd
10900 Wittenridge Drive #C6	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Minjane Jan and Li Fen Hsieh	Moovala Parthasarathy
Nicholas Domingo	3325 Kimball Bridge Rd	10968 Waters Rd
10900 Wittenridge Drive #C7	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Vijay Shinde	Lauren and Marc Bober
Laurie Cloud	10936 Waters Rd	10976 Waters Rd
10900 Wittenridge Drive #C1	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Radha Krishna Nimmalapudi	Kai Yatming
Natalie Cross	10940 Waters Rd	10980 Waters Rd
10900 Wittenridge Drive #C2	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Donna Persigehl	Nair Anish Balachandran
Pavlina Petrova and Nikolay Popov	10948 Waters Rd	10988 Waters Rd
10900 Wittenridge Drive #C3	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		

ATTACHMENT D:

Timothy and Suzanne
Halloran

10981 Waters Rd

Alpharetta,GA 30022

Karroll Payne

10969 Waters Rd

Alpharetta,GA 30022

Richard and Victoria Brand

10957 Waters Rd

Alpharetta,GA 30022

Kathleen and Reed Acrey

3440 Rialto Pl

Alpharetta,GA 30022

Laurel Pond HOA

0 Waters Rd

Alpharetta,GA 30022

Barbara and Jack Polish

11155 Kimball Crest Dr

Alpharetta,GA 30022

Richard and Patrice Wilson

11165 Kimball Crest Dr

Alpharetta,GA 30022

William Silva

11175 Kimball Crest Dr

Alpharetta,GA 30022

Allan and Tabitha Moss

11185 Kimball Crest Dr

Alpharetta,GA 30022

Christopher and Catherine
Brehm

11100 Kimball Crest Dr

Alpharetta,GA 30022

Saranga Dhanwa Kumar

11090 Kimball Crest Dr

Alpharetta,GA 30022

Anurita Ahlawat

10900 Waters Rd

Alpharetta,GA 30022

Rajesh Shivakumar

10904 Waters Rd

Alpharetta,GA 30022

Jin and Meehwa Rhee

10908 Waters Rd

Alpharetta,GA 30022

Susan Holleman

10912 Waters Rd

Alpharetta,GA 30022

Mamta Basnet and Pujan
Roka

10916 Waters Rd

Alpharetta,GA 30022

Tammye Caldwell

10920 Waters Rd

Alpharetta,GA 30022

Lewis C Chappelle III and
Lucinda Bollinger

10924 Waters Rd

Alpharetta,GA 30022

Craig and Amber Mahek

10928 Waters Rd

Alpharetta,GA 30022

10932 Waters Rd

Alpharetta,GA 30022

Andres Rubio and Gabriela
Urdaneta

10997 Waters Rd

Alpharetta,GA 30022

ATTACHMENT D:

Ken Chen

10993 Waters Rd
Alpharetta,GA 30022

Joseph and Janice Cox

10989 Waters Rd
Alpharetta,GA 30022

Lawrence and Cristina
Clifford

10985 Waters Rd
Alpharetta,GA 30022

Heather and Wesley Terry
3430 Rialto Pl
Alpharetta,GA 30022

Valerie Wolff
3425 Rialto Pl
Alpharetta,GA 30022

Jitendra and Deepali
Raghuwanshi
3435 Rialto Pl
Alpharetta,GA 30022

Ramakrishna Vajrala and
Sirisha Venkata
3445 Rialto Pl
Alpharetta,GA 30022

Punyapriya and Anisha Patel
3450 Curitiba Ct
Alpharetta,GA 30022

Gregory and Dana Heath
3460 Curitiba Ct
Alpharetta,GA 30022

Alyssa and Matthew Siegel
3470 Curitiba Ct
Alpharetta,GA 30022

Hemalatha
Manickavinayaham
3465 Curitiba Ct
Alpharetta,GA 30022

Rishab and Lavina Punjabi
3455 Curitiba Ct
Alpharetta,GA 30022

Phillip and Tammy Hanson
3525 Curitiba Ct
Alpharetta,GA 30022

Melinda Laake
3515 Curitiba Ct
Alpharetta,GA 30022

Daniel and Nicole Moskowitz
11070 Kimball Crest Dr
Alpharetta,GA 30022

Every and Andrienne Ware
3500 Curitiba Ct
Alpharetta,GA 30022

Hongsheng Zhang
3510 Curitiba Ct
Alpharetta,GA 30022

Hal and Dawn Peterson
3460 Kimball Bridge Rd
Alpharetta,GA 30022

Darren and Lea Flowers
3500 Kimball Bridge Rd
Alpharetta,GA 30022

The Moore Revocable Trust
100 Lansburgh Turn
Alpharetta,GA 30022

Mubashair Khan
415 Lyerly Pointe
Alpharetta,GA 30022

ATTACHMENT D:

Shelley and Matthew
Hogarth

110 Lansburgh Turn
Alpharetta, GA 30022

Karen and Michael
Gottschalk

8150 High Hampton Chase
Alpharetta, GA 30022

Jacqueline and John Green
8180 High Hampton Chase
Alpharetta, GA 30022

Benjamin and Jill Sams
8170 High Hampton Chase
Alpharetta, GA 30022

Lisa and Timothy Davey
115 Haven Bluff
Alpharetta, GA 30022

Shabina and Aditya Uppal
125 Haven Bluff
Alpharetta, GA 30022

Susan and Malcom
McCollum
130 Haven Bluff
Alpharetta, GA 30022

Shu Dong and Pan Ling
120 Haven Bluff
Alpharetta, GA 30022

Terri and Jonathan Evans
110 Haven Bluff
Alpharetta, GA 30022

Jacqueline Jenna and Daniel
Ruane
1445 Hampton Hill Dr
Alpharetta, GA 30022

Elizabeth and Bryan Jacob
1455 Hampton Hill Dr
Alpharetta, GA 30022

Xiaoji Tang and Yidong Liu
1450 Hampton Hill Dr
Alpharetta, GA 30022

Kathy and Jody Hall
1440 Hampton Hill Dr
Alpharetta, GA 30022

Leanne and Steven Wood
1430 Hampton Hill Dr
Alpharetta, GA 30022

Tracy and James Eick
1515 Highview Pines Pass
Alpharetta, GA 30022

Kathryn and Matthew Curry
1525 Highview Pines Pass
Alpharetta, GA 30022

Lenard and Robin Silverman
1535 Highview Pines Pass
Alpharetta, GA 30022

Tracy Krebs
8105 High Hampton Chase
Alpharetta, GA 30022

Kellie Murphy
8115 High Hampton Chase
Alpharetta, GA 30022

Vishali and Bhushan Karnik
8125 High Hampton Chase
Alpharetta, GA 30022

Qin Lin
8135 High Hampton Chase
Alpharetta, GA 30022

ATTACHMENT D:

David Merbaum and Michele
Merbaum Weiner

8145 High Hampton Chase
Alpharetta, GA 30022

Victor and Jill Williams

8175 High Hampton Chase
Alpharetta, GA 30022

Lisa and Eric Drake

8185 High Hampton Chase
Alpharetta, GA 30022

Natascha and David Mariner

8195 High Hampton Chase
Alpharetta, GA 30022

Kara and Danny Hall

8205 High Hampton Chase
Alpharetta, GA 30022

Melinda and Robert Ellis

8140 High Hampton Chase
Alpharetta, GA 30022

Christopher Caffrey

8130 High Hampton Chase
Alpharetta, GA 30022

John Bullock and Martha
Stallworth

8120 High Hampton Chase
Alpharetta, GA 30022

Wenting Sun and Yinghan
Zhang

8110 High Hampton Chase
Alpharetta, GA 30022

Janet Akigbogun

8100 High Hampton Chase
Alpharetta, GA 30022

Hampton Hall Community
Association INC

1400 High Hampton Chase
Alpharetta, GA 30022

Joshua and Robyn Salkin

1405 Hampton Hill Dr
Alpharetta, GA 30022

Cynthia and Paul Kenward

1415 Hampton Hill Dr
Alpharetta, GA 30022

Roben and Joel Turry

1425 Hampton Hill Dr
Alpharetta, GA 30022

Steven Daryl Katz

1435 Hampton Hill Dr
Alpharetta, GA 30022

Pamela and Richard Carson

1420 Hampton Hill Dr
Alpharetta, GA 30022

Roger and Karin Lee

1410 Hampton Hill Dr
Alpharetta, GA 30022

Cristin and Dennis Kallaher

1545 Highview Pines Pass
Alpharetta, GA 30022

Kathleen and Michael
Deighton

1555 Highview Pines Pass
Alpharetta, GA 30022

Michael Sykes

1565 Highview Pines Pass
Alpharetta, GA 30022

Debra and Andrew Deerfield

1575 Highview Pines Pass
Alpharetta, GA 30022

ATTACHMENT D:

Laurel and Robert Monusky

1560 Highview Pines Pass

Alpharetta, GA 30022

Robert and Leslie Capps

1550 Highview Pines Pass

Alpharetta, GA 30022

Leslie and Walter Jones

1540 Highview Pines Pass

Alpharetta, GA 30022

Svetlana and Michael
Braiman

1530 Highview Pines Pass

Alpharetta, GA 30022

Michael and Leslie Ann
Fletcher

1520 Highview Pines Pass

Alpharetta, GA 30022

Sonja and Tyrone Mayo

1510 Highview Pines Pass

Alpharetta, GA 30022

The stream and riparian corridor to the west/downstream of the church driveway entrance is a predominately hardwood forest with a canopy of loblolly pine, sweet gum, and red maple. The understory of the riparian forest is very sparsely vegetated with some birch species on steep banks and very little vegetation on flatter floodplain benches. There are points of banking erosion along the stream, specifically in areas where trees have fallen and debris is impeding the ability of the stream to flow.

There are also two outfalls, one on either side of the stream, that are discharging stormwater into the buffer as concentrated flow. The lack of energy dissipation at these outfalls allows for concentrated flows to create erosive conditions in the buffer.

In an effort to enhance the condition and health of this riparian forest, we propose to:

1. Cut up and move the fallen trees from inside the streambed so that the stream can flow unimpeded. The cut up pieces of timber can be strategically placed throughout the buffer to promote stability and wildlife habitat.
2. Plant eroded or unvegetated areas of the stream banks with shade tolerant live stakes such as silky dogwood and elderberry.
3. Plant the unvegetated and flatter areas of the buffer with shade tolerant mid story trees including (not limited to) eastern redbud, flowering dogwood, hophornbeam, and fringe tree. Also shade tolerant shrubs, including cherry laurel, Cleyera, Aralia, spicebush and viburnum
4. Remove invasive vines that may be a threat to canopy trees.



2/13/18

Downstream Improvements

12/1/17

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

PH-17-38
SAE HANCHURCH
FOR OFFICE USE ONLY

Case #: _____

☐ Fee Paid Initial: _____

COMMUNITY DEVELOPMENT DEPARTMENT

2 PARK PLAZA

ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta."
5. Applications will be accepted only on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

Contact Information:

Contact Name: Brent Yang

Telephone: 770-680-2097

Address: 3495 Buford Highway

Suite: _____

City Duluth

State: GA

Zip: 30096

Fax: _____

Mobile Tel: _____

Email: info@bccdllc.com

Subject Property Information:

Address: 3385 Kimball Bridge Rd

Current Zoning: SU

District: 1

Section: 2

Land Lot: 916

Parcel ID: 12 314009160441

Proposed Zoning: SU

Current Use: Church/Religious

This Application For (Check All That Apply):

☐ Conditional Use

☐ Master Plan Amendment

☐ Rezoning

☐ Master Plan Review

☐ Variance

☒ Public Hearing

☐ Comprehensive Plan Amendment

☐ Other (Specify): _____

APPLICANT REQUEST AND INTENT

What is the proposed use(s) of the property?

No change in use- Property will continue to be used as a church.

Applicant's Request (Please itemize the proposal):

Request for changes to conditions from the 2002 zoning request by Sae Han Presbyterian Church. The applicant would like to:

- A. Update the site's approved master plan
- B. Amend condition #2 by removing the restriction on the total number of parking spaces and amend the location of parking according to the updated site plan.
- C. Amend condition #6 to read: "Pond shall be permitted to be removed with the installation of an approved stormwater detention vault and maintenance schedule by the property owner that is permanent and binding."
- D. Amend condition #1 to: Reduce the side yard buffers from 100' to 50' with no building/habitable space to be located in the former 100' buffer area.

Applicant's Intent *(Please describe what the proposal would facilitate):*

- A. With the growth of the church since 2002 more space is needed to provide additional parking and allow room for church activities. The church is currently sharing parking off site on Spruell Circle but would like to reduce the amount of parking off site by accommodating more parking on-site and allow room for future additions. This site plan illustrates the church's goal to provide additional parking on-site and allow potential to expand in the future with minimal impact to the site's topography and tree canopy.
- B. The church would like to remove the parking count restriction to accommodate more parking on-site. This will take a burden off traffic on Kimball Bridge and Spruell Circle during peak-use times. More surface area for parking will be available with the installation of a stormwater vault in place of the existing pond.
- C. A large portion of the site is covered by the existing stormwater pond. The church would like to remove this pond and replace it with a concrete stormwater vault that will provide more surface area for parking and an altogether safer and cleaner site for children and visitors. This change would be accompanied with a maintenance schedule that will be followed by the property owner for the life of the vault. OR The owner will maintain the vault according to an agreed upon maintenance schedule.
- D. The large 100' bufferyard on the rear property line serves a community benefit by maintaining a natural transition from the rear of the site to the adjacent residential community. The other bufferyards could be reduced to 50' with little to no impact on adjacent sites due to the preserved tree canopy and the topographic changes across the site and surrounding area.

12/1/17

PROPERTY OWNER AUTHORIZATION

SAE HAN CHURCH

Property Owner Information:

Contact Name: Sae Han Presbyterian Church

Telephone: 404-509-3250

Address: 3385 Kimball Bridge Rd

Suite:

City Alpharetta

State: GA

Zip: 30096

-

Authorization:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.

As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.

☐ Annexation☐ Special Use☐ Rezoning☐ Conditional Use☐ Variance☐ Master Plan☐ Land Use Application☒ Other Public Hearing Application and related filings

Identify Authorized Applicant:

Name of Authorized Applicant: Brett Yang or Kimley-Horn

Telephone: 770-680-2097

Address: 3495 Buford Highway

Suite:

City Duluth

State: GA

Zip: 30308

-

So Sworn and Attested:

Owner Signature:

Date:

Notary:

Notary Signature:

Date:

12/1/17

DISCLOSURE FORM

SAE HAN CHURCH

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: Sae Han Presbyterian Church

Subject Public Hearing Case: Sae Han Presbyterian Church Public Hearing

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of \$250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: _____

Date: _____

12/1/17

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

SAE HAN CHURCH

How will this proposal be compatible with surrounding properties?

The use does not change and will remain compatible with the surrounding properties. Vaulting the pond will accommodate runoff from adjacent properties that flow into the church site and make the site safer for this and adjacent properties.

How will this proposal affect the use and value of the surrounding properties?

This proposal will alleviate some traffic demand along Kimball Bridge and Spruell Circle during peak hours (Wednesday evenings and Sundays) by reducing some of the need for users to access off-site parking lot. This project will have no adverse affect on values of surrounding properties.

Can the property be developed for a reasonable economic use as currently zoned? Please explain why or why not.

Conditions on the current plan do not allow for sufficient parking to accommodate the growing needs of the church. The need and desire to maintain the site's tree canopy and minimize changes to the site's topographic features makes vaulting the pond the only reasonable approach to providing more parking. By providing a parking area above the vault, the updated master plan provides potential for a future addition to be placed on the existing parking lot, reducing the amount of disturbance on site.

What would be the increase to population and traffic if the proposal were approved?

This proposal would have no significant effect on daily traffic or population.

What would be the impact to schools and utilities if the proposal were approved?

This zoning amendment would have no effect on utilities or schools.

How is the proposal consistent with the Alpharetta Comprehensive Plan; particularly the Future Land Use Map?

There is no change in use from the existing conditions on site.

Are there existing or changing conditions which affect the development of the property and support the proposed request?

The site has a large amount of topography and tree canopy coverage which limit the developable area.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

12/1/17

CITIZEN PARTICIPATION FORM - PART A

SAE HAN CHURCH

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: Sae Han Presbyterian Church Master Plan Amendment

Contact Name: Brent Yang

Telephone: 770-680-2097

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

Jan Minjane & Hsieh Li Fen

Vishali and Bhushan Karnik

Steven Katz

Sreeleela Kandra and Krishna Nimmalapudi

Roben and Joel Turry

Donna Persigehl

Cynthia and Paul Kenward

Sumathi and Rajan Harihar

Robyn and Joshua Salkin

Collingwood Property LLC

Michele and David Merbaum

Laurel Pond Homeowners Association

Qin Lin

Hampton Hall Homeowners Association

Method by which these individuals will be contacted. Please mark all that apply. *If you select "Other," please provide a description of the method of contact that will be used.*



Letter



Personal Visits



Telephone



Group Meeting



Email



Other (Please Specify)

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

They can respond via email, phone call, or comment at group meeting.

12/1/17

CITIZEN PARTICIPATION FORM - PART B

SAE HAN CHURCH

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: _____

Contact Name: _____ Telephone: _____

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- | | |
|------------------------------------|---|
| ☐ Letter | ☐ Personal Visits |
| ☐ Telephone | ☐ Group Meeting |
| ☐ Email | ☐ Other (Please Specify) _____ |

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: _____ Date: _____

Print Form

NOTES:

1. NO PORTION OF THIS PROPERTY LIES WITHIN FLOOD ZONE "A", AREAS OF 100 YEAR FLOOD, PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP FOR FULTON COUNTY, GEORGIA, COMMUNITY PANEL NUMBER 13121C0067F, WITH AN EFFECTIVE DATE OF SEPTEMBER 18,2013.
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5. THE FIELD DATA WHICH THE PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 27,973 FEET AND AN AN ANGULAR ERROR OF 1" PER ANGLE POINT, AND WAS ADJUSTED USING THE LEAST SQUARES ADJUSTMENT RULE. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 2,013,004 FEET.
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926.2	
924.9 - 6" WEIR	
922.4 - 24" ORIFICE	
918.4 - 6" PVC IN	
916.9 - 24" CMP OUT	

EXISTING DETENTION POND OCS DETAIL

This survey and its findings does not constitute a title or legal opinion by Cornerstone Surveying Services, LLC. All information used in the preparation of this survey was obtained from public records, file data, the client, or other sources as referenced. Other documents or conditions may exist that would affect this property. As a unique pictorial and graphic professional work, this survey is subject to the Copyright laws of the United States. The latest date of field survey work is the date applicable to provisions of O.C.G.A. 9-3-30.2. This survey has been prepared for the exclusive use of the person or entities named herein. No certification or liability is extended to any party not named herein.



CORNERSTONE SURVEYING
SERVICES, LLC
269 SOMERSET ROSE LANE
SUGAR HILL, GEORGIA 30518
678-644-7705 C.O.A. # LSP001166

LAND LOT: 916

1ST DISTRICT

2ND SECTION

CITY OF ALPHARETTA

FULTON COUNTY

GEORGIA

SAE HAN PRESBYTERIAN CHURCH, INC.

FOR

LEGEND

- IPS = IRON PIN SET
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OTP = OPEN TOP PIPE
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6. DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, PROJECT HPP-0003(769), DATED 9/20/2006, SHEET 2 OF 10.

TOTAL AREA
9.627 ACRES



SIGNATURE IS VALID ONLY IF ORIGINAL AND IN A CONTRASTING COLOR OF INK.

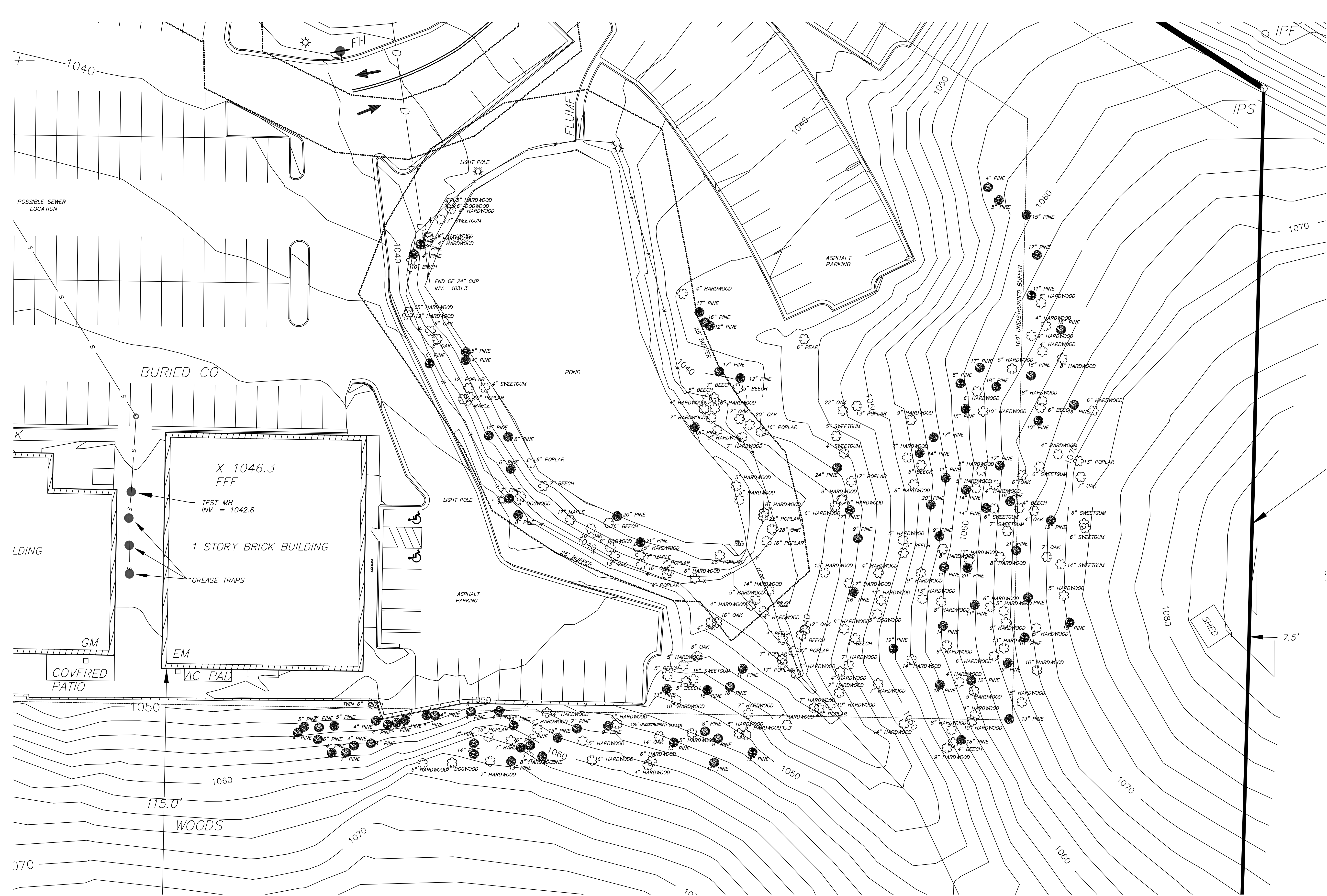
THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH ON THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.

REVISION

2	10/13/15	ADDED 2 LIGHT POLES NEAR POND & TBM
1	7/22/15	ADDED OCS DETAIL

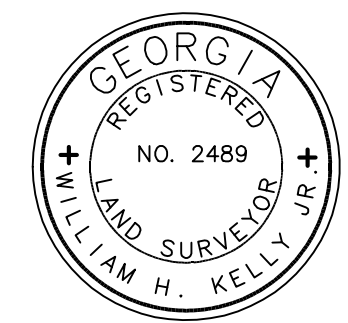
BOUNDARY & TOPOGRAPHIC SURVEY

DRAWN BY: WHK
DATE: 7/15/15
SCALE: 1" = 50'
JOB NUMBER: 15049.00



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GRID NORTH - GEORGIA WEST ZONE



CORNERSTONE SURVEYING SERVICES, LLC
269 SOMERSET ROSE LANE
SUGAR HILL, GEORGIA 30518
678-644-7705 C.O.A. # LS001166

FOR

SAE HAN PRESBYTERIAN CHURCH, INC.

LAND LOT: 916

1ST DISTRICT

2ND SECTION

CITY OF ALPHARETTA

FULTON COUNTY

GEORGIA

REVISION		
2	12/21/15	REMOVED DUPLICATE LANDSCAPE TREES
1	10/12/15	EXPANDED TREE LOCATION AREA, ADDED LIGHT POLE

LIMITED TREE SURVEY	
DRAWN BY: WHK	
DATE: 9/11/15	
SCALE: 1"= 20'	
JOB NUMBER: 15049.00	

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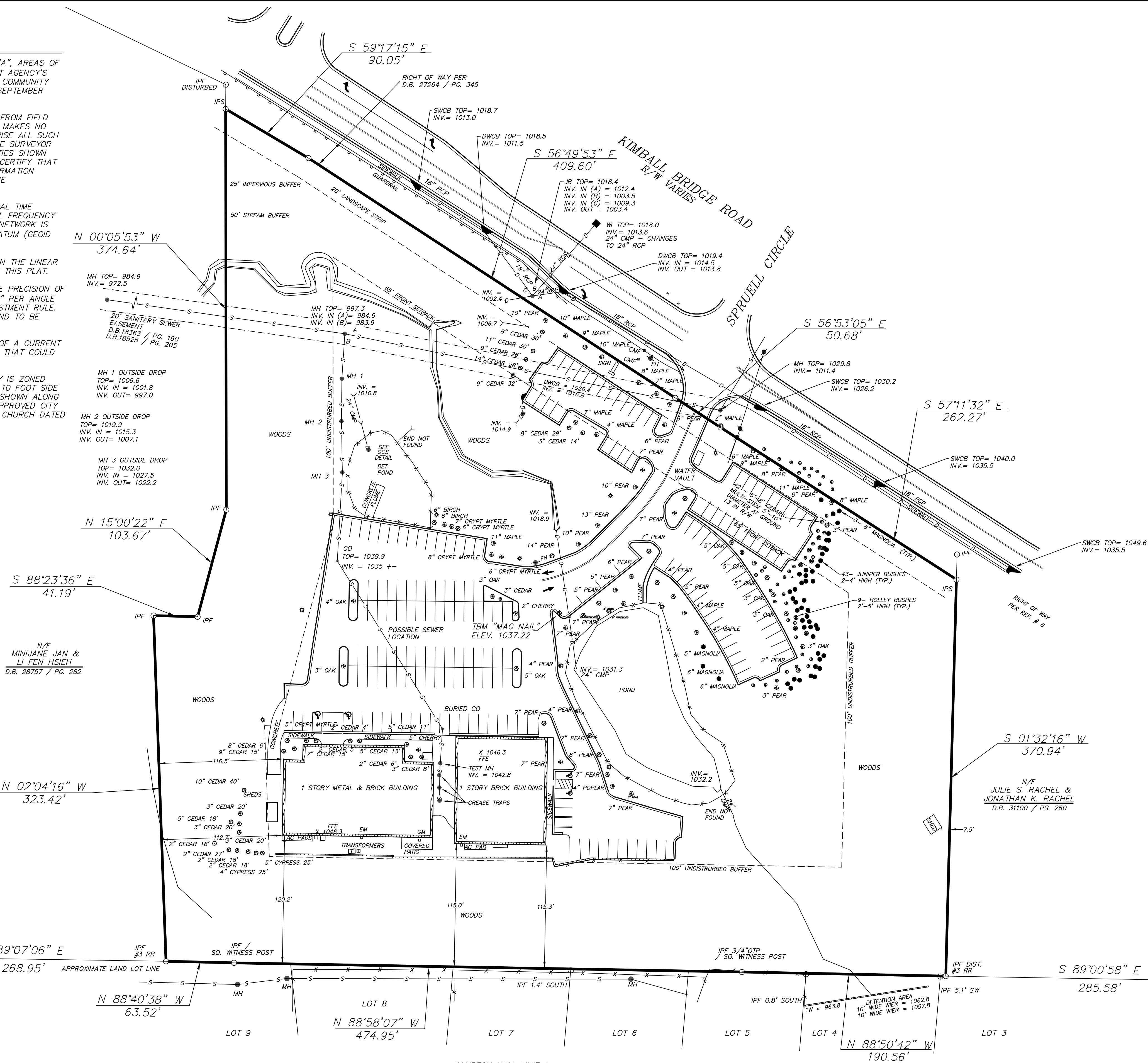
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8. THE HEIGHT OF THE TREES SHOWN ARE APPROXIMATE.



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IFYOUDIGGEORGIA
CALLUSFRST
1802827411
UTILITIESPROTECTIONCENTER
ITSTHELAW

CORNERSTONE SURVEYING
SERVICES, LLC

269 SOMERSET ROSE LANE
SUGAR HILL, GEORGIA 30518
678-644-7705 C.O.A. # LSP001166

LAND LOT: 916

1ST DISTRICT

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FULTON COUNTY

GEORGIA

FOR

SAE HAN PRESBYTERIAN CHURCH, INC.

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REVISION

DRAWN BY: WHK
DATE: 12/03/15
SCALE: 1" = 50'
JOB NUMBER: 15049.00

EXISTING LANDSCAPE TREE SURVEY



DRAWN BY: WHK
DATE: 9/11/15
SCALE: 1"= 10'
JOB NUMBER: 15049.00

November 30, 2017

Kimley»Horn



Sae Han Presbyterian Church

Trip Generation Report

Today the church typically runs 6 services on Sunday morning. These services start at 9:00 am and run until 2:30 pm. Currently the church averages 350 adults and 120 youth/kids per Sunday with a peak of 800 guest total on Sundays. At peak the church averages 133 per service time. Individual services averages 80 cars with a peak of 150 cars per service. Due to parking demands, with some services overlapping, Sae Han has an informal agreement with Philadelphia Church on Spruell Circle. When overflow parking is needed the Sae Han runs shuttles between the two campuses for the six services. (See Below)



The proposed plan increases the church's parking count in Phase 1 to ease the burden on Spruell Circle and Kimball Bridge from attendees and shuttles having to travel between the two lots. The increased parking will not impact service times or travel into the site, but it will alleviate most of the travel to and from Spruell Circle to Sae Han.

Phase 2 will include additional square footage for the church and will increase the demand of the site slightly on Sunday Mornings, however the Church's plan is to consolidate some services to reduce the need for cars continuously entering the site from 9:00 am to 2:30 pm.

The church does not have a noticeable impact during rush hour peak times for traffic along Kimball Bridge as most of the site's programming falls out of that timeframe.

12/1/17



PH-17-38
SAE HAN CHURCH

2 PARK PLAZA
ALPHARETTA, GA 30009
PHONE: 678.297.6000
WWW.ALPHARETTA.GA.US

May 25, 2015

Mr. Brent (Byung Lim) Yang
BC Construction for Saeahan Church
3385 Kimball Bridge Road
Alpharetta, GA 30022
Via email: info@bccdllc.com

Dear Brent:

This letter is to codify the findings of the stream determination done at your request on May 18, 2015 at the site of the Saeahan Church at 3385 Kimball Bridge Road, Alpharetta, GA 30022.

The City finds that the onsite pond and associate downstream drainage feature (stream) are Waters of the State. The pond has a 25-foot undisturbed State Waters buffer. This stream (delineated at the discharge point of the outfall pipe under the parking lot drive aisle carries a 25-foot State Waters Undisturbed Buffer measured from the edge of wrested vegetation. Additionally, this stream carries City imposed buffers. The City of Alpharetta ordinance defines a 50-foot undisturbed buffer measured from the edge of wrested vegetation. There is also a 25-foot non-impervious setback measured from the edge of the City's Undisturbed Buffer. No other buffered drainage features were apparent on this site visit.

If you or your clients have any follow up questions regarding this stream determination, please feel free to contact me.

Respectfully,

A handwritten signature in black ink, appearing to read "Rob Stachler", written over a horizontal line.

Robert Stachler, PE
Development Services Engineer – Stormwater

MAYOR
DAVID BELLE ISLE

COUNCIL MEMBERS
D.C. AIKEN
MICHAEL CROSS
JIM GILVIN
MIKE KENNEDY
DONALD F. MITCHELL
CHRIS OWENS

CITY ADMINISTRATOR
ROBERT J. REGUS



MEMORANDUM

To: Mr. Eric Graves, P.E.
City of Alpharetta

From: Mr. Rob Ross, P.E.
Kimley-Horn and Associates Inc.

Date: February 2, 2018

RE: ***Sae Han Presbyterian Church***

Kimley-Horn has performed an assessment of the site access for the existing Sae Han Presbyterian Church and its potential expansion. Sae Han Presbyterian Church is located south of Kimball Bridge Road at its intersection with Spruill Circle in the City of Alpharetta.

PROJECT OVERVIEW

Sae Han Presbyterian Church is located at 3385 Kimball Bridge Road on an approximately 9.6 acre site. The Church currently includes an 11,500 square foot sanctuary, an 8,700 square foot education building, and a 9,000 square foot gymnasium. The Church desires to add parking spaces to the current site and allow for future expansion of the Church with a new facility up to 45,000 square feet in size.

The intent of this traffic memorandum is to determine the need for a left turn lane entering the site.

EXISTING TRAFFIC CONDITIONS

The roadway within the study network have the following characteristics:

Kimball Bridge Road is a two lane roadway with designated turn lanes at significant intersections. The February 2016 Kimball Bridge Road Improvements Corridor Study prepared by AECOM for the City of Alpharetta indicates a 2015 Average Daily Traffic (ADT) of approximately 21,000 vehicles per day west of Waters Road. Approximately 11,000 of these daily trips occur in the eastbound direction, while 10,000 travel westbound.

Spruill Circle is a two lane roadway providing access to residential neighborhoods north of Kimball Bridge Road. The intersection of Kimball Bridge Road and Spruill Circle consists of a single approach lane in the westbound and northbound directions (northbound is the Church exit), a designated right-turn lane and shared through/left-turn lane for the southbound approach, and designated left, through, and right-turn lanes in the eastbound directions.

SITE ACCESS REVIEW

Site access will be provided at the existing driveway that ties into the intersection of Kimball Bridge Road and Spruill Court. Turning movement counts were collected at the intersection between 10:45 and 1:45 on Sunday, January 28, 2018. This timeframe includes the peak exiting traffic from the service running from 10:30 AM to 12:00 PM and the entering traffic for the service from 12:30 PM to 2:30 PM.

The observed peak inbound traffic included 23 eastbound right-turns, 82 westbound left-turns and 2 southbound throughs for a total of 107 inbound trips. The observed peak outbound traffic included 17 northbound left-turns and 51 northbound right-turns for a total of 68 outbound trips. With the expansion of the Church, these volumes could be expected to as much as triple. These volumes will meet the warrant for a designated westbound left-turn lane on Kimball Bridge Road for traffic entering the site.

PLANNED OFF-SITE IMPROVEMENTS

The City of Alpharetta's Kimball Bridge Road Congestion Mitigation project (Project ID C1702) involves roadway improvements along Kimball Bridge Road between North Point Parkway and Waters Road. Existing eastbound right-turn lanes along Kimball Bridge Road will be expanded and repurposed to provide a second through lane in the eastbound direction. At the Sae Han Presbyterian Church driveway, a westbound left-turn lane will also be constructed. This construction will fulfill the need for a designated left-turn lane to serve the expansion of the Church.

I hope this information is helpful. Please contact me at (404) 201-6146 should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Rob Ross, P.E.
Vice President

Attachments:

- Turning Movement Count

Project ID: 16-9052-001

Location: Church Dwy/Spruill Cir & Kimball Bridge Rd
City: AlpharettaDay: Sunday
Date: 01/28/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks																										
Start Time	Church Dwy/Spruill Cir Northbound						Church Dwy/Spruill Cir Southbound						Kimball Bridge Rd Eastbound						Kimball Bridge Rd Westbound						Int. Total	
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total		
10:45 AM	1	0	7	0	1	8	3	0	7	0	0	10	8	79	3	0	0	90	10	159	2	0	0	171	279	
Total	1	0	7	0	1	8	3	0	7	0	0	10	8	79	3	0	0	90	10	159	2	0	0	171	279	
11:00 AM	5	0	8	0	0	13	5	1	8	0	0	14	9	68	1	0	0	78	19	116	6	0	0	141	246	
11:15 AM	0	0	10	0	1	10	6	1	5	0	0	12	3	69	8	0	0	80	35	107	5	0	0	147	249	
11:30 AM	3	0	5	0	1	8	5	0	11	0	0	16	4	76	11	0	0	91	18	133	4	0	0	155	270	
11:45 AM	5	0	10	0	0	15	3	1	13	0	1	17	8	96	2	0	0	106	4	127	4	0	0	135	273	
Total	13	0	33	0	2	46	19	3	37	0	1	59	24	309	22	0	0	355	76	483	19	0	0	578	1038	
12:00 PM	2	0	7	0	0	9	4	0	9	0	0	13	2	100	0	0	0	102	0	161	6	0	0	167	291	
12:15 PM	2	0	7	0	0	9	4	0	12	0	0	16	6	215	1	0	0	222	0	138	7	0	0	145	392	
12:30 PM	0	0	5	0	0	5	8	0	13	0	1	21	5	159	3	0	0	167	4	160	6	0	0	170	363	
12:45 PM	3	0	8	0	0	11	4	0	9	0	0	13	7	197	2	0	0	206	11	170	4	0	0	185	415	
Total	7	0	27	0	0	34	20	0	43	0	1	63	20	671	6	0	0	697	15	629	23	0	0	667	1461	
1:00 PM	5	0	18	0	0	23	5	0	10	0	0	15	5	174	2	0	0	181	4	141	3	0	0	148	367	
1:15 PM	1	0	11	0	0	12	2	0	11	0	0	13	10	182	2	0	0	194	3	155	7	0	0	165	384	
1:30 PM	8	0	14	0	0	22	2	0	7	0	0	9	8	149	8	0	0	165	16	129	5	0	0	150	346	
Total	14	0	43	0	0	57	9	0	28	0	0	37	23	505	12	0	0	540	23	425	15	0	0	463	1097	
Grand Total	35	0	110	0	3	145	51	3	115	0	2	169	75	1564	43	0	0	1682	124	1696	59	0	0	1879	3875	
Approch %	24.1	0.0	75.9	0.0	2.1		30.2	1.8	68.0	0.0	1.2		4.5	93.0	2.6	0.0	0.0		6.6	90.3	3.1	0.0	0.0			
Total %	0.9	0.0	2.8	0.0	0.1	3.7	1.3	0.1	3.0	0.0	0.1	4.4	1.9	40.4	1.1	0.0	0.0	43.4	3.2	43.8	1.5	0.0	0.0	48.5		
Cars, PU, Vans	35	0	110	0	3	145	51	3	115	0	2	169	75	1563	43	0	0	1681	124	1696	59	0	0	1879	3874	
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	99.9	100.0	0.0	0.0	99.9	100.0	100.0	100.0	0.0	0.0	100.0	100.0	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

The stream and riparian corridor to the west/downstream of the church driveway entrance is a predominately hardwood forest with a canopy of loblolly pine, sweet gum, and red maple. The understory of the riparian forest is very sparsely vegetated with some birch species on steep banks and very little vegetation on flatter floodplain benches. There are points of banking erosion along the stream, specifically in areas where trees have fallen and debris is impeding the ability of the stream to flow.

There are also two outfalls, one on either side of the stream, that are discharging stormwater into the buffer as concentrated flow. The lack of energy dissipation at these outfalls allows for concentrated flows to create erosive conditions in the buffer.

In an effort to enhance the condition and health of this riparian forest, we propose to:

1. Cut up and move the fallen trees from inside the streambed so that the stream can flow unimpeded. The cut up pieces of timber can be strategically placed throughout the buffer to promote stability and wildlife habitat.
2. Plant eroded or unvegetated areas of the stream banks with shade tolerant live stakes such as silky dogwood and elderberry.
3. Plant the unvegetated and flatter areas of the buffer with shade tolerant mid story trees including (not limited to) eastern redbud, flowering dogwood, hophornbeam, and fringe tree. Also shade tolerant shrubs, including cherry laurel, Cleyera, Aralia, spicebush and viburnum
4. Remove invasive vines that may be a threat to canopy trees.



12/1/17

CITIZEN PARTICIPATION FORM - PART B

SAE HAN CHURCH

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: Sae Han Presbyterian Church

Contact Name: Eric Bosman- Kimley Horn

Telephone: 404-201-6135

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

The extent of comments we have heard from the community rests on the undisturbed buffer between the church and

the Hampton Hall subdivision. The HOA leaders at Hampton Hall had no objections to the plan if the buffer continued

to remain at 100' as it is today.

Method by which these individuals were contacted. Please mark all that apply. Please provide samples of any and all written communications used to provide notification.

- | | |
|--|--|
| ☒ Letter | ☐ Personal Visits |
| ☐ Telephone | ☒ Group Meeting |
| ☐ Email | ☒ Other (Please Specify) <u>2/05/18 Hosted Community Meeting</u> |

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: 

Date: 2/6/18

Print Form

Sae Han Presbyterian Church

Citizen Participation Form- Part "B"

Sae Han Presbyterian Church reached out to the Hampton Hall Homeowner's Association including board members Jimmy Cotty, Tom Lewis, and Sean Richards about scheduling a meeting to discuss the zoning application. The church and Kimley-Horn staff met with Mr. Cotty and Mr. Lewis on January 15, 2018 at 3:00pm to discuss the project. This meeting covered the churches zoning modification requests and the overall site master plan. The feedback from the meeting was positive and the HOA supported the project noting that the rear buffer between the neighborhood and church is expected to stay in place at 100'. The HOA leaders agreed to discuss their findings and opinions at the HOA meeting later that month.

The church also hosted a community open house on February 5th, 2018 at 6:00pm. Letters were sent out to properties within 1000' from the church's property boundaries two weeks in advance. Each letter included a short description (Attachment A), a map of the zoning changes (Attachment B), and the proposed site plan (Attachment C). No community members attended the meeting or provided any feedback through the means of communication provided in the letter. The names and addresses are included with this packet (Attachment D).

ATTACHMENT A

Dear Neighbors,

Sae Han Presbyterian Church (3385 Kimball Bridge Rd) has made application to the City of Alpharetta to modify several of the 2002 zoning conditions applied to the site and is hosting an informational meeting on Monday, February 5th at 6 PM at the church.

Due to current and projected parking demands the church would like to expand its onsite parking in areas of low impact to the community.

This church's application requests the following changes to its zoning conditions (see included plan graphic):

1. Reduce the undisturbed buffer on the east and west sides of the site to 50' - while retaining the 100' buffer along the south property line adjacent to the Hampton Hall neighborhood.
2. Replace the onsite pond with an underground stormwater storage vault to build parking over the stormwater facility.

If either of these issues concern you or you would like additional information please join Sae Han Presbyterian Church Leadership and its consultants (Kimley Horn) on ***Monday, February 05 at 6:00pm at Sae Han Presbyterian Church, 3385 Kimball Bridge Road.***

You may also contact the project coordinator, Ben Miskelly of Kimley-Horn with any questions at ben.miskelly@kimley-horn.com.

Thank You,

Sae Han Presbyterian Church

Kimley-Horn

Sae Han Presbyterian

SITE MASTER PLAN

November 30, 2017

ATTACHMENT B:



Sae Han Presbyterian SITE MASTER PLAN

February 05, 2018



ATTACHMENT D:

Deborah and David Gates
11049 Grey Owl Rd
Alpharetta,GA 30022

Roger and Carol Davis
3298 Nesting Bend
Alpharetta,GA 30022

Kofi Sarpong
11081 Gray Owl Rd
Alpharetta,GA 30022

Mary Beth Wegener
11053 Grey Owl Rd
Alpharetta,GA 30022

Hortense Chin
3294 Nesting Bend
Alpharetta,GA 30022

Justin McDonald
11085 Gray Owl Rd
Alpharetta,GA 30022

Neal and Tara Horstmeyer
11057 Gray Owl Rd
Alpharetta,GA 30022

Alison and Thurlian Burden
3290 Nesting Bend
Alpharetta,GA 30022

Patricia Bork
11112 Gray Owl Rd
Alpharetta,GA 30022

Eric Muller
11061 Grey Owl Rd
Alpharetta,GA 30022

Marlene and Eldred Sinkoe
3286 Nesting Bend
Alpharetta,GA 30022

Randolph and Janet Johnson
11108 Gray Owl Rd
Alpharetta,GA 30022

John Stroud
11065 Gray Owl Rd
Alpharetta,GA 30022

Craig Jarrow
3282 Nesting Bend
Alpharetta,GA 30022

Naveen Chandrababu
11104 Gray Owl Rd
Alpharetta,GA 30022

Anjeanette Taylor
11069 Gray Owl Rd
Alpharetta,GA 30022

Glenmoor Property Owners
Assoc
0 Grey Owl Rd
Alpharetta,GA 30022

Elvyn Leonard
11100 Gray Owl Rd
Alpharetta,GA 30022

Adam Maurer
11073 Gray Owl Rd
Alpharetta,GA 30022

Chang Ho Lee
11077 Grey Owl Rd
Alpharetta,GA 30022

Sunil Ithappiri
11096 Gray Owl Rd
Alpharetta,GA 30022

ATTACHMENT D:	Monica and Mario Lizaso	Zhuobei Zhou and James Lee
Collingwood Property LLC	10900 Wittenridge Drive #C4	10956 Waters Rd
3400 Kimball Bridge Rd	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Barbara Gunning	Patricia Martin
Preserve at Northpointe HOA	10900 Wittenridge Drive #C5	10960 Waters Rd
0 Wittenridge Dr	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Jonathan and Julie Rachel	Sreedhar Pedakanti
Hollie Mejia and Beverly Manring	3395 Kimball Bridge Rd	10964 Waters Rd
10900 Wittenridge Drive #C6	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Minjane Jan and Li Fen Hsieh	Moovala Parthasarathy
Nicholas Domingo	3325 Kimball Bridge Rd	10968 Waters Rd
10900 Wittenridge Drive #C7	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Vijay Shinde	Lauren and Marc Bober
Laurie Cloud	10936 Waters Rd	10976 Waters Rd
10900 Wittenridge Drive #C1	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Radha Krishna Nimmalapudi	Kai Yatming
Natalie Cross	10940 Waters Rd	10980 Waters Rd
10900 Wittenridge Drive #C2	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		
	Donna Persigehl	Nair Anish Balachandran
Pavlina Petrova and Nikolay Popov	10948 Waters Rd	10988 Waters Rd
10900 Wittenridge Drive #C3	Alpharetta,GA 30022	Alpharetta,GA 30022
Alpharetta,GA 30022		

ATTACHMENT D:

Timothy and Suzanne
Halloran

10981 Waters Rd

Alpharetta,GA 30022

Karroll Payne

10969 Waters Rd

Alpharetta,GA 30022

Richard and Victoria Brand

10957 Waters Rd

Alpharetta,GA 30022

Kathleen and Reed Acrey

3440 Rialto Pl

Alpharetta,GA 30022

Laurel Pond HOA

0 Waters Rd

Alpharetta,GA 30022

Barbara and Jack Polish

11155 Kimball Crest Dr

Alpharetta,GA 30022

Richard and Patrice Wilson

11165 Kimball Crest Dr

Alpharetta,GA 30022

William Silva

11175 Kimball Crest Dr

Alpharetta,GA 30022

Allan and Tabitha Moss

11185 Kimball Crest Dr

Alpharetta,GA 30022

Christopher and Catherine
Brehm

11100 Kimball Crest Dr

Alpharetta,GA 30022

Saranga Dhanwa Kumar

11090 Kimball Crest Dr

Alpharetta,GA 30022

Anurita Ahlawat

10900 Waters Rd

Alpharetta,GA 30022

Rajesh Shivakumar

10904 Waters Rd

Alpharetta,GA 30022

Jin and Meehwa Rhee

10908 Waters Rd

Alpharetta,GA 30022

Susan Holleman

10912 Waters Rd

Alpharetta,GA 30022

Mamta Basnet and Pujan
Roka

10916 Waters Rd

Alpharetta,GA 30022

Tammye Caldwell

10920 Waters Rd

Alpharetta,GA 30022

Lewis C Chappelle III and
Lucinda Bollinger

10924 Waters Rd

Alpharetta,GA 30022

Craig and Amber Mahek

10928 Waters Rd

Alpharetta,GA 30022

10932 Waters Rd

Alpharetta,GA 30022

Andres Rubio and Gabriela
Urdaneta

10997 Waters Rd

Alpharetta,GA 30022

ATTACHMENT D:

Ken Chen

10993 Waters Rd
Alpharetta,GA 30022

Joseph and Janice Cox

10989 Waters Rd
Alpharetta,GA 30022

Lawrence and Cristina
Clifford

10985 Waters Rd
Alpharetta,GA 30022

Heather and Wesley Terry
3430 Rialto Pl
Alpharetta,GA 30022

Valerie Wolff
3425 Rialto Pl
Alpharetta,GA 30022

Jitendra and Deepali
Raghuwanshi
3435 Rialto Pl
Alpharetta,GA 30022

Ramakrishna Vajrala and
Sirisha Venkata
3445 Rialto Pl
Alpharetta,GA 30022

Punyapriya and Anisha Patel
3450 Curitiba Ct
Alpharetta,GA 30022

Gregory and Dana Heath
3460 Curitiba Ct
Alpharetta,GA 30022

Alyssa and Matthew Siegel
3470 Curitiba Ct
Alpharetta,GA 30022

Hemalatha
Manickavinayaham
3465 Curitiba Ct
Alpharetta,GA 30022

Rishab and Lavina Punjabi
3455 Curitiba Ct
Alpharetta,GA 30022

Phillip and Tammy Hanson
3525 Curitiba Ct
Alpharetta,GA 30022

Melinda Laake
3515 Curitiba Ct
Alpharetta,GA 30022

Daniel and Nicole Moskowitz
11070 Kimball Crest Dr
Alpharetta,GA 30022

Every and Andrienne Ware
3500 Curitiba Ct
Alpharetta,GA 30022

Hongsheng Zhang
3510 Curitiba Ct
Alpharetta,GA 30022

Hal and Dawn Peterson
3460 Kimball Bridge Rd
Alpharetta,GA 30022

Darren and Lea Flowers
3500 Kimball Bridge Rd
Alpharetta,GA 30022

The Moore Revocable Trust
100 Lansburgh Turn
Alpharetta,GA 30022

Mubashair Khan
415 Lyerly Pointe
Alpharetta,GA 30022

ATTACHMENT D:

Shelley and Matthew
Hogarth

110 Lansburgh Turn
Alpharetta, GA 30022

Karen and Michael
Gottschalk

8150 High Hampton Chase
Alpharetta, GA 30022

Jacqueline and John Green
8180 High Hampton Chase
Alpharetta, GA 30022

Benjamin and Jill Sams
8170 High Hampton Chase
Alpharetta, GA 30022

Lisa and Timothy Davey
115 Haven Bluff
Alpharetta, GA 30022

Shabina and Aditya Uppal
125 Haven Bluff
Alpharetta, GA 30022

Susan and Malcom
McCollum
130 Haven Bluff
Alpharetta, GA 30022

Shu Dong and Pan Ling
120 Haven Bluff
Alpharetta, GA 30022

Terri and Jonathan Evans
110 Haven Bluff
Alpharetta, GA 30022

Jacqueline Jenna and Daniel
Ruane
1445 Hampton Hill Dr
Alpharetta, GA 30022

Elizabeth and Bryan Jacob
1455 Hampton Hill Dr
Alpharetta, GA 30022

Xiaoji Tang and Yidong Liu
1450 Hampton Hill Dr
Alpharetta, GA 30022

Kathy and Jody Hall
1440 Hampton Hill Dr
Alpharetta, GA 30022

Leanne and Steven Wood
1430 Hampton Hill Dr
Alpharetta, GA 30022

Tracy and James Eick
1515 Highview Pines Pass
Alpharetta, GA 30022

Kathryn and Matthew Curry
1525 Highview Pines Pass
Alpharetta, GA 30022

Lenard and Robin Silverman
1535 Highview Pines Pass
Alpharetta, GA 30022

Tracy Krebs
8105 High Hampton Chase
Alpharetta, GA 30022

Kellie Murphy
8115 High Hampton Chase
Alpharetta, GA 30022

Vishali and Bhushan Karnik
8125 High Hampton Chase
Alpharetta, GA 30022

Qin Lin
8135 High Hampton Chase
Alpharetta, GA 30022

ATTACHMENT D:

David Merbaum and Michele
Merbaum Weiner

8145 High Hampton Chase
Alpharetta, GA 30022

Victor and Jill Williams

8175 High Hampton Chase
Alpharetta, GA 30022

Lisa and Eric Drake

8185 High Hampton Chase
Alpharetta, GA 30022

Natascha and David Mariner

8195 High Hampton Chase
Alpharetta, GA 30022

Kara and Danny Hall

8205 High Hampton Chase
Alpharetta, GA 30022

Melinda and Robert Ellis

8140 High Hampton Chase
Alpharetta, GA 30022

Christopher Caffrey

8130 High Hampton Chase
Alpharetta, GA 30022

John Bullock and Martha
Stallworth

8120 High Hampton Chase
Alpharetta, GA 30022

Wenting Sun and Yinghan
Zhang

8110 High Hampton Chase
Alpharetta, GA 30022

Janet Akigbogun

8100 High Hampton Chase
Alpharetta, GA 30022

Hampton Hall Community
Association INC

1400 High Hampton Chase
Alpharetta, GA 30022

Joshua and Robyn Salkin

1405 Hampton Hill Dr
Alpharetta, GA 30022

Cynthia and Paul Kenward

1415 Hampton Hill Dr
Alpharetta, GA 30022

Roben and Joel Turry

1425 Hampton Hill Dr
Alpharetta, GA 30022

Steven Daryl Katz

1435 Hampton Hill Dr
Alpharetta, GA 30022

Pamela and Richard Carson

1420 Hampton Hill Dr
Alpharetta, GA 30022

Roger and Karin Lee

1410 Hampton Hill Dr
Alpharetta, GA 30022

Cristin and Dennis Kallaher

1545 Highview Pines Pass
Alpharetta, GA 30022

Kathleen and Michael
Deighton

1555 Highview Pines Pass
Alpharetta, GA 30022

Michael Sykes

1565 Highview Pines Pass
Alpharetta, GA 30022

Debra and Andrew Deerfield

1575 Highview Pines Pass
Alpharetta, GA 30022

ATTACHMENT D:

Laurel and Robert Monusky

1560 Highview Pines Pass

Alpharetta, GA 30022

Robert and Leslie Capps

1550 Highview Pines Pass

Alpharetta, GA 30022

Leslie and Walter Jones

1540 Highview Pines Pass

Alpharetta, GA 30022

Svetlana and Michael
Braiman

1530 Highview Pines Pass

Alpharetta, GA 30022

Michael and Leslie Ann
Fletcher

1520 Highview Pines Pass

Alpharetta, GA 30022

Sonja and Tyrone Mayo

1510 Highview Pines Pass

Alpharetta, GA 30022

Sae Han Presbyterian

SITE MASTER PLAN

Kimley»»Horn

Feburary 06, 2018



SITE PROGRAM

Parking

190 Spaces (Existing)
375 Spaces (Phase 2A)
300 Spaces (Phase 2B)

Pond placed in vault

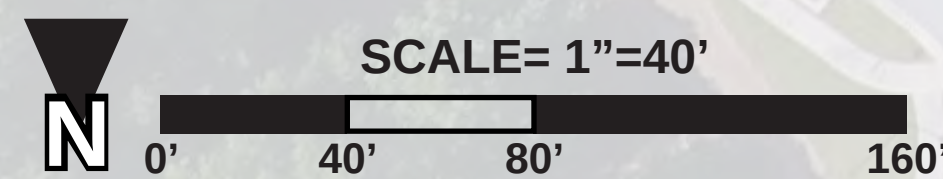
Square Footage Retained:

Existing Sanctuary Building	11,500 SF
Existing Gym	9,000 SF
<u>Existing Education Building</u>	<u>8,700 SF</u>
Total Retained SF	29,200 SF

Square Footage Added

1st Floor:	25,000 SF
2nd Floor:	10,000 SF
3rd Floor:	10,000 SF
Total Added SF	45,000 SF

Total Square Footage: 74,200 SF



Specimen Tree Removal

Sae Han Presbyterian Church's tree removal plan includes three tree removal areas.

Area 1: Front Parking Lot Expansion

Predominantly intermediately sized pines and smaller understory trees/shrubs.

Area 2: Rear Parking Lot Expansion

Predominantly edge understory trees, some intermediately sized hardwoods- bordered by compacted gravel used for overflow parking

Area 3: Pond Removal and Vault Installation

Mixture of intermediately sized hardwoods, pines under 30", understory trees/shrubs, and loose brush



Upon completing our research of the three areas only Area 3 contains specimen trees seen as being removed at this point.

Tree 1: 28" Oak

Located along the upstream upper bank of the pond

Tree 2: 30" Popular

Located in the upstream channel of the pond



Consistent with City of Alpharetta regulations, Sae Han Presbyterian Church will provide a limited tree survey and assessment report for Areas 1 and 2 with the application for disturbance permits.



CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: PH-17-37 UNIFIED DEVELOPMENT CODE TEXT AMENDMENTS – DOWNTOWN PARKING

CITY COUNCIL: FEBRUARY 19, 2018

This item was presented to the City Council as a workshop item at the January 16, 2018 Council meeting. Council asked that the proposed Downtown Parking regulations be discussed further at the upcoming Council Retreat.

This item was heard at the February 1, 2018 Planning Commission meeting. No one from the public spoke for or against the request. Planning Commissioners recommended changes to the proposed Downtown Parking regulations, including defining criteria for on-site parking special exceptions and changing the parking in lieu fee schedule to create a category for spaces 1-5 at a rate of \$4,500/space and parking spaces 6-10 at a rate of \$7,000/space. After discussion, the Planning Commission voted to recommend approval of the item, but the motion failed 3-4. Therefore, the item moves forward to City Council without a recommendation.

II. RECOMMENDATION:

Staff recommended approval of PH-17-37 Unified Development Code, Appendix A: Alpharetta Downtown Code as it relates to regulations for Downtown Parking.

III. REPORT IN BRIEF:

Consideration of amendments to Unified Development Code (UDC) Appendix A: Alpharetta Downtown Code, Section 2.4 Parking and Loading.

Staff and the City's Parking Consultants propose the following regulations to consider addressing parking in the Downtown Overlay:

- Minimum parking requirements for 'Schools, Senior High'.
- Allowance for parking requirements to be satisfied through payment of parking in-lieu fees.
 - o Approval process requires consideration of a public hearing application by City Council
 - o Parking In-Lieu Fee Schedule
 - o Fees due at issuance of building permit or business license
- On-site parking special exceptions
 - o Requests heard by Planning Commission and decided by City Council
 - o May be utilized when the full provisions of on-site parking are unnecessary or when a site is unable to accommodate required parking due to the size, shape, topography, existing buildings, existing trees, other natural features or required buffers.

IV. ATTACHMENTS:

- UDC Strike Through and Underline Edits

Sec. 2.4. Parking and Loading

2.4.1. Vehicle Parking

- A. Every use must provide and maintain vehicular parking in accordance with the Vehicular Parking Requirements Table.

B. Vehicular Parking Requirements Table

Use	Parking Space Ratio
Residential Activities	
Dwelling, 'For-Sale,' Attached	Min. 1 per bedroom (up to 2 bedrooms), plus 0.15 visitor space per unit
Dwelling, 'For-Sale,' Detached	Min. 1 per bedroom (up to 2 bedrooms), plus 0.15 visitor space per unit
Dwelling, 'For-Rent'	Min. 1 per bedroom (up to 2 bedrooms), plus 0.15 visitor space per unit
Bed & Breakfast	Min. 1 per guest bedroom
Hotel	Min. 1 space per guest room, plus 1 employee space per 20 guest rooms, plus 1 per 500 sf of convention rooms, conference rooms, ballrooms, restaurant and retail shops
Congregate Housing, Assisted Living Facility	Min. 1 per 2 sleeping rooms
Home-Elderly, Children, Nursing	Min. 1 per 2 sleeping rooms
Business Uses	
Bank, Savings & Loan, Mortgage Company	Min. 3 per 1,000 sf
Day Care Center	Min. 1 per 400 sf, plus stacking for 6 cars on the lot
Funeral Home (with no cemetery or mausoleum)	Min. 1 per 4 seats in chapel or parlor, plus sufficient space to park or store all company vehicles
Medical, dental and optical offices	Min. 3 per 1,000 sf
Professional and business offices not otherwise specifically enumerated	Min. 3 per 1,000 sf
Auto, truck and mobile home sales, outdoor equipment and machinery sales, commercial nurseries	Min. 3 per 1,000 sf of showroom, sales office or other conditioned space
Restaurant	Min. 1 per 500 sf
Retail businesses, not otherwise specifically enumerated	Min. 1 per 500 sf
Theaters, night clubs and other such places of public assembly	Min. 1 per 4 seats, plus 1 (employee space) per 10 seats
Service and repair establishments not otherwise specifically enumerated	Min. 3 per 1,000 sf, excluding storage
Service Station, Automotive	Min. 2 per fueling station, plus 1 per 250 sf of retail
Technology Centers/Data Processing Centers	Min. 1 per 500 sf of unmanned areas and min. 1 per 300 sf of manned areas
Wholesale/Industrial Uses	
Wholesaling and industrial uses including lumber, brick, coal, junk and supply yards	Min. 1 per 1,000 sf
Public and Semipublic Uses	
Hospital	Min. 1 per bed, plus 1 per 200 sf for outpatient treatment areas
Church, Synagogue, Other Place of Worship	Min. 1 per 2 seats in the principal assembly room

Use	Parking Space Ratio
Places of assembly or indoor recreation without fixed seats	Min. 1 per 500 sf playing court, rink, playing field and spectator area, plus 1 per 200 sf of patron use areas
Schools, elementary and middle schools	Min. 1 per classroom and administrative office, plus 5 visitor spaces
Schools, senior high	<u>Applicants must submit a parking study (prepared by an independent third party) to determine minimum parking requirements. The study must estimate parking demand based on reliable data collected from comparable uses or on external data from credible research organizations (e.g. Institute of Transportation Engineers or American Planning Association). It must also consider the number of students, staff, classrooms, visitors, and the availability of busing. In no case may the minimum requirement be less than</u> 1 per classroom and administrative office, plus 1 per 4 students (based on the design capacity of the school)
Other public building	Min. 1 per 300 sf

C. Parking in the following locations may be used to satisfy the minimum requirements of the Vehicular Parking Requirements Table:

1. Off-street parking located on the same site or lot as the use it serves;
2. On-street parking located adjacent to and on the same side of the street as the site or lot contain the use it serves.

D. When a use provides more than 120% of the minimum number of spaces required by the Vehicular Parking Requirements Table, any additional spaces in a surface parking lot must be constructed of pervious paving materials. For the purpose of conforming to this requirement, any on-street spaces or off-street spaces in parking structures must be counted towards satisfying the minimum requirement.

E. Parking In-Lieu Fees

1. The city council may authorize vehicular parking requirements to be satisfied through payment of parking in-lieu fees according to the following fee schedule:

Parking In-Lieu Fee Schedule

<u>If the Number of Required Spaces Satisfied through In-Lieu Program is Between:</u>	<u>The Fee Due is:</u>
<u>1 – 5 spaces</u>	<u>\$4,500 per space</u>
<u>6-20 spaces</u>	<u>\$22,500 + \$8,000 per space over 5</u>
<u>21-40 spaces</u>	<u>\$142,500 + \$14,000 per space over 20</u>
<u>41 spaces and greater</u>	<u>\$422,500 + \$20,000 per space over 40</u>

2. Applications to use parking in-lieu fees must be made to the city council, which will then hold a public hearing to approve or deny the application. The city council must consider the following in reviewing an application for parking in-lieu:

- a. The availability of parking in the Downtown Overlay;
 - b. The availability of alternative transportation in the Downtown Overlay;
 - c. The impact on the public health, safety, and general welfare; and
 - d. Other considerations deemed material to the application by city council.
3. Following approval of a parking in-lieu fee application, the fee must be paid in a lump sum either:
 - a. Prior to the issuance of a building permit; or
 - b. Prior to the issuance of a business license for the use for which the parking is required, if no building permit is required.
4. When parking in-lieu fees are utilized, the following apply if the use is changed or discontinued:
 - a. If a use is enlarged or replaced by a use that requires more parking, the additional parking requirement may be met by paying additional parking in-lieu fees.
 - b. If a use is reduced in area, or wholly or partially becomes vacant, or is replaced by a use that requires less parking, no additional parking in-lieu fees are required.
 - c. If a use is destroyed, the property owner may count its parking in-lieu fee spaces towards meeting the requirement of new uses built on-site, subject to “a” and “b” above.
 - d. A change of ownership or the dividing or merging of lots will not affect parking in-lieu fees or any determination that parking requirements have been met according to fees paid for a particular use, except when the change of ownership results in one of the conditions identified in “a” through “c” above.

F. On-Site Parking Special Exceptions

1. The following applies in place of Sec. 4.5.4 of the Unified Development Code when some or all of the required on-site parking is not provided and said requirement is not otherwise fully or partially satisfied through the payment of parking in-lieu fees.
2. Parking special exceptions shall be heard by the Planning Commission and decided by the City Council utilizing the same process required for conditional use applications under Sec. 4.2. of the Unified Development Code, except the conditional use standards of Sec. 4.2.3.C. shall not apply.
3. Parking special exceptions may be granted when the character of the use is such that the full provisions of on-site parking facilities is unnecessary, or when a site is unable to accommodate the required number of parking spaces due to the site’s size, shape, topography, existing buildings, existing trees, other natural features, or required buffers.
4. The City Council may impose conditions of approval on the special exception in order to protect the public health, safety, and general welfare.
5. In no case shall a special exception be granted from the conditions of approval imposed on a property through a zoning change granted by the City Council.
 - ~~a. A parking study may be submitted to support a request for a proposed parking reduction. This study shall be reviewed by Community Development and must be approved prior to permitting.~~

AN ORDINANCE TO AMEND APPENDIX A: ALPHARETTA DOWNTOWN CODE OF THE UNIFIED DEVELOPMENT CODE OF THE CITY OF ALPHARETTA, GEORGIA; TO ADD A PARKING RATIO FOR 'SCHOOLS, SENIOR HIGH'; TO ADD REGULATIONS ALLOWING PARKING REQUIREMENTS TO BE SATISFIED THROUGH PAYMENT OF PARKING IN-LIEU FEES; TO ADD REGULATIONS ALLOWING FOR ON-SITE PARKING SPECIAL EXCEPTIONS; TO REPEAL CONFLICTING ORDINANCES; AND FOR OTHER PURPOSES.

WHEREAS, on or about May 21, 2001, the City of Alpharetta (the "City") adopted a comprehensive zoning ordinance known and cited as the Unified Development Code of the City of Alpharetta, Georgia, which has subsequently been amended from time to time (the "Unified Development Code"); and

WHEREAS, the Mayor and Council of the City of Alpharetta (the "City Council" or "Council") are charged with the protection of the public health, safety, and welfare of the citizens of the City of Alpharetta; and

WHEREAS, the Unified Development Code was designed to be amended from time to time when circumstances warrant that modifications be made in order to make the Unified Development Code more responsive to community needs; and

WHEREAS, the City Council finds that ordinances and regulations governing the uses of land and development of land within the City, as well as the City's operations, should be continually improved from time to time and modified as necessary to better protect and promote the public health, safety and welfare of the residents and businesses of the City of Alpharetta; and

WHEREAS, the City Council desires to amend Appendix A: Alpharetta Downtown Code of the Unified Development Code for the foregoing purposes; and

WHEREAS, the City Council finds that the following amendment to the Unified Development Code promotes the health, safety, morals, convenience, order, prosperity and general welfare of the present and future inhabitants of the City of Alpharetta;

NOW THEREFORE, The Council of the City of Alpharetta hereby ordains, as follows:

Section 1: **Alpharetta Downtown Code** of Appendix A of the Unified Development Code is hereby amended to read as set forth in Exhibit "A" attached hereto as if fully set forth herein.

Section 2: If any section, subsection, provisions, or clause of any part of this Ordinance shall be declared invalid or unconstitutional or, if the provisions of any part of this Ordinance as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to affect the portions of this Ordinance not so held to be invalid, or the application of this Ordinance to other circumstances not so held to be invalid. It is hereby declared as the intent of the City Council that this Ordinance would have been adopted in its current form without the invalid or unconstitutional provision contained therein.

Section 3: This Ordinance shall be effective immediately upon its adoption by the City Council and incorporated into The Unified Development Code of the City of Alpharetta, Georgia. This Ordinance hereby repeals any and all conflicting ordinances and amendments.

SO ORDAINED this the _____ day of _____, 2018.

Approved:

David Belle Isle, Mayor

Attest:

COUNCILMEMBERS

Coty Thigpen, City Clerk
(Seal)

Approved as to Form:

C. Sam Thomas, City Attorney

Exhibit A:



City Council Meeting STAFF REPORT

Submitting Department: Public Works
Submitted By: John Maloney
Meeting Date: March 19, 2018

I. AGENDA ITEM TITLE: RECOMMENDED AMENDMENT TO SPEED ZONE ORDINANCE

II. RECOMMENDATION:

Amend the existing speed zone ordinance in order to incorporate added residential zones and changes to existing speed limits for the purpose of public safety. Authorize the Mayor to execute all necessary documents.

III. REPORT IN BRIEF:

The City of Alpharetta's Speed Zone Ordinance was last amended November 2012. Additional streets and changes to roadway limits, since the last amendment, require that changes be made to address speed complaints to ensure safety.

Per Georgia Uniform Traffic Code, all speed limits enforced by municipal law enforcement agencies using speed detection devices must be:

- a) submitted to the Georgia Department of Transportation for approval;
- b) approved by the municipality; and
- c) approved by the Georgia Department of Public Safety.

The Georgia Department of Transportation has approved the List of Roadways satisfying (a) above. This Council Agenda Item, and thus the Ordinance Amendment, fulfills (b) above.

IV. ALTERNATIVES:

There is no direct fiscal impact associated with amending this ordinance.

V. ATTACHMENTS:

2018 Speed Ordinance Modification Summary, Speed Detection Device Permit List of Roadways for Approval



ORDINANCE SUMMARY

AN ORDINANCE TO AMEND THE CITY OF ALPHARETTA SPEED ZONE ORDINANCE

WHEREAS, the City has heretofore adopted a Speed Zone Ordinance; and

WHEREAS, the Mayor and Council deem it appropriate to amend the Speed Zone Ordinance based on an engineering and traffic investigation as prescribed by law.

NOW, THEREFORE, the Mayor and Council of the City hereby do ordain as follows:

Amendment. SR 9, from Upper Hembree Road (N. Roswell City Limits) (S. Alpharetta City Limits) to 280 feet south of Devore Road, is amended by changing roadway limits.

Amendment. SR 9, from 280 feet south of Devore Road to 50 feet north of Marietta Street, amended by changing roadway limits.

Amendment. SR 9, from 50 feet north of Marietta Street to 160 feet north of Academy Street, amended by changing roadway limits and change to speed limit (35 mph to 30 mph).

Amendment SR 9, from 160 feet north of Academy Street to 0.05 miles north of Cumming Street, amended by changing roadway limits.

Amendment SR 140, from 50 feet south of SR 372 / Crabapple Road to 0.06 miles north of Rucker Road, is amended by addition to the Ordinance (35 mph).

Amendment SR 372, from SR 140 to 40 feet south of Green Road, amended by addition to the Ordinance (35 mph).

Amendment Burnett Way, from Wills road to Cul-de-sac, amended by addition to the Ordinance (25 mph).

Amendment Canton Street, from Milton Ave to 50 feet north of Church Street, amended by changing roadway limits and change to speed limit (30 mph to 25 mph).

Amendment Cricket Lane, from Academy Street to Cumming Street, amended by addition to the Ordinance (25 mph).

Amendment Edison Drive, from Dead End to Cul-de-sac, amended by addition to the Ordinance (30 mph).

Amendment Fanfare Way, from Encore Parkway to Maxwell Road, amended by addition to Ordinance (30 mph).

Amendment Haynes Bridge Road, from Academy Street to SR 120, amended by change to speed limit (35 mph to 25 mph).

Amendment Manning Drive, from Cumming Street to Dead End, amended by addition to Ordinance (25 mph).

Amendment Nathan Circle, from Milton Ave to Wills Drive, amended by addition to Ordinance (25 mph).

Amendment Roswell Street, from SR 9 to Milton Ave, amended by change to roadway limits and change to speed limit (35 mph to 25 mph).

Amendment Wills Lane, from Wills Road to Dead End, amended by addition to Ordinance (25 mph).

This Ordinance shall become effective immediately upon its adoption, and shall repeal any ordinances or parts of ordinances in conflict therewith. This ordinance shall become part of the Code of the City of Alpharetta.

The City Council of the City of Alpharetta is hereby requesting that the following roadways be approved for the use of speed detection devices:

LIST OF ROADWAYS
for
CITY OF ALPHARETTA
ON-SYSTEM

STATE ROUTE	WITHIN THE CITY / TOWN LIMITS OF and/or School Name	FROM	MILE POINT	TO	MILE POINT	LENGTH IN MILES	SPEED LIMIT
9	ALPHARETTA	Upper Hembree Road (N. Roswell City Limits) (S. Alpharetta City Limits)	23.37	280 feet south of Devore Road	24.46	1.09	45
9	ALPHARETTA	280 feet south of Devore Road	24.46	50 feet north of Marietta Street	24.90	0.44	35
9	ALPHARETTA	50 feet north of Marietta Street	24.90	160 feet north of Academy Street	25.12	0.22	30
9	ALPHARETTA	160 feet north of Academy Street	25.12	0.05 miles north of Cumming Street	25.34	0.22	35
9	ALPHARETTA	0.05 mi. north of Cumming Street	25.34	Windward Pkwy. (N. Alpharetta City Limits)	27.04	1.70	45
120	ALPHARETTA	<i>State Route 120 runs common with State Route 9 from M.P. 6.71 to M.P. 8.08.</i>					
120	ALPHARETTA	SR 9	8.08	0.37 mi. west of Webb Bridge Road (E. Alpharetta City Limits)	12.52	4.44	45
140	ALPHARETTA	50 feet south of SR 372/Crabapple Road	3.26	0.06 mi. north of Rucker Road	3.50	0.24	35
372	ALPHARETTA	SR 140	0.00	40 feet south of Green Road	0.50	0.50	35
400	ALPHARETTA	Big Creek bridge (N. Roswell City Limits) (S. Alpharetta City Limits)	15.92	Forsyth County line	22.47	6.55	65

OFF-SYSTEM

ROAD NAME	WITHIN THE CITY / TOWN LIMITS OF <i>and/or</i> <i>School Name</i>	FROM	TO	LENGTH IN MILES	SPEED LIMIT
Academy Street	ALPHARETTA	SR 9	Haynes Bridge Road	0.20	30
Academy Street	ALPHARETTA	Haynes Bridge Road	Wedgewood Drive	0.79	35
Alderman Drive	ALPHARETTA	Windward Parkway	Windward Concourse	1.00	35
Alexander Drive	ALPHARETTA	Brookside Parkway	Old Milton Parkway	0.38	30
Andover Road	ALPHARETTA	Hopewell Road	Surrey Point	0.39	25
Ash Rill Drive	ALPHARETTA	Berkshire Manor Drive	Birch Rill Drive	0.37	25
Barnesley Lane	ALPHARETTA	Grey Abbey Drive	Cul-de-sac	0.78	25
Berkshire Manor Drive	ALPHARETTA	Haynes Bridge Road	Alvin Road	0.27	25
Bethany Road	ALPHARETTA	MidBroadwell Road	Mayfield Road	0.60	35
Big Creek Overlook	ALPHARETTA	Webb Bridge Road	Cul-de-sac	0.59	25
Birch Rill Drive	ALPHARETTA	Berkshire Manor Drive	Cul-de-sac	0.78	25
Briars Bend	ALPHARETTA	Brierfield Road	Briars Bend	0.91	25
Brierfield Road	ALPHARETTA	MidBroadwell Road	Dead end	0.25	25
Briers Chute	ALPHARETTA	Briers Creek Drive	Dead end	0.34	25
Briers Creek Drive	ALPHARETTA	Briars Bend	Dead end	0.26	25
Broadwell Road	ALPHARETTA	Rucker Road	580 feet north of Cathedral Drive	0.40	35
Brookside Parkway	ALPHARETTA	Old Milton Parkway	Old Milton Parkway	0.70	35
Burnett Way	ALPHARETTA	Wills Road	Cul-de-sac	0.21	25
Caney Creek Landing	ALPHARETTA	Newport Bay Passage	Cul-de-sec	0.19	25
Canton Street	ALPHARETTA	Milton Avenue	50 feet north of Church Street	0.14	25
Canton Street	ALPHARETTA	50 feet north of Church Street	Mayfield Road	0.26	30
Canton Street *** SCHOOL ZONE ***	ALPHARETTA <i>Independence High School</i>	95 feet south of Milton Avenue	50 feet north of Trailer Street	0.22	25
Canton Street	ALPHARETTA	Mayfield Road	300 feet north of Pebble Trail	0.32	35
Cape York Trace	ALPHARETTA	Grey Abbey Drive	Cul-de-sac	0.62	25
Carybell Lane	ALPHARETTA	North Farm Drive	North Farm Drive	0.58	25
Chantilly Drive	ALPHARETTA	Bethany Road	Mayfield Road	0.39	25
Charlotte Drive	ALPHARETTA	MidBroadwell Road	Rucker Road	0.82	35
Chasewood Trail	ALPHARETTA	Chasewood Landing	Cul-de-sec	0.40	25
Clairbourne Drive	ALPHARETTA	Clairmonte Ave.	Clairview Street	0.20	25
Clairmonte Ave.	ALPHARETTA	Cumming Street	Clairmonte Ave.	0.35	25

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ROAD NAME	WITHIN THE CITY / TOWN LIMITS OF and/or <i>School Name</i>	FROM	TO	LENGTH IN MILES	SPEED LIMIT
Clairview Street	ALPHARETTA	Clairbourne Drive	Cul-de-sec	0.40	25
Clipper Bay Drive	ALPHARETTA	Lake Windward Drive	Southlake Drive	0.57	25
Cogburn Road	ALPHARETTA	SR 9	Hopewell Road (City Limits)	0.46	35
Colony Drive	ALPHARETTA	Mayfield Road	Cul-de-sac	0.19	25
Compass Pointe Crossing	ALPHARETTA	Windward Parkway	Cul-de-sac	0.33	25
Clubhouse Drive	ALPHARETTA	Lake Windward Drive	Douglas Road	1.30	30
Crabapple Chase Drive	ALPHARETTA	Rucker Road	Crabapple Road	0.80	25
Crabapple Trace	ALPHARETTA	Chantilly Drive	Chantilly Drive	0.23	25
Cricket Lane	ALPHARETTA	Academy Street	Cumming Street	0.25	25
Cumming Street	ALPHARETTA	SR 9	Westside Parkway	1.31	35
Cumming Street *** SCHOOL ZONE ***	ALPHARETTA <i>Manning Oaks Elementary School</i>	1360 feet west of Henderson Parkway	985 feet east of Henderson Parkway	0.40	25
Devore Road	ALPHARETTA	Haynes Bridge Road	SR 9	0.40	35
Douglas Road	ALPHARETTA	McGinnis Ferry Road	Highland Glen Drive	1.25	35
Dover Avenue	ALPHARETTA	Oakmere Drive	Lantern Ridge Court	0.42	25
Edison Drive	ALPHARETTA	Dead End	Cul-de-sac	0.75	30
Encore Parkway	ALPHARETTA	Westside Parkway	North Point Parkway	0.42	35
Eversedge Drive	ALPHARETTA	Cul-de-sac	Cul-de-sac	0.83	25
Fanfare Way	ALPHARETTA	Encore Parkway	Maxwell Road	0.45	30
Georgia Lane	ALPHARETTA	Haynes Bridge Road	North Point Parkway	0.25	25
Golf Club Drive	ALPHARETTA	Windward Parkway	Privet Drive	0.18	25
Greenmont Walk	ALPHARETTA	Rucker Road	0.70 mi. north of Rucker Road	0.70	25
Grenadier Lane	ALPHARETTA	South Kimball Bridge Crossing	Tuxford Drive	0.18	25
Grey Abbey Drive	ALPHARETTA	Cul-de-sac	Cul-de-sac	0.89	25
Harrington Drive	ALPHARETTA	Mayfield Road	Eversedge Drive	0.40	25
Harris Road	ALPHARETTA	Upper Hembree Road	Rucker Road	0.50	35
Haynes Bridge Road	ALPHARETTA	Academy Street	SR 120	0.30	25
Haynes Bridge Road	ALPHARETTA	SR 120	495 feet north of Wentworth Terrace (Alpharetta City Limits)	3.10	45
Haynes Bridge Road *** SCHOOL ZONE ***	ALPHARETTA <i>Haynes Bridge Middle School</i>	1190 feet south of Blackwatch Lane	845 feet north of Blackwatch Lane	0.39	25
Hembree Road	ALPHARETTA	288 feet east of Old Roswell Road	Westside Parkway	0.53	35
Henderson Parkway	ALPHARETTA	Cumming Street	SR 9	0.91	25

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ROAD NAME	WITHIN THE CITY / TOWN LIMITS OF <i>and/or</i> School Name	FROM	TO	LENGTH IN MILES	SPEED LIMIT
High Hampton Chase	ALPHARETTA	Waters Road	Cul-de-sac	1.08	25
Hillcrest Heights	ALPHARETTA	Wynridge Crossing	Cul-de-sac	0.21	25
Hook Road	ALPHARETTA	Mayfield Road	Shady Grove Lane	0.18	25
Hopewell Plantation Drive	ALPHARETTA	Cogburn Road	Penn Oak Court	0.58	25
Hopewell Road	ALPHARETTA	300 feet north of Pebble Trail	Vaughan Drive (City Limits)	0.34	35
Jayne Ellen Way	ALPHARETTA	Cumming Street	Denna Drive	0.60	25
Jon Scott Drive	ALPHARETTA	Devore Road	Dead end	0.37	25
Karen Drive	ALPHARETTA	Devore Road	Dead end	0.48	25
Kenneth Drive	ALPHARETTA	Mayfield Circle	Meadow Drive	0.19	25
Kimball Bridge Road	ALPHARETTA	Westside Parkway	320 feet east of Pinehigh Drive (Alpharetta City Limits)	3.80	35
Kimball Bridge Road *** SCHOOL ZONE ***	ALPHARETTA <i>New Prospect Elementary</i>	2612 feet east of North Point Parkway	950 feet east of North Point Parkway	0.31	25
Lakeview Parkway	ALPHARETTA	Haynes Bridge Road	Morrison Parkway	0.35	35
Lake Windward Drive	ALPHARETTA	Webb Bridge Road	Clubhouse Drive	1.29	25
Lantern Ridge Court	ALPHARETTA	Dover Avenue	Cul-de-sac	0.37	25
Manning Drive	ALPHARETTA	Cumming Street	Dead End	0.19	25
Maid Marion Close	ALPHARETTA	Webb Bridge	Cul-de-sac	0.64	25
Mansell Road	ALPHARETTA	Old Roswell Road/ Westside Parkway	Big Creek Bridge (Roswell City Limits)	1.31	40
Marconi Drive	ALPHARETTA	Windward Parkway	Cul-de-sac	0.59	30
Market Place	ALPHARETTA	Windward Parkway	Cul-de-sac	0.25	30
Marietta Street	ALPHARETTA	SR 9	Old Milton Parkway	0.41	30
Maxwell Road	ALPHARETTA	Hembree Road	Westside Parkway	0.48	35
Maxwell Road	ALPHARETTA	SR 9	900 feet south of Brady Place	0.24	40
May Apple Drive	ALPHARETTA	Water Lilly Drive	Cul-de-sac	0.34	25
Mayfield Circle	ALPHARETTA	Mayfield Road	Cul-de-sac	0.46	25
Mayfield Manor Drive	ALPHARETTA	Mayfield Road	Cul-de-sac	0.67	25
Mayfield Road	ALPHARETTA	SR 9	Freemanville Road	2.43	35
Mayfield Road *** SCHOOL ZONE ***	ALPHARETTA <i>Alpharetta Elementary School</i>	1090 feet west of Hook Road	105 feet east of Hook Road	0.23	25
Meadow Drive	ALPHARETTA	Upshaw Drive	Cul-de-sac	0.42	25
Michael Drive	ALPHARETTA	Devore Road	Allyson Circle	0.39	25
Mid Broadwell Road	ALPHARETTA	Wills Road	Charlotte Drive	2.00	40

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ROAD NAME	WITHIN THE CITY / TOWN LIMITS OF and/or School Name	FROM	TO	LENGTH IN MILES	SPEED LIMIT
Mill Creek Avenue	ALPHARETTA	North Point Parkway	Society Street	0.52	25
Milton Avenue	ALPHARETTA	SR 9	0.29 miles west of Roswell Street/ Canton Street	0.40	25
Milton Avenue	ALPHARETTA	0.29 miles west of Roswell Street / Canton Street	Wills Road	0.43	35
Morris Road	ALPHARETTA	SR 120	Morris Road	1.00	30
Nathan Circle	ALPHARETTA	Milton Ave	Wills Drive	0.21	25
Newcastle Drive	ALPHARETTA	Eversedge Drive	Sulling Way	0.41	25
Newport Bay Drive	ALPHARETTA	Newport Bay Passage	Newport Bay Passage	0.90	25
Newport Bay Passage	ALPHARETTA	Clubhouse Drive	Douglas Road	0.45	25
North Creek Circle	ALPHARETTA	Pine Grove Drive	Pine Grove Drive	0.55	25
North Farm Drive	ALPHARETTA	Houze Road/SR 140	Carybell Lane	0.53	25
North Point Drive	ALPHARETTA	North Point Circle	North Point Parkway	0.63	35
North Point Parkway	ALPHARETTA	Mansell Road	Haynes Bridge Road	1.30	35
North Point Parkway	ALPHARETTA	Haynes Bridge Road	Windward Parkway	3.80	40
North Point Parkway *** SCHOOL ZONE ***	ALPHARETTA <i>Alpharetta High School</i>	772 feet south of Webb Bridge Road	1910 feet south of Webb Bridge Road	0.21	25
North Trace	ALPHARETTA	Hopewell Road	Cul-de-sac	0.27	25
Northwinds Parkway	ALPHARETTA	Haynes Bridge Road	SR 120	1.14	35
Oakmere Drive	ALPHARETTA	Andover Road	Cul-de-sac	0.21	25
Old Alabama Road Connector	ALPHARETTA	Mansell Road	0.50 mi. south of Mansell Road	0.50	45
Old Milton Parkway	ALPHARETTA	SR 9	Wills Road	0.80	35
Old Roswell Road	ALPHARETTA	Mansell Road	Warsaw Road	0.40	35
Park Bridge Parkway	ALPHARETTA	Webb Bridge Road	400 feet south of Autumn Sage Drive	0.54	30
Park Bridge Parkway	ALPHARETTA	400 feet south of Autumn Sage Drive	SR 120	0.49	35
Park Brooke Drive	ALPHARETTA	Kimball Bridge Road	Park Brooke Trace	0.40	25
Park Brooke Trace	ALPHARETTA	Cul-de-sac	Cul-de-sac	1.03	25
Park Creek Drive	ALPHARETTA	Park Bridge Parkway	Cul- de-sac	0.42	25
Parkmont Drive	ALPHARETTA	Warsaw Road	Dead End	0.20	25
Pebble Trail	ALPHARETTA	Canton Street	Cul-de-sac	0.42	25
Pine Grove Drive	ALPHARETTA	SR 9	Cul-de-sac	0.58	25
Pinehigh Drive	ALPHARETTA	Kimball Bridge Road	Pineset Drive	0.50	25

LIST NUMBER 01-2018-01

ROAD NAME	WITHIN THE CITY / TOWN LIMITS OF <u>and/or</u> <i>School Name</i>	FROM	TO	LENGTH IN MILES	SPEED LIMIT
Pineset Drive	ALPHARETTA	Buice Road	Pinehigh Drive	0.47	25
Pinewalk Drive	ALPHARETTA	Buice Road	Pineset Drive	0.30	25
Pinewalk Forest Circle	ALPHARETTA	Pinewalk Forest Circle	Cul-de-sac	0.66	25
Preston Ridge Road	ALPHARETTA	North Point Parkway	Morris Road	0.61	30
Providence Road	ALPHARETTA	Mayfield Road	160 feet south Providence Oaks Street (Alpharetta City Limits)	0.85	35
Roswell Street	ALPHARETTA	SR 9	Milton Avenue	0.31	25
Rucker Road	ALPHARETTA	Wills Road	Spring Place Lane	2.21	35
Salem Drive	ALPHARETTA	Colony Drive	Cul-de-sac	0.31	25
Sandridge Court	ALPHARETTA	Tuxford Drive	Cul-de-sac	0.27	25
Seale Drive	ALPHARETTA	Rock Mill Road	Seale Drive	0.72	25
Shady Grove Lane	ALPHARETTA	Canton Street	Pebble Trail	0.42	25
South Kimball Bridge Crossing	ALPHARETTA	Kimball Bridge Road	Kimball Bridge Road	0.47	25
Southlake Drive	ALPHARETTA	Webb Bridge Road	Douglas Road	1.50	30
Stanyan Street	ALPHARETTA	Thornberry Drive	Cul-de-sac	0.21	25
Sugar Valley Trail	ALPHARETTA	Waters Road	Cul-de-sac	0.33	25
Traywick Chase	ALPHARETTA	Cogburn Road	Traywick Chase	0.92	25
Thompson Street	ALPHARETTA	Haynes Bridge Road	Westside Parkway	0.63	25
Thornberry Drive	ALPHARETTA	Haynes Bridge Road	Cul-de-sac	0.31	25
Tuxford Drive	ALPHARETTA	Kimball Bridge Road	Cul-de-sac	1.00	25
Union Hill Road	ALPHARETTA	Windward Parkway	McGinnis Ferry Road	0.33	30
Upper Hembree Road	ALPHARETTA	100 feet west of SR 9	118 feet west of Taylor Oaks Drive	0.70	35
Upshaw Drive	ALPHARETTA	Mayfield Road	Dead End	0.17	25
Walnut Creek Crossing	ALPHARETTA	Windward Parkway	Cul-de-sac	0.16	25
Walnut Creek Drive	ALPHARETTA	Walnut Creek Trail	Cul-de-sac	0.17	25
Warsaw Road	ALPHARETTA	Old Roswell Road	Mansell Road	0.25	35
Waters Road	ALPHARETTA	Kimball Bridge Road	Jones Bridge Road	1.35	35
Webb Bridge Road	ALPHARETTA	Wedgewood Drive	SR 400	0.46	35
Webb Bridge Road	ALPHARETTA	SR 400	Webb Bridge Way	2.90	40
Webb Bridge Road *** SCHOOL ZONE ***	ALPHARETTA <i>Webb Bridge Middle School</i>	1100 feet west of Park Glenn Drive	1880 feet east of Park Glenn Drive	0.56	25
Webb Bridge Road *** SCHOOL	ALPHARETTA <i>Creek View Elementary School</i>	1350 feet west of Lake Windward Drive	1000 feet east of Lake Windward Drive	0.45	25

LIST NUMBER 01-2018-01

ROAD NAME	WITHIN THE CITY / TOWN LIMITS OF <i>and/or</i> School Name	FROM	TO	LENGTH IN MILES	SPEED LIMIT
ZONE ***					
Webb Bridge Road *** SCHOOL ZONE ***	ALPHARETTA <i>Alpharetta High School</i>	1967 feet east of North Point Parkway	1052 feet east of North Point Parkway	0.17	25
Webb Bridge Road	ALPHARETTA	Webb Bridge Way	Cul-de-sac	0.30	30
Webb Bridge Way	ALPHARETTA	Webb Bridge Road	Kimball Bridge Road	0.27	30
Westside Parkway	ALPHARETTA	Mansell Road	Windward Parkway	5.50	40
Wills Drive	ALPHARETTA	Milton Avenue	Old Milton Parkway	0.25	25
Wills Lane	ALPHARETTA	Wills Road	Dead End	0.25	25
Wills Road	ALPHARETTA	SR 9	MidBroadwell Road	0.80	35
Windward Concourse	ALPHARETTA	Windward Parkway	McGinnis Ferry Road	0.47	35
Windward Parkway	ALPHARETTA	Cogburn Road	North Point Parkway	1.80	35
Windward Parkway	ALPHARETTA	North Point Parkway	McGinnis Ferry Road	3.32	40
Windward Plaza	ALPHARETTA	Windward Parkway	Windward Parkway	0.36	30
Wynridge Crossing	ALPHARETTA	Windward Parkway	Cul-de-sac	0.38	25

*****SCHOOL ZONE HOURS EFFECTIVE*****

A.M. from 45 minutes prior to commencement time
to 15 minutes after commencement time -
SCHOOL DAYS ONLY.

P.M. from 15 minutes prior to dismissal time
to 45 minutes after dismissal time -
SCHOOL DAYS ONLY.

ALL LISTS AND PARTS OF LISTS IN CONFLICT WITH THIS LIST ARE HEREBY REPEALED.

MAYOR

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

COUNCIL MEMBER

ATTEST: _____
CITY CLERK

FIRST READING: _____

SECOND READING: _____

ADOPTED: _____



City Council Meeting STAFF REPORT

Submitting Department: Public Works
Submitted By: Jill Bazinet
Meeting Date: March 19, 2018

I. AGENDA ITEM TITLE: MAYFIELD ROAD CULVERT REPLACEMENT, ITB 18-007

II. RECOMMENDATION:

Please award Bid No. 18-007 to The Dickerson Group, Inc. in the amount of \$823,943.60 for the Mayfield Road Culvert Replacement Project and authorize the Mayor to execute all necessary documents.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: YES

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: YES

INCLUDED IN CURRENT
FY OPRT. BUDGET: NO

TOTAL PROJECT COST: \$823,943.60. FUNDING IS COMING THROUGH EXISTING MONIES WITHIN THE MAYFIELD ROAD CULVERT ACCOUNT AND SUPPLEMENTED THROUGH AVAILABLE FUNDS WITHIN THE STORMWATER PIPE & STRUCTURE R&M ACCOUNT.

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
Mayfield Road Culvert (30141100-541430-C1721)	\$407,854.08
Mayfield Road Culvert (30241100-541430-C1721)	\$245,250.00
Mayfield Road Culvert (30241100-541430-C1721)	\$170,839.52
Stormwater Pipe & Structure R & M (30241100-541430-C1308)	(\$170,839.52)

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
N/A	\$0.00
N/A	\$0.00
N/A	\$0.00
N/A	\$0.00

IV. REPORT IN BRIEF:

Through the City's routine stormwater inspections, it has been determined that the existing culvert under Mayfield Road carrying Foe Killer Creek has deteriorated beyond repair causing sinkholes to form at the roadway edge near the existing guardrail and causing the existing walls to buckle away from the pipe. This project will include the removal of the existing culvert and replacement with a new bottomless culvert, replacement of the roadway including expansion to include bike lanes and sidewalks on either side, and removal and preservation of the existing pedestrian bridge for future use elsewhere in the city. This project will include design, permitting, and construction of the new culvert and roadway. The project will require the closure of Mayfield Road during construction. Closure will be limited to the months when Fulton County Schools are out for summer break and will be reopened by the time school starts. Public Works will work closely with City Hall in distributing the detour plan for the summer months for this particular area of the City.

The project was advertised for competitive bid on February 1, 2018. Bids were received on March 1, 2018.

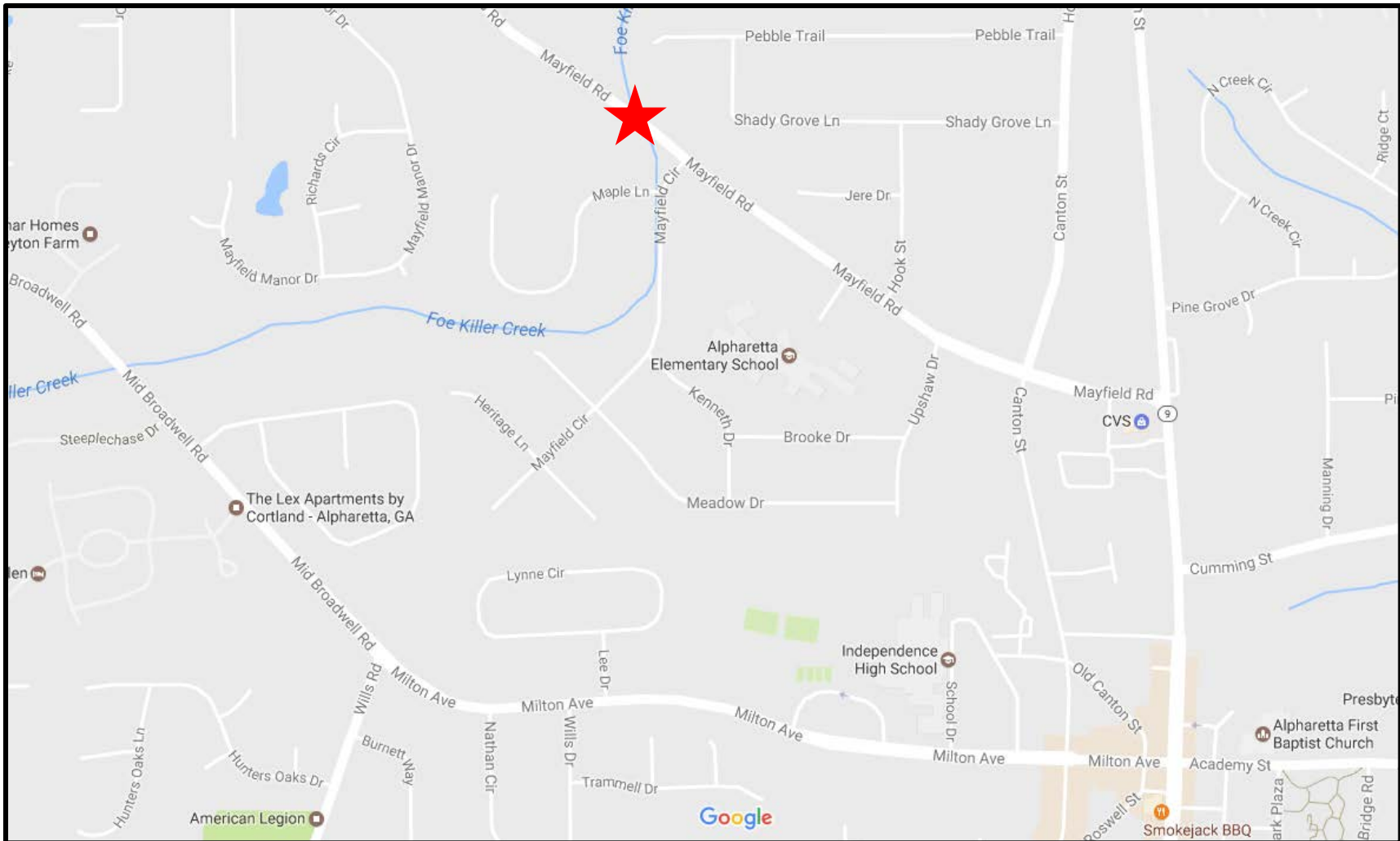
Bidder	Base Bid
The Dickerson Group, Inc.	\$823,943.60
CMES, Inc.	\$925,952.00
Site Engineering, Inc.	\$946,050.00
Tri Scapes, Inc.	\$969,451.88
Georgia Development Partners	\$1,083,850.02
J.G. Leone Enterprises, Inc.	\$1,436,151.00
Georgia Bridge & Concrete	\$1,538,405.00

The low bidder, The Dickerson Group, Inc., is an experienced contractor and has successfully worked on bridge and culvert projects in the past. They are an on call culvert replacement company for Gwinnett County and accomplished several projects in Gwinnett County the summer of 2016 and 2017 near schools where they had to open cut roads and replace culverts. They have assured city staff that they understand the time sensitivity of the road closure as it relates to the school year. Based on their low bid and past experience, staff recommends awarding this project to The Dickerson Group, Inc.

V. ALTERNATIVES:

VI. ATTACHMENTS:

Location Map, Record of Receipt (ITB 18-007), Mayfield Road Culvert Replacement (construction documents), Dickerson Group Bid Submission Excerpt (ITB 18-007)



Location Map – Mayfield Road Culvert Replacement Bid 18-007

3/1/2018



CITY OF ALPHARETTA PRELIMINARY INVITATION TO BID (ITB) TABULATION

This Preliminary Bid Tabulation serves as a record of the bid opening. In no way does the recording and posting of this document assume the information in the bids received and recorded herein to be correct. Nor is it assumed that the bids conform to the specifications of the ITB request. This document does not constitute an award or contract with any bidder.

ITB #: 18-007

Due Date: 3/1/2018

MAYFIELD ROAD CULVERT

ITB NAME: REPLACEMENT

Due Time: 10:00 AM

BIDDER NAME (noted on bid package)	DATE RECEIVED	TIME RECEIVED	SIGNED BID FORM	BID BOND	ADDENDUM ACKNOWLEDGEMENT - One (1)	GRAND TOTAL	Substitution Alternate #1 - Wall Finishes	Substitution Alternate #2 - Wall Finishes	Substitution Alternate #3 - Wall Finishes
1 Georgia Bridge & Concrete			✓	✓	✓	\$1,538,405.00	\$85,000	\$60,000	\$50,000
2 Georgia Development Partners			✓	✓	✓	\$1,083,850.02	\$66,500	\$49,000	\$32,500
3 The Dickerson Group, Inc.			✓	✓	✓	\$823,943.60	\$32,000	\$25,000	\$23,450
4 Tri Scapes, Inc.			✓	✓	✓	\$169,451.88	\$23,776.50	\$91,955.20	\$12,931.20
5 J. G. Leone Enterprises, Inc.			✓	✓	✓	\$1,436,151.00	\$150,000	\$100,000	\$100,000
6 Site Engineering, Inc.			✓	✓	✓	\$946,050.00	\$25,000	\$35,000	\$12,000
7 CMETS, INC.			✓	✓	✓	\$925,952.00	\$25,000	\$55,000	\$8,000
8									
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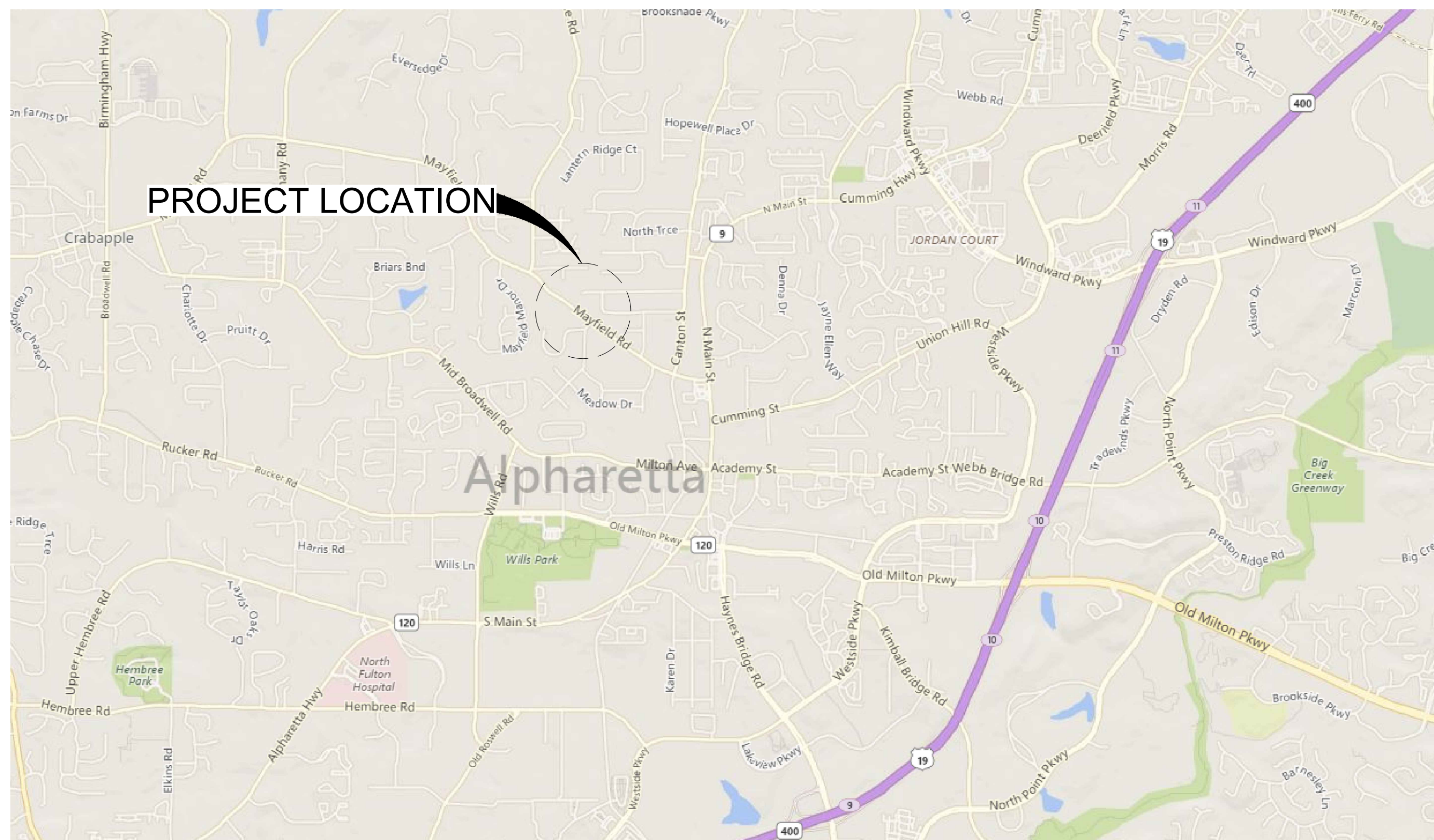
CONSTRUCTION DOCUMENTS FOR:

MAYFIELD ROAD CULVERT REPLACEMENT PROJECT

JANUARY 19, 2018

POND PROJECT # 1170936

LDP # D170057



Mayfield Rd
Alpharetta, GA
Fulton County

Utility Providers - Contact Info

Note: This list is limited to utility companies that have buried facilities in the vicinity of survey area.

Gas
Southern Company Gas (former Atlanta Gas Light)
10 Peachtree Street NE
Atlanta, GA 30309
Hayden Hinton
(404) 584-4338
X2HHINTO@SOUTHERNCO.COM

Comcast
(770) 559-6879
Sandra Andrews

Level 3 Communications, Inc.
1025 Eldorado Boulevard
Broomfield, CO 80021
(877) 366-8344 ext. 3

Power
Georgia Power Company
823 Jefferson Street
Atlanta, GA 30318
(404) 506-4569
Ike Collins

Verizon / MCI
2400 N Glenville
Richardson, TX 75082
(478) 471-1042
Dennis Rainey

Sawnee EMC
543 Atlanta Highway
Cumming, GA 30040
(678) 455-1323
Tonya Dean

XO / AGLN
10 Peachtree Place NE
Atlanta, GA 30309
(770) 901-9160
Steve Gaines
(404) 473-0750

Water
Fulton County Water
9750 Spruill Road
Alpharetta, GA 30022
(404) 612-7518
Abdul Akbar
Abdul.Akbar@fultoncountyga.gov

tw Telecom Corporate Headquarters
10475 Park Meadows Drive
Littleton, CO 80124
(678) 526-3767

ZAYO Fiber Solutions
400 Centennial Pkwy, Suite. 200
Louisville, CO 80027
(678) 666-2493
Nic Flores

Communication
AT&T
208 S. Akard St
Dallas, TX 75202
210-821-4105
Angelo Hines
(770) 784-3972

FiberLight, LLC
11700 Great Oaks Way, Suite 100
Alpharetta, GA 30022
Dell Miller

Utilisurvey, LLC

154 Grant Rd. Fayetteville, GA 30215

404-312-6912

hans@utilisurvey.com

Page 1



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

INDEX OF DRAWING	
SHEET TITLE	SHEET DESCRIPTION
G-001	COVERSHEET
C-001	NOTES
C-002	EXISTING CONDITION
CD101	DEMOLITION PLAN
CS101	PROPOSED CONDITION PLAN
CU101	UTILITY PLAN
CT101	TRAFFIC CONTROL & DETOUR MAP
CT102	TRAFFIC CONTROL & DETOUR MAP
CE001	EROSION & SEDIMENT CONTROL NOTES
CE101	E&S CONTROL PLAN - INITIAL PHASE
CE102	E&S CONTROL PLAN - INTERMEDIATE PHASE
CE103	E&S CONTROL PLAN - FINAL PHASE
CE501	EROSION CONTROL PLAN DETAILS
CE502	EROSION CONTROL PLAN DETAILS
CE503	EROSION CONTROL PLAN DETAILS
C-501	CONTECT CONSTRUCTION DETAILS FOR BIDDING ONLY
C-502	CONTECT CONSTRUCTION DETAILS FOR BIDDING ONLY
C-503	CONTECT CONSTRUCTION DETAILS FOR BIDDING ONLY
C-504	CONTECT CONSTRUCTION DETAILS FOR BIDDING ONLY
C-505	CONSTRUCTION DETAILS
C-506	CONSTRUCTION DETAILS
C-507	CONSTRUCTION DETAILS
C-508	CONSTRUCTION DETAILS
C-509	WALL PROFILES FOR BIDDING ONLY
C-510	UTILITY DETAILS
C-511	UTILITY DETAILS

GENERAL NOTES

1. PROJECT NARRATIVE (PURPOSE OF PROJECT):

IN SUMMARY, THE EXISTING CULVERT IS BEGINNING TO SHOW SIGNS OF DETERIORATION, THE EXISTING HEADWALLS HAVE BEGUN TO SEPARATE FROM THE PIPE, AND SINKHOLES HAVE FORMED AROUND THE ROADSIDE GUARDRAIL. THIS AREA OF FOE KILLER CREEK IS CONSIDERED A PERENNIAL STREAM AND HAS ASSOCIATED FEMA FLOODPLAIN AND CITY DEFINED FUTURE FLOODPLAIN. THIS PROJECT WILL INCLUDE THE REMOVAL OF AN EXISTING 96" METAL CULVERT AND ASSOCIATED ROADWAY, REMOVAL (INCLUDING PRESERVATION AND DELIVERY TO PUBLIC WORKS) OF AN EXISTING STANDALONE PEDESTRIAN BRIDGE, CONSTRUCTION OF A BOTTOMLESS CULVERT OVER FOE KILLER CREEK, AND RECONSTRUCTION OF THE ROADWAY INCLUDING ADDITIONAL BIKE LANES AND SIDEWALKS ON BOTH SIDES OF THE ROAD.

2. TOTAL DISTURBED ACREAGE : 0.3 ACRES

3. PERCENT IMPERVIOUS FOR THE SITE:

PRE DEVELOPMENT 6,200 SF (47%)

POST DEVELOPMENT 8,400 SF (64%)

(ADDITIONAL 2,200 SF IMPERVIOUS AREA)

- #### 4. BOUNDARY SURVEY DATE AND SOURCE

- ## 5. TOPO BENCHMARK LOCATION AND ELEVATION

6. NAME, ADDRESS, PHONE NUMBER OF OWNER OF RECORD

CITY OF ALPHARETTA
2 PARK PLAZA
ALPHARETTA, GA 30009
PHONE: 678-297-6000

7. FLOOD HAZARD STATEMENT:

A PORTION OF THIS PROPERTY IS LOCATED IN FLOOD ZONE "AE" BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 13121C0058F, AND THE DATE OF SAID MAP IS SEPTEMBER 18, 2013. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

- ## 8. PROJECT SPECIFICATION:

CONTRACTOR SHALL USE GDOT PUBLICATION DEPARTMENT OF
TRANSPORTATION, STATE OF GEORGIA STANDARD SPECIFICATIONS
CONSTRUCTION OF TRANSPORTATION, SYSTEMS, 2013 EDITION AND
SUPPLEMENT SPECIFICATIONS AND THE DEPARTMENT OF TRANSPORTATION,
STATE OF GEORGIA SUPPLEMENTAL SPECIFICATIONS MODIFYING THE 2013
STANDARD SPECIFICATIONS CONSTRUCTION OF TRANSPORTATION SYSTEMS,
2016 EDITION UNLESS OTHER PROJECT SPECIFICATIONS SUPERCEDE.

[illegible]

CITY OF ALPHARETTA MAYFIELD ROAD ALPHARETTA, GEORGIA 30009	DESIGNED BY:	DATE:
	SK	1/19/2018
	DRAWN BY:	DRAWING CODE:
	SK	
POND POND PROJECT No.: 1702936 3500 Parkway Lane Roswell, Georgia Phone: 770.422.7440 Fax: 770.422.7449 Email: info@pondga.com	CHECKED BY:	PLOT SCALE:
	PT	1/20" = 1'
	PREPARED BY:	FRAME:
	MWW	5/2011 (AW)

MAYFIELD ROAD CULVERT
REPLACEMENT PROJECT

COVERSHEET

SHEET
NUMBER

G-001

@	AT
&	AND
Ø	DIAMETER
APPR	APPROVED
APPROX.	APPROXIMATELY
BBL	BARREL
BLDG	BUILDING
BM	BENCHMARK
BOT	BOTTOM
CL	CENTERLINE
CF	CUBIC FEET
CONC	CONCRETE
COR	CONTRACTING OFFICER'S REPRESENTATIVE
DI	DROP INLET
DIA	DIAMETER
DB	DUCTBANK
DIP	DUCTILE IRON PIPE
DES	DESIGNER
DLA	DEFENSE LOGISTICS AGENCY
DPW	DIRECTOR OF PUBLIC WORKS
E	EASTING
EEWS	EMERGENCY EYEWASH STATION
EG	EXISTING GRADE
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
EX	EXISTING
FFE	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FML	FLEXIBLE MEMBRANE LINER
FT	FEET
GAB	GRADED AGGREGATE BASE
GIS	GEOGRAPHIC INFORMATION SYSTEM
HDPPE	HIGH DENSITY POLYETHYLENE PIPE
HORIZ	HORIZONTAL
HT	HEIGHT
HW	HEADWALL
IBW	INSIDE BOTTOM OF WALL
ID	INSIDE DIAMETER
IE	INVERT ELEVATION
IN	INCH
INC	INCORPORATED
INV	INVERT
IPF	IRON PIN FOUND
IPS	IRON PIN SET
JB	JUNCTION BOX
JF	LINEAR FEET
LOD	LIMITS OF DISTURBANCE
LP	LIGHTING PROTECTION
MAX	MAXIMUM
M.E.	MATCH ELEVATION
MECH	MECHANICAL
MES	MITERED END SECTION
MIN	MINIMUM
MON	MONUMENT
N	NORTHING
N/F	NOW OR FORMERLY
NO	NUMBER
NTS	NOT TO SCALE
OBW	OUTSIDE BOTTOM OF WALL
OC	ON CENTER
OCEW	ON CENTER EACH WAY
OD	OUTSIDE DIAMETER
OWS	OIL/WATER SEPARATOR
PIV	POST INDICATOR VALVE
PK	PARKER-KALON
POB	POINT OF BEGINNING
POL	PETROLEUMS, OILS, AND LUBRICANTS
PROP	PROPOSED
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PTP	POWER-TELEPHONE POLE
PVC	POLYVINYL CHLORIDE
QC	QUALITY CONTROL
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT OF WAY
SD	STORM DRAIN
SF	SQUARE FEET
SPEC	SPECIFICATIONS
SQ	SQUARE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
STD	STANDARD
TBM	TEMPORARY BENCHMARK
TYP	TYPICAL
VERT	VERTICAL
WM	WATER METER
WV	WATER VALVE
WWF	WELDED WIRE FABRIC
W/	WITH
W/C	WATER TO CEMENT
YR	YEAR

PROPOSED ITEM	DESCRIPTION
+ 267.54	SPOT ELEVATION
---C/L---	CONSTRUCTION LIMITS
—W—W—	DOMESTIC WATER
—FW—	FIRE WATER
	VALVE
	FIRE HYDRANT
—SS—SS—	SANITARY SEWER
	SANITARY SEWER MANHOLE
	SANITARY SEWER CLEANOUT
	STORM DRAIN
	DROP INLET
	HEADWALL
—X—X—	FENCE
_____	1' CONTOUR
—40—	5' CONTOUR
	NORTH ARROW
—TPF—	TREE PROTECTION FENCE
—??—	UNKNOWN UTILITY
	CONCRETE PAVING
	CONCRETE SIDEWALK
	HEAVY DUTY GRAVEL
	LIGHT DUTY GRAVEL
	BENCHMARK

1. THE CONTRACTOR SHALL COMPLY WITH ALL CITY, COUNTY, STATE AND FEDERAL REGULATIONS APPLICABLE TO CONSTRUCTION OF THIS SITE.
2. ALL DIMENSIONS ARE TAKEN FROM/TO FENCE LINES, CENTERLINE OF UTILITY, CENTER OF MANHOLE OR CATCH BASIN, CENTERLINE OF ROAD, FACE OF BUILDING, FACE OF CURB, FACE OF WALL, OR CENTERLINE OF STRIPING UNLESS OTHERWISE NOTED.
3. EXISTING CONDITIONS SHOWN ARE BASED UPON A TOPOGRAPHIC SURVEY PROVIDED BY CITY OF ALPHARETTA.
4. ALL REQUIRED EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROVIDED, INSTALLED, AND MAINTAINED AS SHOWN ON THE APPLICABLE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLANS CONTAINED WITHIN THESE .
5. CONTRACTOR TO ENSURE ALL EXISTING TOPS OF MANHOLES AND VALVE BOXES ARE RAISED OR LOWERED TO BE FLUSH WITH FINISHED GRADES, UNLESS NOTED OTHERWISE.
6. ALL NEW PAVEMENT AND SIDEWALKS SHALL BE CONSTRUCTED FLUSH WITH EXISTING, WITH NO PONDING OF STORMWATER, UNLESS NOTED OTHERWISE.
7. CONTRACTOR SHALL GRADE ALL DISTURBED AREAS TO ENSURE POSITIVE DRAINAGE AWAY FROM ALL BUILDINGS AND TO DRAINAGE STRUCTURES OR DITCHES. NATURAL FLOW OF SURROUNDING WATERS SHALL NOT BE DISTURBED DURING CONSTRUCTION, UNLESS SHOWN OTHERWISE.
8. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS, COORDINATES, AND DIMENSIONAL INFORMATION PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BRING ALL DISCREPANCIES TO THE ATTENTION OF THE ENGINEER PRIOR TO STARTING CONSTRUCTION.
9. ALL TRAFFIC SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), LATEST EDITION.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING INSTALLATION OF ALL NEW UTILITIES WITH THOSE THAT ARE EXISTING. IF EXISTING UTILITIES ARE IN CONFLICT WITH NEW UTILITIES, THE SITE CONTRACTOR SHALL NOTIFY THE ENGINEER BEFORE PROCEEDING WITH CONSTRUCTION.
11. ALL TOPSOIL AND EXCAVATED MATERIAL SHALL BE STOCKPILED IN AN APPROVED AREA DURING CONSTRUCTION. EXCESS OR UNUSABLE TOPSOIL SHALL BE DISPOSED OF OFF-SITE IN A MANNER THAT IS LEGAL AND CONSISTENT WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS.
12. THE LOCATION OF ALL EXISTING UTILITIES AND STORM DRAINAGE SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR INACCURACY. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES AND TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATION OF THESE UTILITIES WITH THE ENGINEER OF THE UTILITY. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING UNDERGROUND UTILITIES, WHETHER SHOWN ON THE PLAN OR LOCATED BY THE UTILITY COMPANY. ALL UTILITIES WHICH INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE BROUGHT TO THE ATTENTION OF THE CONTRACTING OWNER'S REPRESENTATIVE (ENGINEER). ANY FEES ASSOCIATED WITH UTILITY RELOCATIONS SHALL BE BORNE BY THE CONTRACTOR IN ACCORDANCE WITH RESPECTIVE UTILITY COMPANY STANDARDS. THE CONTRACTOR SHALL COORDINATE DISCONNECTION OF EXISTING UTILITIES WITH THE APPROPRIATE UTILITY PROVIDER.
13. UTILITIES INDICATED SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE SPECIFICATIONS. GRADING SHALL BE AS INDICATED, AND SHALL PRODUCE A FINISHED SURFACE WITH NO PONDING OF WATER, READY TO RECEIVE PLANTING MATERIALS OR GRASSING.
14. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL REQUIRED PERMITS ARE OBTAINED AND IN HAND BEFORE BEGINNING ANY CONSTRUCTION. NO CONSTRUCTION OR FABRICATION OF ANY ITEM SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED ALL PLANS AND ANY OTHER DOCUMENTATION FROM ALL OF THE PERMITTING AND ANY OTHER REGULATORY AUTHORITIES. ANY PENALTIES, STOP WORK ORDERS OR ADDITIONAL WORK RESULTING FROM THE CONTRACTOR BEING IN VIOLATION OF THE REQUIREMENTS ABOVE, SHALL BE FULLY BORNE BY THE CONTRACTOR.
15. ALL CONTRACTORS/SUBCONTRACTORS THAT WILL BE ENGAGED IN LAND DISTURBING ACTIVITIES SHALL COMPLY WITH ALL EROSION, SEDIMENTATION AND POLLUTION CONTROL AND STORMWATER POLLUTION PREVENTION REQUIREMENTS CONTAINED THROUGHOUT THE DRAWINGS, SPECIFICATIONS, AND PERMITS.
16. AREAS DISTURBED BY THE CONTRACTOR, WHICH ARE NOT PART OF THIS PROJECT, SHALL BE RETURNED TO ORIGINAL OR BETTER CONDITION PRIOR TO THE COMPLETION OF THE PROJECT AS DETERMINED BY THE ENGINEER.
17. THE CONTRACTOR'S MEANS, METHODS, SEQUENCE, TECHNIQUES OR PROCEDURES IN PERFORMING THE WORK IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR, WHO IS ALSO RESPONSIBLE FOR COMPLYING WITH ALL HEALTH AND SAFETY PRECAUTIONS AS REQUIRED BY THE APPLICABLE REGULATORY AGENCY.
18. THE DESIGN ADEQUACY AND SAFETY OF ALL BRACING, SHORING AND TEMPORARY SUPPORTS, ETC. ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
19. PROTECT ALL EXISTING FEATURES AND EXISTING LANDSCAPING THAT WILL REMAIN. ANY ITEM DAMAGED DURING THE PERFORMANCE OF THE WORK WILL BE RESTORED TO ORIGINAL CONDITION, OR REPLACED WITH NEW AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID OVERLOADING PAVEMENTS WHICH WILL REMAIN.
20. CONTRACTOR SHALL INSPECT ALL SEDIMENT AND EROSION CONTROL MEASURES DAILY AND DURING PROLONGED PERIODS OF CONTINUOUS RAINFALL EVENTS TO ENSURE THAT ALL CONTROLS ARE FUNCTIONING PROPERLY. DAMAGED CONTROLS SHALL BE REPLACED BY THE END OF THE WORKDAY.
21. EACH SHEET IS PART OF A MULTI-SHEET SET OF CONSTRUCTION PLANS AND SHALL BE READ WITH THE FULL SET TO BEST ENSURE PROPER INTERPRETATION.
22. SHEET KEYNOTES ON THE PLANS ARE SPECIFIC TO THAT SHEET ONLY. MISSING SEQUENTIAL NUMBERS DO NOT APPLY TO THAT SHEET.

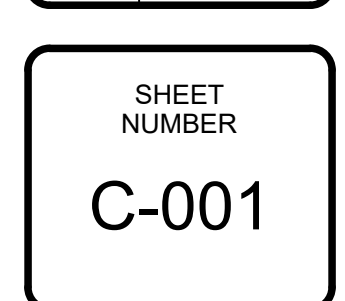
1. "DEMOLISH" SHALL MEAN TO REMOVE AN OBJECT IN ITS ENTIRETY. RESTORE GRADES AND SURFACE IMPROVEMENTS TO MATCH EXISTING CONDITIONS OR PER REQUIREMENTS OF NEW WORK, WHICHEVER IS APPLICABLE.
2. EROSION AND SEDIMENTATION CONTROL MEASURES AND TEMPORARY CONSTRUCTION FENCING SHALL BE IN PLACE PRIOR TO COMMENCEMENT OR CONCURRENT WITH DEMOLITION.
3. ALL DEMOLITION WORK SHALL BE COORDINATED WITH CONTRACTOR'S SCHEDULE, LOGISTICS PLAN (APPROVED BY ENGINEER), EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN PRIOR TO WORK.
4. ALL INTERNAL FENCING, TRASH, AND LITTER TO BE FULLY DEMOLISHED AND REMOVED FROM SITE (TO A LEGAL LANDFILL). PERIMETER FENCING TO REMAIN UNLESS NOTED OTHERWISE.

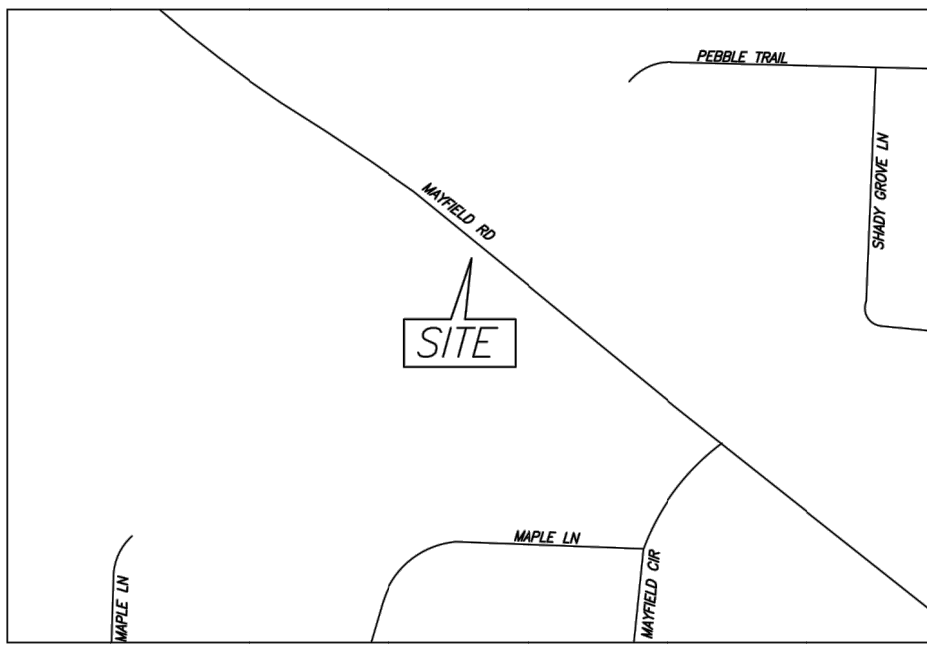
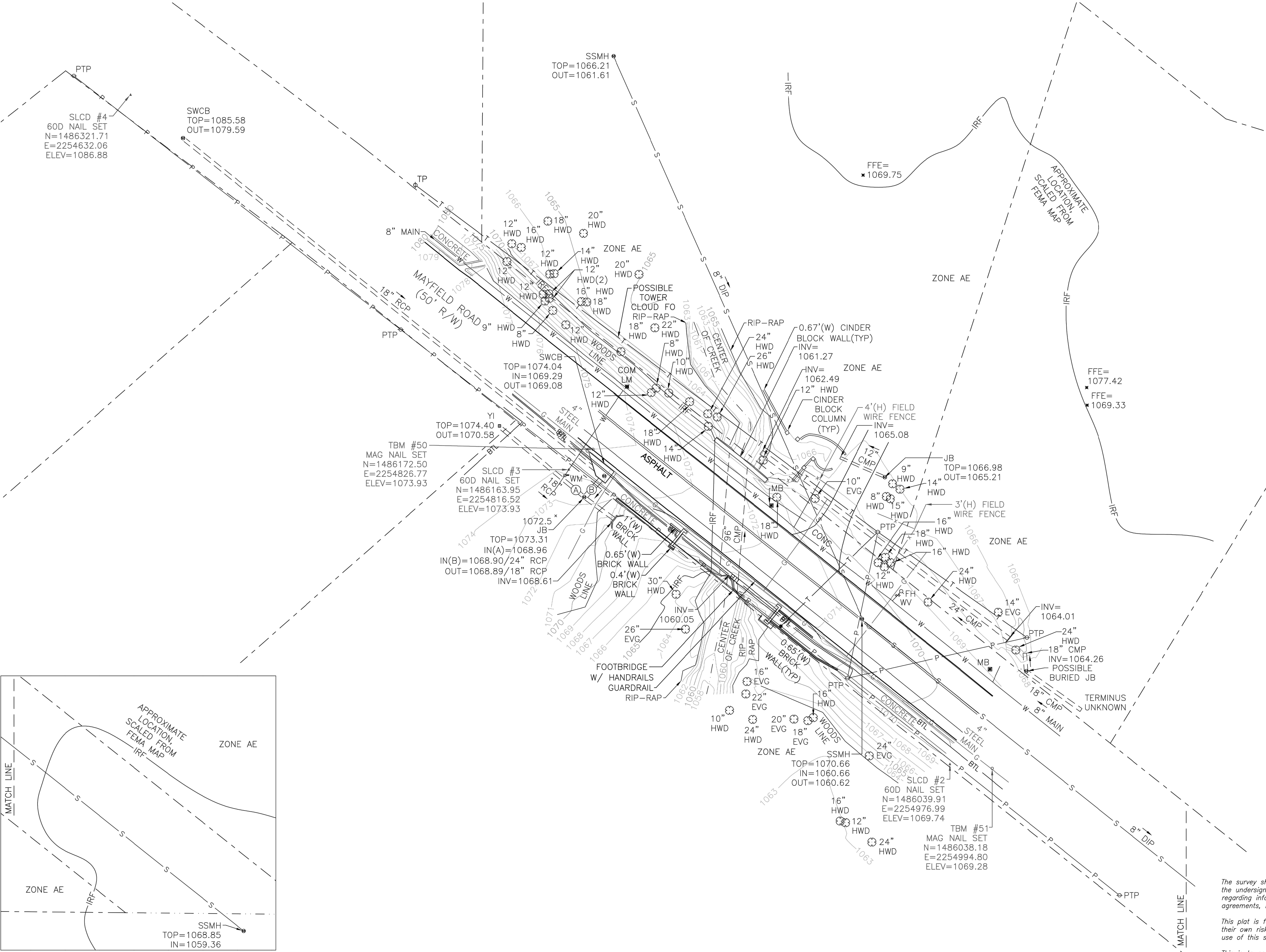
1. CONTRACTOR SHALL FURNISH AND MAINTAIN ANY AND ALL NECESSARY BARRICADES AROUND THE WORK AND PROVIDE PROTECTION AGAINST WATER DAMAGE AND SOIL EROSION.
2. ALL BUILDING DIMENSIONS SHALL BE VERIFIED AND COORDINATED WITH THE ARCHITECTURAL PLANS.
3. PAVEMENT MARKINGS, INCLUDING ANY STANDARD HANDICAP SYMBOLS, PARKING STRIPING AND TRAFFIC ARROWS, SHALL BE PAINTED ON PAVEMENT AT LOCATIONS SHOWN.
4. ALL SIGNAGE SHALL CONFORM TO THE MOST RECENT GADOT AND MUTCD STANDARDS AND SPECIFICATIONS.
5. THERE ARE STATE WATERS WITHIN 200' OF THIS SITE
6. NO STUMPS OR DEBRIS SHALL BE DEPOSITED ON-SITE. ALL DEBRIS SHALL BE REMOVED AND TAKEN TO AN EPD APPROVED OFFSITE LOCATION OR LANDFILL.
7. NO WELLS OR SEPTIC SYSTEMS ARE PROPOSED OR EXIST ONSITE.

1. POSITIVE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES TO PREVENT SATURATION OF EXPOSED SOILS IN CASE OF SUDDEN RAINS, AND FOR ALL FINISHED GRADING. CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES PRIOR TO ANY EXCAVATION.
2. CONTRACTOR SHALL INSTALL ALL PERIMETER EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO ANY SITE CLEARING OR EXCAVATION.
3. ALL BACKFILL AND FILL MATERIAL SHALL BE FREE OF ORGANIC MATTER AND WASTE.
4. THE CONTRACTOR SHALL REMOVE ALL EROSION CONTROL FENCING FROM THE SITE PRIOR TO FINAL PROJECT ACCEPTANCE, AND SHALL SMOOTH THE GROUND SURFACE WHERE THE FENCE WAS REMOVED THEN MULCH OR SEED & STRAW (SEASON APPROPRIATE GRASS) THE RESTORED SURFACE AS SUNLIGHT CONDITIONS WARRANT.
5. CONTRACTOR SHALL MARK, PRESERVE AND PROTECT ALL SURVEY BENCHMARKS.
6. IF BENCHMARK MUST BE DEMOLISHED FOR CONSTRUCTION, CONTRACTOR SHALL RELOCATE BENCHMARK AND PROVIDE NEW DATA ON AS-BUILTS.
7. ALL CUT AND FILL SLOPES SHALL BE 2:1 OR FLATTER (SEE PLANS).
8. ALL SPOT ELEVATIONS NOTED ARE FINISH GRADE.

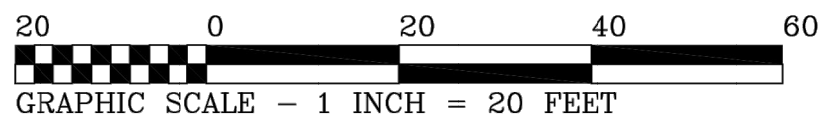
1. ALL UTILITY LOCATES AND RELOCATIONS, AND OR DAMAGE WILL BE THE RESPONSIBILITY OF THE DEVELOPER/CONTRACTOR. DEVELOPER/CONTRACTOR MUST CONTACT CITY OF ALPHARETTA LOCATE PERSONNEL DIRECTLY FOR TRAFFIC SIGNAL UTILITY LOCATES. PHONE 678.297.6200.
2. ALL REQUIRED TRAFFIC SIGNAGE MUST MEET MUTCD STANDARDS.
3. ALL REQUIRED TRAFFIC STRIPING MUST MEET MUTCD AND GDOT PLAN SPECIFICATIONS AND MUST BE THERMO-PLASTIC.

1. OFF STREET PARKING SHALL BE PROVIDED AND MAINTAINED THROUGHOUT CONSTRUCTION.
2. ALL REVISIONS TO THESE PLANS MUST BE SUBMITTED TO THE CITY OF ALPHARETTA COMMUNITY DEVELOPMENT DEPARTMENT PRIOR TO CONTINUING CONSTRUCTION.
3. ON-SITE BURIAL IS NOT ALLOWED.
4. AN ENGINEER'S CERTIFICATION WILL BE REQUIRED FOR ALL RETAINING WALLS PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY. ALL RETAINING WALLS GREATER THAN 4-FEET IN HEIGHT MUST OBTAIN A BUILDING PERMIT.
5. IRRIGATION NOTES:
 - a. IRRIGATION SYSTEMS ARE NOT ALLOWED WITHIN THE PUBLIC RIGHT-OF-WAY. (SYSTEMS WILL BE ALLOWED INSIDE MEDIANS IF AN INDEMNIFICATION LETTER IS PROVIDED ABSOLVING THE CITY OF ALPHARETTA OF ANY RESPONSIBILITY FOR DAMAGES.)
 - b. IRRIGATION SPRAY ONTO PUBLIC ROADWAYS IS NOT ALLOWED.
 - c. IRRIGATION SYSTEMS MUST BE SHUT OFF OR OPERATED MANUALLY DURING WINTER MONTHS TO PREVENT UNNECESSARY ICE ON ROADS.



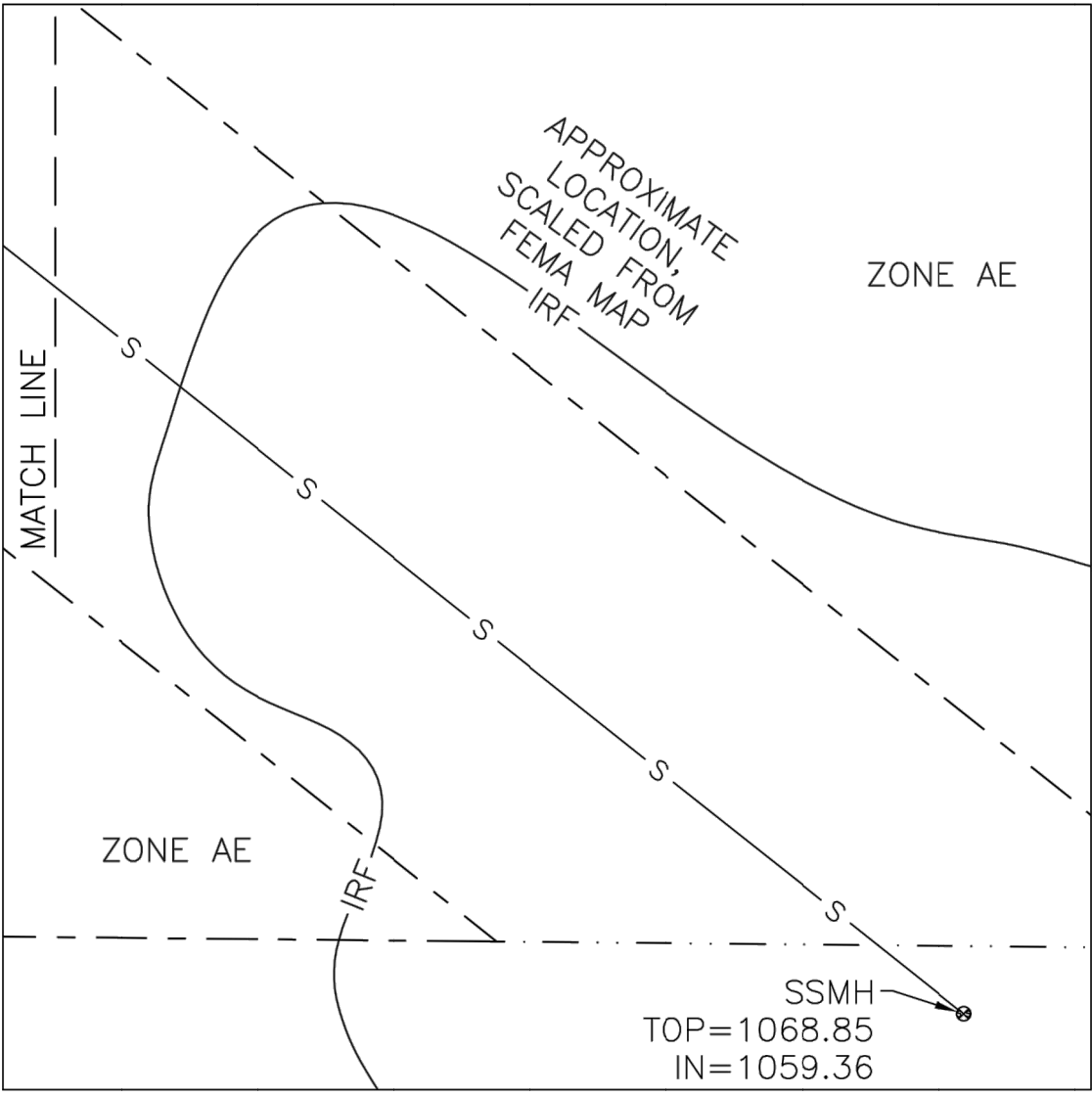


LOCATION MAP
NOT TO SCALE



LEGEND:

AC	Air Conditioning Unit	JB	Junction Box
ASPH	Asphalt Paving	LM	Line Marker
CI	Curb Inlet	LP	Light Pole
CMP	Corrugated Metal Pipe	MB	Mailbox
COM	Communications	PED	Pedestal
CONC	Concrete	PP	Power Pole
CPP	Corrugated Plastic Pipe	PTP	Power-Telephone Pole
DI	Drop Inlet	PVC	Polyvinyl Chloride Pipe
DIP	Ductile Iron Pipe	RCP	Reinforced Concrete Pipe
DWCB	Double Wing Catch Basin	R/W	Right-of-way
EB	Electric Box	SDCD	District Control Delta (Secondary)
EM	Electric Meter	SLCD	Location Control Delta (Primary)
EMH	Electrical Man Hole	SCO	Sanitary Sewer Clean Out
EVG	Evergreen Tree	SSMH	Sanitary Sewer Man Hole
EYL	Electrical Yard Light	SWCB	Single Wing Catch Basin
FH	Fire Hydrant	TBM	Temporary Bench Mark
GM	Gas Meter	TP	Telephone Pole
GV	Gas Valve	TSP	Traffic Signal Pole
GP	Guy Pole	WM	Water Meter
HWD	Hardwood Tree	WV	Water Valve
ICV	Irrigation Control Valve	WWM	Water Valve Marker
IPF	Iron Pin Found	YD	Yard Drain
INV	Invert	YI	Yard Inlet
BPL	Buried Power Line		
BTL	Buried Telephone Line		
Creek Line			
Fence Line			
Gas Line			
Intermediate Regional Flood Line			
Power Line			
Property Line			
Land Lot Line			
Sanitary Sewer Line			
Telephone Line			
Water Line			



IF YOU DIG GEORGIA...
CALL US FIRST!
1-800-282-7411
770-623-4344
(METRO ATLANTA ONLY)
UTILITIES PROTECTION CENTER
IT'S THE LAW

CAUTION

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE SURVEYOR ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

The survey shown hereon was prepared without the benefit of an abstract of title; therefore, the undersigned and LandAir Surveying Company, make no guarantees or representations regarding information shown hereon pertaining to easements, right-of-way, setback lines, agreements, reservations, and other similar matters.

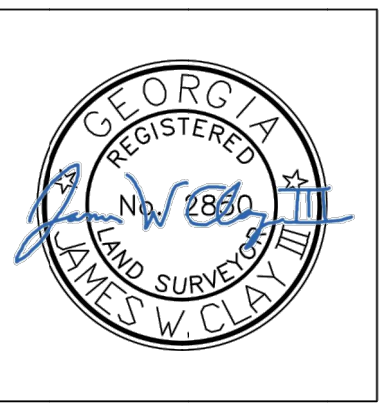
This plat is for the benefit of the parties in the title block - any use by third parties is at their own risk. LandAir Surveying Company, will not accept any responsibility of liability for the use of this survey by anyone other than the person, or persons, named in the title block.

This is to certify that this survey was made under my supervision and is a true representation of the land surveyed. The positional accuracy of the data shown here on does not exceed 0.05'. Angular and linear measurements were made using a Topcon-303 electronic total station. The data on this survey has been calculated for closure and is found to exceed one foot in N/A feet.

James W. Clay Georgia Registered Land Surveyor #2850

A portion of the tracts of land shown hereon lie within the 100 year intermediate regional flood zone, Zone AE, as per the Federal Emergency Management Agency as shown on Community-panel #13121C0058F last revised September 18, 2013.

Zone AE: Base Flood Elevations determined.
Base Flood Elevation: 1065' (Southerly side of Mayfield Road)
Base Flood Elevation: 1069' (Northerly side of Mayfield Road)



LANDAIR
SURVEYING COMPANY
C.O.A. LICENSE NO. LSFD00911
70 BOULDERBROOK CIRCLE, BLDG. 100
DUBLIN, GA 31009
(770) 513-4645 FAX (770) 513-8128

Date				
Revision				
No.				

Project No.	361705381	SWC	JWC	1" = 20'
Field Surveyed:	11/01/17			
Drawn By:				
Checked By:				
Date:	11/09/17			

C&G ACAD FILE NAME	361705381.CRD 361705381.DWG
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TOPOGRAPHIC SURVEY FOR:
CITY OF ALPHARETTA

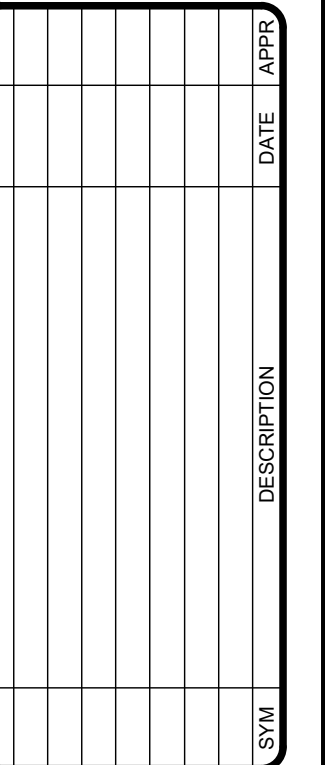
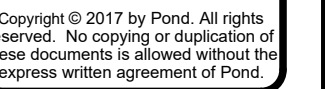
LAND LOT 1178 OF THE 2ND LAND DISTRICT, 2ND SECTION
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

Drawing No.
1 OF 1

File Number:
361705381

	DEMOLISH PAVING AND SUB-GRADE FOR CONTECH STRUCTURE INSTALLATION
	DEMOLISH ASPHALT PAVEMENT FOR RESURFACING AND REMARKING
	DEMOLISH CONCRETE SIDEWALK
	LIMITS OF DISTURBANCE
	TREE TO BE REMOVED

1. EXISTING CONDITIONS AS SHOWN ARE BASED UPON A PREVIOUS SURVEY PROVIDED BY THE CITY OF ALPHARETTA. ALL EXISTING CONDITIONS SHOULD BE CONSIDERED APPROXIMATE AND SHOULD BE CONFIRMED BY THE CONTRACTOR PRIOR TO DESIGN.
2. CITY TO COORDINATE AND OBTAIN REQUIRED EASEMENTS, IF APPLICABLE.
3. SEE C-001 FOR SURVEY LEGEND.
4. CONTOURS SHOWN ARE 1-FOOT INTERVALS.



DESIGNED BY:	DATE:
SK	1/19/2018
DRAWN BY:	DRAWING CODE:
SK	
CHECKED BY:	PLOT SCALE:
FH	1:20
SUBMITTED BY:	FILE NAME:
MAW	CD101.dwg

CITY OF ALPHARETTA
MAYFIELD ROAD
ALPHARETTA, GEORGIA 30009

POND

POND PROJECT No: 1170936

3500 Parkway Lane
Suite 500
Atlanta, GA 30328
G301092
Ph 678.336.7740
www.pondco.com

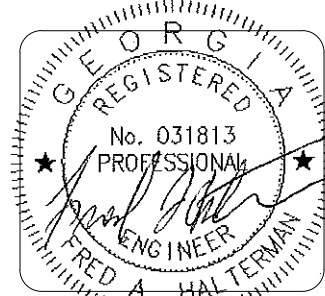
DEMOLITION PLAN

SHEET
NUMBER

CD101

SHEET LEGEND

	E_x	EXISTING ELECTRICAL LINE OVERHEAD	
	C_x	EXISTING COMMUNICATION LINE OVERHEAD	
	W_x	W_x	EXISTING WATER LINE
	G_x	G_x	EXISTING GAS LINE
	CU_x	EXISTING COMMUNICATION UNDERGROUND	
	SS_x	SS_x	EXISTING SANITARY SEWER LINE



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CHECKED BY: FH	PLOT SCALE: 1:20
SUBMITTED BY: MAW	FILE NAME: CU101.dwg

CITY OF ALPHARETTA
MAYFIELD ROAD
ALPHARETTA, GEORGIA 30009



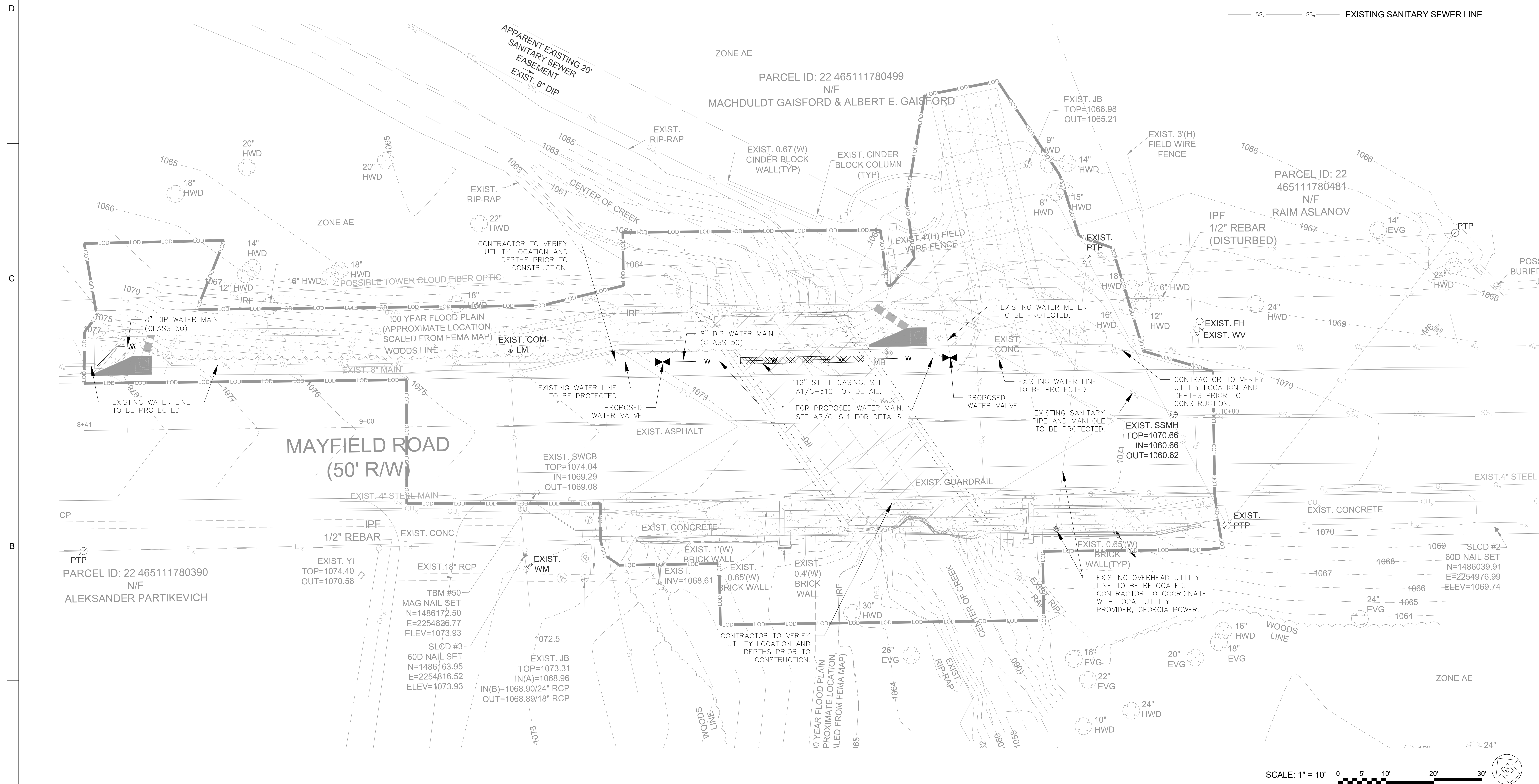
MAYFIELD ROAD CULVERT REPLACEMENT PROJECT

UTILITY PLAN

SHEET
NUMBER

CU101

100% SUBMITTAL



NOTE: CONTRACTOR SHALL COORDINATE DEMOLITION, RELOCATION, AND/OR PHYSICAL SUPPORT FOR ALL UTILITIES WITH THE THE UTILITY PROVIDERS FOR THE DURATION OF CONSTRUCTION ACTIVITIES.

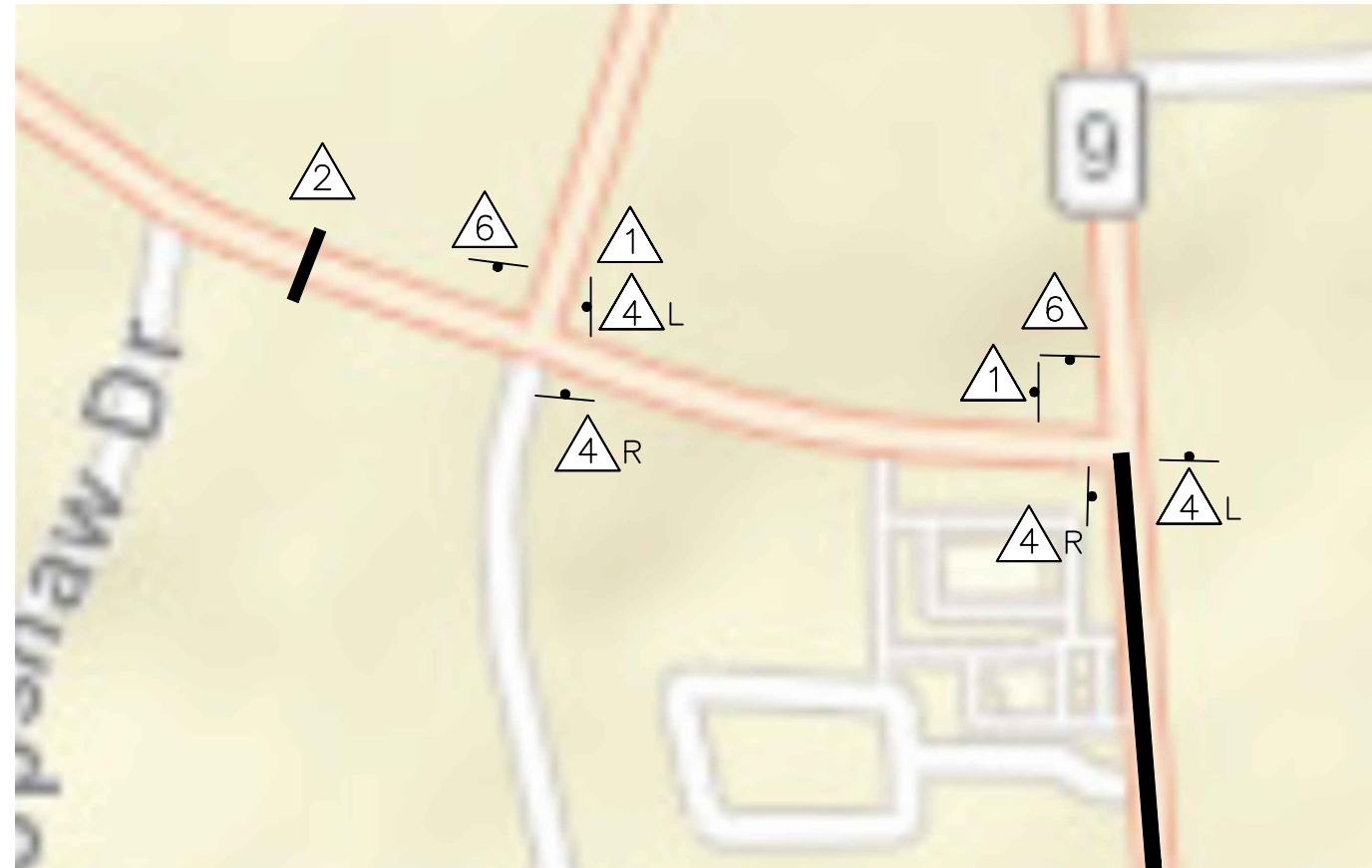
FILE PATH: M:\CITY OF ALPHARETTA\1170936 MAYFIELD ROAD CULVERT REPLACEMENT DESIGN\04 CAD\BIM\04.DWG CAD\CT101 PLOTTED: 08 February 2018 @ 4:15 PM BY: MOSS, WILL

D

C

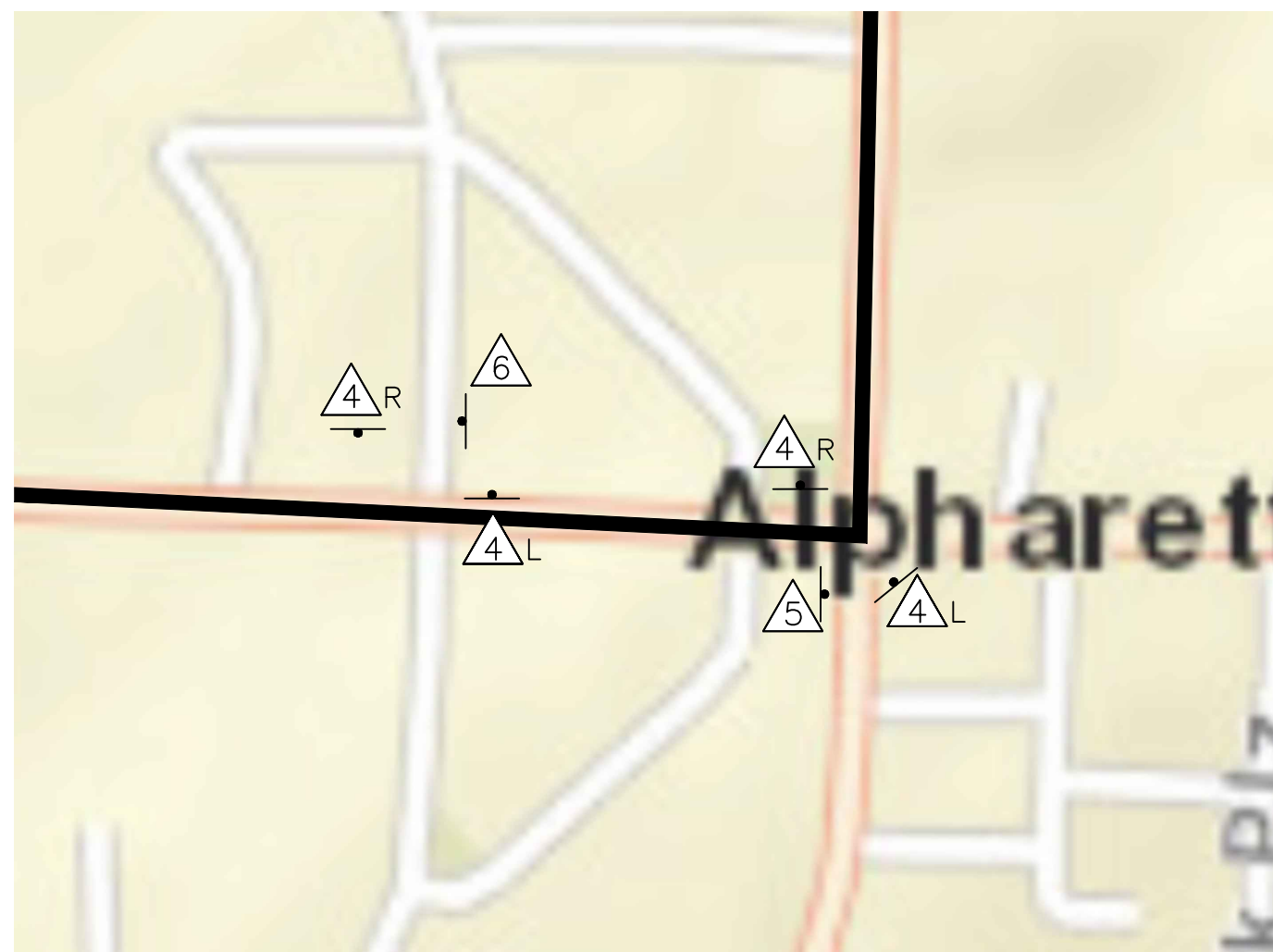
B

A



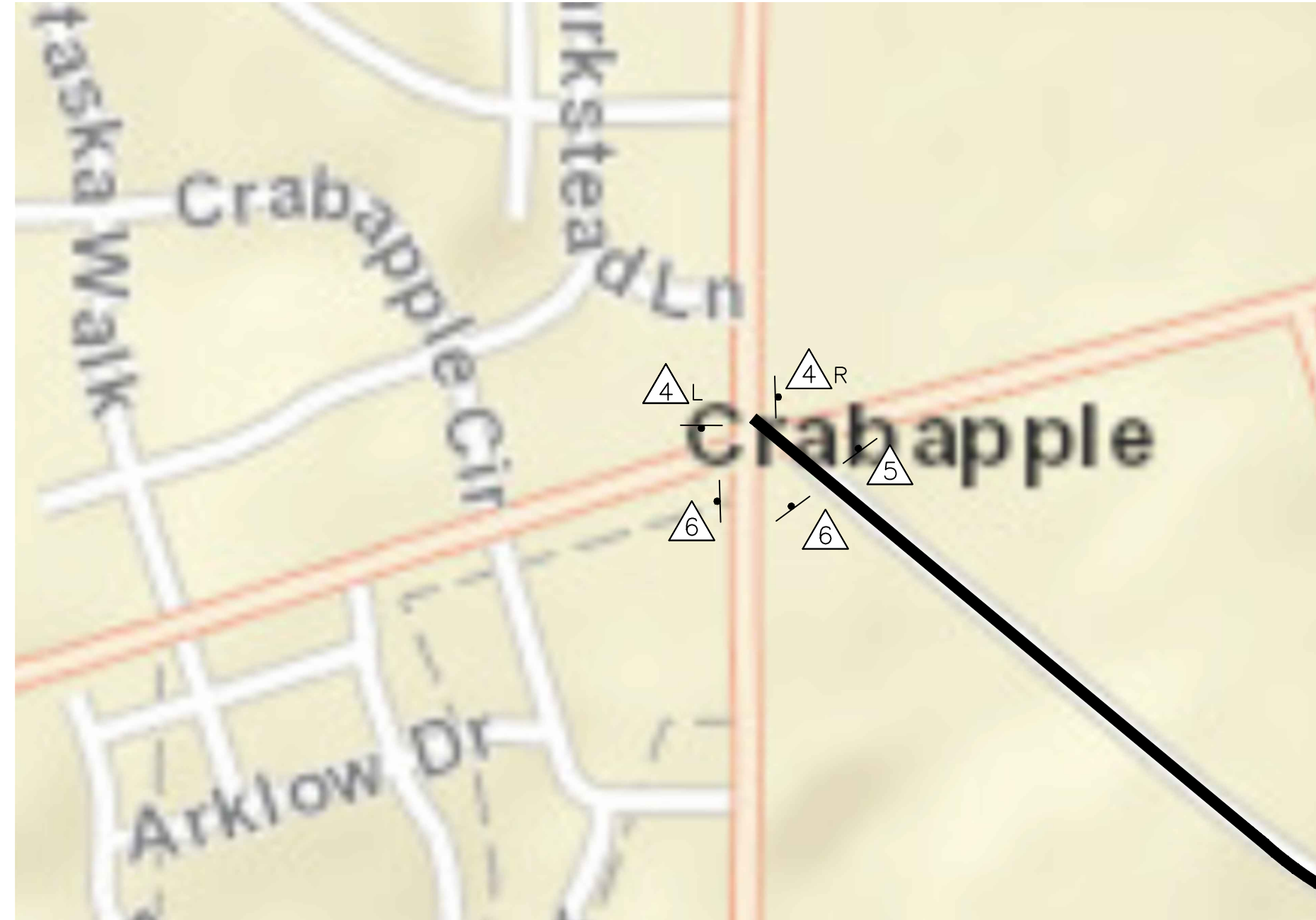
MAYFIELD ROAD & NORTH MAIN STREET INTERSECTION (2)

B1 SCALE: 1" = 250'



MILTON ROAD & MAIN STREET INTERSECTION (1)

A1 SCALE: 1" = 250'



MAYFIELD ROAD & BROADWELL ROAD INTERSECTION (5)

C2 SCALE: 1" = 250'



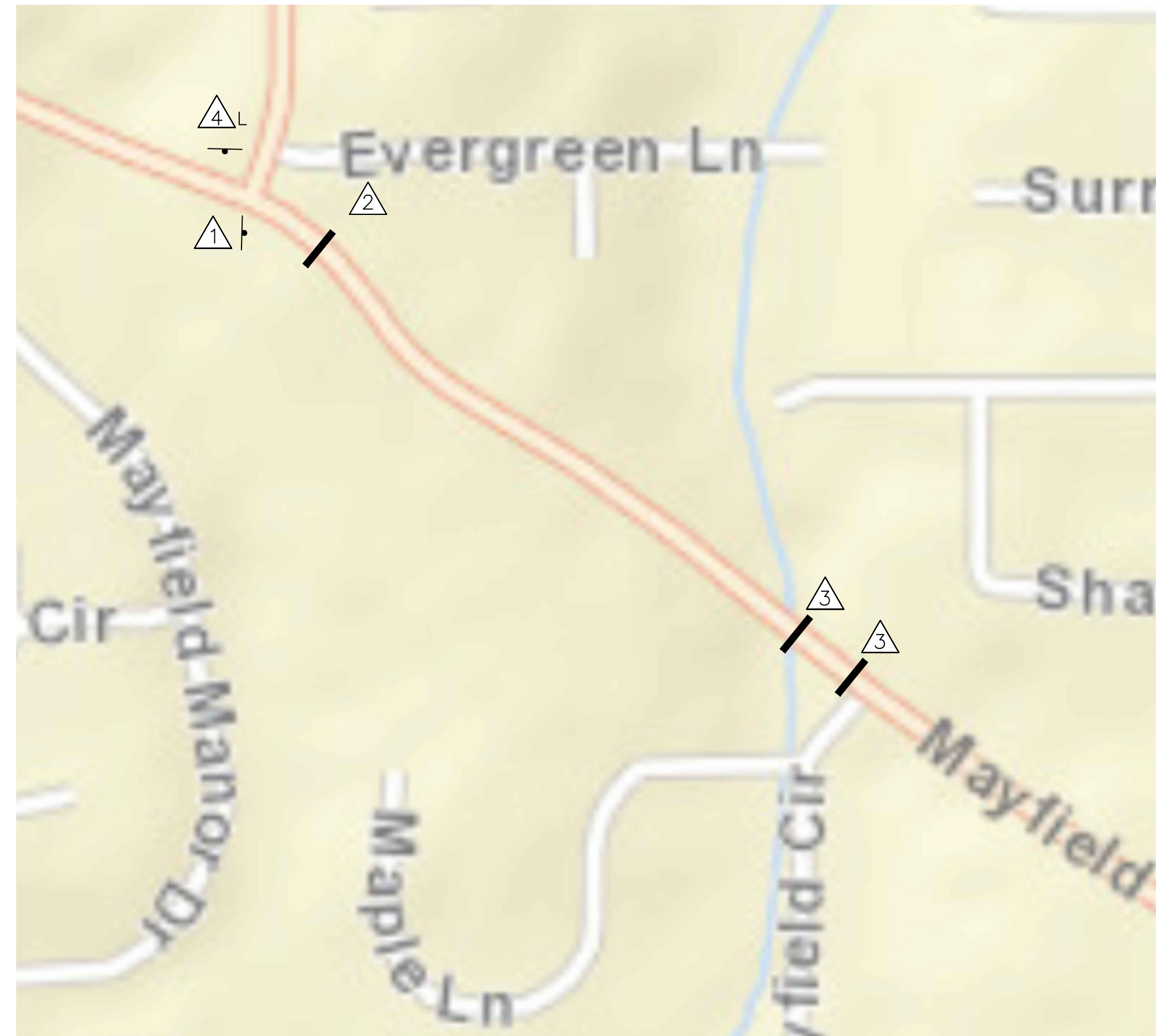
MAYFIELD ROAD & BETHANY ROAD INTERSECTION (4)

B2 SCALE: 1" = 250'



MID BROADWELL ROAD & BETHANY ROAD INTERSECTION (3)

A2 SCALE: 1" = 250'



MAYFIELD ROAD & MAYFIELD CIRCLE INTERSECTION (6)

A4 SCALE: 1" = 250'

GENERAL SHEET NOTES

- REFERENCE SHEET CT101 FOR TRAFFIC CONTROL SYMBOL AND SIGN LEGENDS.

SIGN LEGEND

SYMBOL	"MESSAGE" OR ASSEMBLY	NUMBER	SIGN TYPE
	"BRIDGE OUT AT MAYFIELD ROAD"	R11-2	A
	"BRIDGE OUT AHEAD LOCAL TRAFFIC ONLY"	R11-3	A
	"BRIDGE OUT"	R11-2	A
	"MAYFIELD ROAD DETOUR" WITH LEFT OR RIGHT ARROW	XM4-9 with M6-1S (R or L)	B
	"END DETOUR"	XM4-8a	B
	"MAYFIELD ROAD DETOUR" WITH UP ARROW	XM4-9 with M6-3S	B
PROPOSED DETOUR ROUTE			



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DATE	DESCRIPTION	SYMBOL
1/12/2018	DESIGNED BY: SK	
1/12/2018	DRAWN BY: SK	
1/12/2018	CHECKED BY: FH	
1/12/2018	SUBMITTED BY: MAW	

DESIGNED BY: SK	DATE: 1/12/2018
DRAWN BY: SK	DRAWING CODE:
CHECKED BY: FH	PLOT SCALE: 1:20
SUBMITTED BY: MAW	FILE NAME: CT101.dwg
CITY OF ALPHARETTA MAYFIELD ROAD ALPHARETTA, GEORGIA 30009	
POND 3500 Parkway Lane Suite 300 Atlanta, GA 30326 Phone: 404.774.7740 www.pondco.com	
POND PROJECT NO: 1170936	

MAYFIELD ROAD CULVERT REPLACEMENT PROJECT	TRAFFIC CONTROL & DETOUR MAP
---	------------------------------

SHEET NUMBER
CT102

100% SUBMITTAL

(IN CONFORMANCE WITH THE STATE OF GEORGIA NPDES PERMIT GA NO. GAR 100002) INFRASTRUCTURE CONSTRUCTION PROJECTS

ENGINEER: POND & COMPANY
3500 PARKWAY LANE, SUITE 500
PEACHTREE CORNERS, GEORGIA 30092
PHONE: (678) 336-7740
FAX: (678) 336-7744
CONTACT: KEVIN HENDRIX, PE

EXISTING LAND USE: THE EXISTING SITE CONSISTS OF TWO LANE PAVED ROAD WITH 96" CMP CULVERT AND A PEDESTRIAN BRIDGE CONNECTING SIDEWALKS ON SOUTHERN SIDE OF THE ROADWAY.

GPS COORDINATES OF SITE: 33° 05' 06.9" N, 84° 18' 15.4" W
NAME OF RECEIVING WATERS: FOE KILLER CREEK
AREA OF ON-SITE WETLANDS: 0 .02 AC
PRE-CONSTRUCTION CURVE NUMBER = 84
POST-CONSTRUCTION CURVE NUMBER = 88

1. AMENDMENTS/REVISIONS TO THE ES&PC PLAN WHICH HAVE A SIGNIFICANT EFFECT ON BMPs WITH A HYDRAULIC COMPONENT MUST BE CERTIFIED BY THE DESIGN PROFESSIONAL.
2. WASTE MATERIALS SHALL NOT BE DISCHARGED TO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.
3. ALL BUFFERS AND TREE SAVE AREAS SHALL BE CLEARLY IDENTIFIED WITH FLAGGING AND/OR FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
4. SEDIMENT STORAGE MAINTENANCE INDICATORS MUST BE INSTALLED IN SEDIMENT STORAGE STRUCTURES, INDICATING THE 1/3 FULL VOLUME.
5. INSPECT AND DOCUMENT THE CONDITION OF RUNOFF CONTROLS EVERY 7 DAYS, OR EVERY 14 DAYS AND WITHIN 24 HOURS AFTER EACH RAIN OF 0.5 INCH OR MORE.
6. PERMITEE SHALL SUBMIT A SIGNED NOTICE OF TERMINATION (NOT) FROM TO THE GEORGIA DIVISION OF WATER AFTER THE SITE HAS BEEN FINALLY STABILIZED.
7. 67 CY/AC SEDIMENT STORAGE SUBSTANTIALLY HANDLED BY SILT FENCE. THE LINEAR NATURE OF THIS PROJECT COUPLED WITH LIMITED WORK AREA (ESPECIALLY ADJACENT TO STATE WATER) DOES NOT PROVIDE OPPORTUNITY FOR INSTALLATION OF PERMANENT BMPs TO PREVENT POLLUTANTS FROM DISCHARGING THE SITE WITHOUT FURTHER ENCROACHMENT INTO ADJACENT PRIVATE PROPERTY. DURING CONSTRUCTION, SILT FENCE WILL BE USED TO PREVENT POLLUTANTS FROM DISCHARGING THE SITE. AFTER CONSTRUCTION IS COMPLETE ALL AREAS WILL BE STABILIZED.
8. SOIL STOCKPILES MUST BE LOCATED AWAY FROM STREAMS, PONDS, SWALES AND CATCH BASINS. STOCKPILES MUST BE SEEDED, MULCHED, AND ADEQUATELY CONTAINED THROUGH THE USE OF SILT FENCE.
9. SEDIMENT-LADEN WATER ENCOUNTERED DURING TRENCHING, BORING, OR OTHER EXCAVATION ACTIVITIES MUST BE PUMPED TO A SEDIMENT TRAPPING OR FILTERING DEVICE AND CLEANED BEFORE BEING DISCHARGED. DISCHARGES TO STORM DRAINS, DITCHES, OR WATER BODIES MUST BE COVERED UNDER A EPD PERMIT.
10. ALL BARE SOIL AREAS NOT SUBJECT TO ACTIVE CLEARING, EXCAVATION, GRADING, OR FILL ACTIVITIES MUST BE STABILIZED WITH TEMPORARY OR PERMANENT SEEDING OR MULCHING WITHIN 14 DAYS.
11. ALL AREAS WITHIN 25 OR 50 FEET OF STREAMS, RIVERS, LAKES, WETLANDS, AND SINKHOLES MUST BE FLAGGED AS OFF-LIMITS TO VEHICLES, EQUIPMENT, AND SOIL DISTURBANCE ACTIVITIES.
12. GOOD HOUSEKEEPING PRACTICES MUST BE APPLIED TO PREVENT CONTAMINATED RUNOFF OR OTHER IMPACTS FROM PAINT OR CONCRETE WASTES, FUELS AND OILS, TRASH AND LITTER, OR OTHER

3. SILT FENCES, DITCH CHECKS, NON-PERMANENT SEDIMENT TRAPS, AND OTHER TEMPORARY CONTROLS MUST BE REMOVED AFTER VEGETATION IN UPGRADIENT AREAS IS ESTABLISHED AND DITCHES ARE STABLE.
4. GOOD HOUSEKEEPING MEASURES FOR MATERIALS STORAGE AND HANDLING, VEHICLE FUELING AND MAINTENANCE, SPILL RESPONSE AND CLEANUP, AND WASTE MANAGEMENT MUST BE FOLLOWED TO ENSURE THAT RUNOFF FROM THE SITE IS FREE OF CONTAMINANTS.
5. ALL BMPs SELECTED SHALL BE INSTALLED, OPERATED, AND MAINTAINED ACCORDING TO GEORGIA DIVISION OF WATER GUIDELINES, MANUFACTURER'S REQUIREMENTS, OR STANDARD INDUSTRY PRACTICE, AS APPROPRIATE.
6. NON-EXEMPT ACTIVITIES SHALL NOT BE CONDUCTED WITHIN THE 25 OR 50-FOOT UNDISTURBED STREAM BUFFERS AS MEASURED FROM THE POINT OF WRESTED VEGETATION OR WITHIN 25-FEET OF THE COASTAL MARSHLAND BUFFER AS MEASURED FROM THE JURISDICTIONAL DETERMINATION LINE WITHOUT FIRST ACQUIRING THE NECESSARY VARIANCES AND PERMITS.
7. APPROVED PLANS AND NPDES DAILY LOG MUST BE ONSITE AT ALL TIMES.
8. CONTRACTOR MUST ATTEND CITY OF ALPHARETTA PRE CONSTRUCTION CLASS PRIOR TO SITE INITIATION.
9. ANY CHANGES TO THE ES&PC PLAN WHICH HAVE SIGNIFICANT EFFECT ON THE BMPs WITH A HYDRAULIC OR DESIGN COMPONENT MUST BE CERTIFIED BY THE DESIGN PROFESSIONAL AND MUST BE APPROVED BY THE CITY OF ALPHARETTA.

*SCHEDULE FOR PERMITTING PURPOSES ONLY. REFER TO OFFICIAL PROJECT SCHEDULE (AS PROVIDED BY CONTRACTOR AND APPROVED BY OWNER) FOR OFFICIAL DATES AND DURATIONS.

C2

1. ALL AREAS TO RECEIVE STRUCTURAL FILL TO BE CLEARED, STRIPPED AND FREE OF TOPSOIL, ROOTS, STUMPS, AND ALL OTHER DELETERIOUS MATERIAL. STRUCTURAL FILL TO BE CLEAN FROM ORGANICS AND ALL OTHER DELETERIOUS MATERIAL. FILL TO BE PLACED IN MAXIMUM 8" LIFTS AND COMPACTED TO AT LEAST 95% STANDARD PROCTOR MAXIMUM DENSITY AND TO WITHIN 3%+/- OF THE OPTIMUM MOISTURE CONTENT, UNLESS OTHERWISE SPECIFIED IN THE PROJECT GEOTECHNICAL REPORT OR BY THE PROJECT GEOTECHNICAL ENGINEER. ALL FILL SOILS TO BE PLACED UNDER THE OBSERVATION OF THE PROJECT GEOTECHNICAL ENGINEER. DOCUMENTATION OF COMPACTION TESTING SHALL BE PROVIDED TO LAND DISTURBANCE ACTIVITY INSPECTOR FOR ALL ROADWAY CONSTRUCTION IN RIGHT-OF-WAY. (INCLUDING DECELERATION LANE) CONTACT LAND DISTURBANCE ACTIVITY INSPECTOR PRIOR TO CONSTRUCTION FOR FURTHER TESTING REQUIREMENTS.
2. FAILURE OF THE CONTRACTOR TO PERFORM THE PRESCRIBED EROSION CONTROL PRACTICES SHALL RESULT IN THE IMMEDIATE ISSUANCE OF A STOP-WORK ORDER FOR THE PROJECT SITE, PURSUANT TO UDC 3.1.1.F.2.D.
3. MAINTENANCE OF ALL SOIL EROSION AND SEDIMENTATION CONTROL PRACTICES, WHETHER TEMPORARY OR PERMANENT, SHALL BE THE RESPONSIBILITY OF THE OWNER.
4. ALL DISTURBED AREAS MUST BE VEGETATED WITHIN 14 DAYS OF FINAL GRADE.
5. ALL FILL SLOPES SHALL HAVE SILT FENCE AT THE TOE OF THE SLOPE.
6. THIS SITE DOES CONTAIN STATE WATERS OR WETLANDS.
7. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND-DISTURBING ACTIVITIES.
8. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
9. THE CONTRACTOR SHALL REMOVE SEDIMENT ONCE IT HAS ACCUMULATED TO ONE-HALF THE ORIGINAL HEIGHT OF THE SILT FENCE USED FOR EROSION CONTROL.
10. MAXIMUM CUT OR FILL SLOPES ARE 2 HORIZONTAL: 1 VERTICAL.
11. ANY DISTURBED AREA LEFT EXPOSED FOR 14 DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.
12. ALL SILT FENCE SHALL BE TYPE S.
13. THE CONSTRUCTION EXIT SHALL BE MAINTAINED IN A CONDITION, WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH STONE, AS CONDITIONS DEMAND. (ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLE OR SITE ONTO ROADWAY OR INTO STORM DRAIN SYSTEM MUST BE REMOVED IMMEDIATELY BY SWEEPING.)
14. ALL STORM DRAINS AND DROP INLETS WILL HAVE 4" PERMANENT POLLUTION PREVENTION MARKERS INSTALLED PRIOR TO INSPECTION. MARKERS ARE AVAILABLE AT CITY OF ALPHARETTA COMMUNITY DEVELOPMENT DEPARTMENT 678-297-6070.
15. THE CONTRACTOR WILL MAINTAIN STORM WATER RUNOFF CONTROLS AT ALL TIMES. ADDITIONAL CONTROLS WILL BE INSTALLED IF DETERMINED NECESSARY BY CITY INSPECTION.

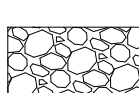


(A4)

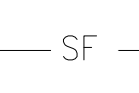


SHEET LEGEND

- Co



CONSTRUCTION ENTRANCE -
DETAIL B1/CE501
- Sd1-S
30"



SILT FENCING -
DETAIL C2/CE501
- Du



DUST CONTROL -
DETAIL A1/CE501
- Tr



TREE PROTECTION -
DETAIL A3/CE501
- Ss



SLOPE STABILIZATION- DETAIL
A3/CE501
- Bf



BUFFER ZONE
- Ds1



DISTURBED AREA
STABILIZATION (MULCHING
ONLY) - DETAIL C1/CE503
- Ds2



DISTURBED AREA
STABILIZATION (WITH
TEMPORARY SEEDING) -
DETAIL A1/CE503

STREAM DIVERSION

THE STREAM IS TO BE DIVERTED BY PUMPING.
CONTRACTOR SHALL PROVIDE WATER DIVERSION PLAN
TO CITY FOR REVIEW AND APPROVAL PRIOR TO
CONSTRUCTION.

CONSTRUCTION ENTRANCE:

ALL MATERIALS SPILLED, DROPPED, WASHED OR TRASHED
FROM VEHICLE OR SITE ONTO ROADWAY OR INTO STORM
DRAINAGE SYSTEM MUST BE REMOVED IMMEDIATELY (BY
SWEEPING). EXCESSIVE OFFSITE TRACKING MAY WARRANT
THE INSTALLATION OF A CONSTRUCTION EXIT AT THE
DISCRETION OF THE CITY OF ALPHARETTA INSPECTOR. THE
CONSTRUCTION EXIT MUST BE MAINTAINED IN A CONDITION,
WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO
PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP
DRESSING WITH STONE AS CONDITIONS DEMAND. CONCRETE
WASHDOWN IS NOT ALLOWED.

INITIAL EROSION CONTROL NARRATIVE

THE CONTRACTOR WILL BE RESPONSIBLE FOR FILING A NOTICE OF INTENT WITH THE
GA EPD IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS, AND FOR VERIFYING
THAT ALL NECESSARY PERMITS ARE IN PLACE PRIOR TO CONSTRUCTION. IN THE
INITIAL PHASE, THE PERIMETER EROSION CONTROL ITEMS SHOULD BE INSTALLED
BEFORE ANY MAJOR DEMOLITION, SAW-CUTTING OF EXISTING PAVING AND MINOR
DEMOLITION MAY NEED TO OCCUR FOR THE INSTALLATION OF THESE MEASURES,
BUT THIS SHOULD BE LIMITED TO JUST THE DEMOLITION NECESSARY FOR THE
PERIMETER EROSION CONTROL INSTALLATION (SILT FENCING AND CONSTRUCTION
EXIT AS SHOWN). AFTER THE PERIMETER EROSION CONTROL INSTALLATION,
FURTHER DEMOLITION CAN OCCUR FOR THE INSTALLATION OF THE SEDIMENT
STORAGE ITEMS. AFTER THE PERIMETER EROSION CONTROL ITEMS AND THE
SEDIMENT STORAGE BMP'S HAVE BEEN INSTALLED, THE CONTRACTOR SHOULD
CONTACT THE DESIGN PROFESSIONAL AND THE CITY OF ALPHARETTA FOR THE
COMPLETION OF THE 7-DAY EROSION INSPECTION. AFTER THIS INSPECTION IS
COMPLETE AND SATISFACTORY, THE REMAINING DEMOLITION CAN BE COMPLETED
AND SITE GRADING OPERATIONS CAN BEGIN. TEMPORARY SEEDING AND MULCHING
SHOULD BE USED AS NECESSARY IN ACCORDANCE WITH THE GEORGIA EROSION
CONTROL MANUAL. NPDES WATER QUALITY MONITORING SHOULD BE
COMPLETED DURING THE ENTIRETY OF THE INITIAL EROSION CONTROL PHASE.
AFTER DEMOLITION AND DURING THE ROUGH GRADING PROCESS, THE SITE WILL
TRANSITION INTO THE INTERMEDIATE EROSION CONTROL PHASE.

GENERAL SHEET NOTES

- EXISTING CONDITIONS AS SHOWN ARE BASED UPON A PREVIOUS
SURVEY PROVIDED BY THE CITY OF ALPHARETTA. ALL EXISTING
CONDITIONS SHOULD BE CONSIDERED APPROXIMATE AND SHOULD
BE CONFIRMED BY THE CONTRACTOR PRIOR TO DESIGN.
- CITY TO COORDINATE AND OBTAIN REQUIRED EASEMENTS.
- THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED
BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL
MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH,
LAND DISTURBING ACTIVITIES.
- EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES.
IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT
PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL
EROSION AND SEDIMENT CONTROL MEASURES SHALL BE
IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
- ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER
THAN 14 DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY
SEEDING.
- ANY DISTURBED AREA LEFT IDLE FOR MORE THAN 30 DAYS SHALL
BE STABILIZED WITH PERMANENT SEEDING.
- STREETS MUST BE SWEEPED ROUTINELY AND KEPT CLEAN.



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DATE	DESCRIPTION	SYL	DATE	APPR

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SUBMITTED BY: MAW	Submitted By: Red A. Halterman POND PROJECT No: 1170936	

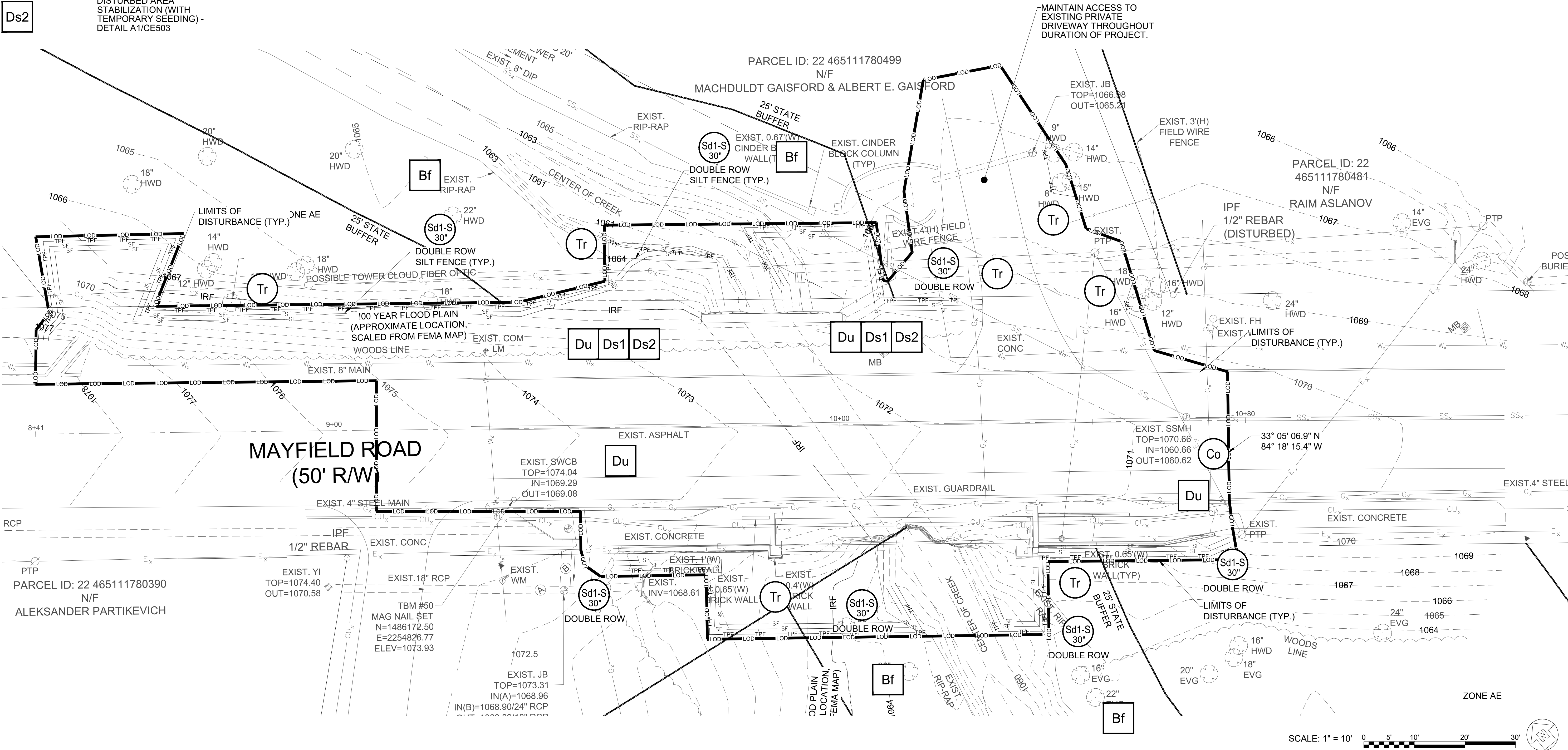
CITY OF ALPHARETTA
MAYFIELD ROAD
ALPHARETTA, GEORGIA 30009

POND

POND PROJECT No: 1170936

MAYFIELD ROAD CULVERT REPLACEMENT PROJECT	E&S CONTROL PLAN - INITIAL PHASE
--	-------------------------------------

SHEET NUMBER
CE101



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SHEET LEGEND

Co

CONSTRUCTION ENTRANCE -
DETAIL B1/CE501

Sd1-S
30"

SILT FENCING -
DETAIL C2/CE501

Du

DUST CONTROL -
DETAIL A1/CE501

Tr

TREE PROTECTION -
DETAIL A3/CE501

Ss

SLOPE STABILIZATION- DETAIL
A3/CE501

Bf

BUFFER ZONE

Ds1

DISTURBED AREA
STABILIZATION (MULCHING
ONLY) - DETAIL C1/CE503

Ds2

DISTURBED AREA
STABILIZATION (WITH
TEMPORARY SEEDING) -
DETAIL A1/CE503

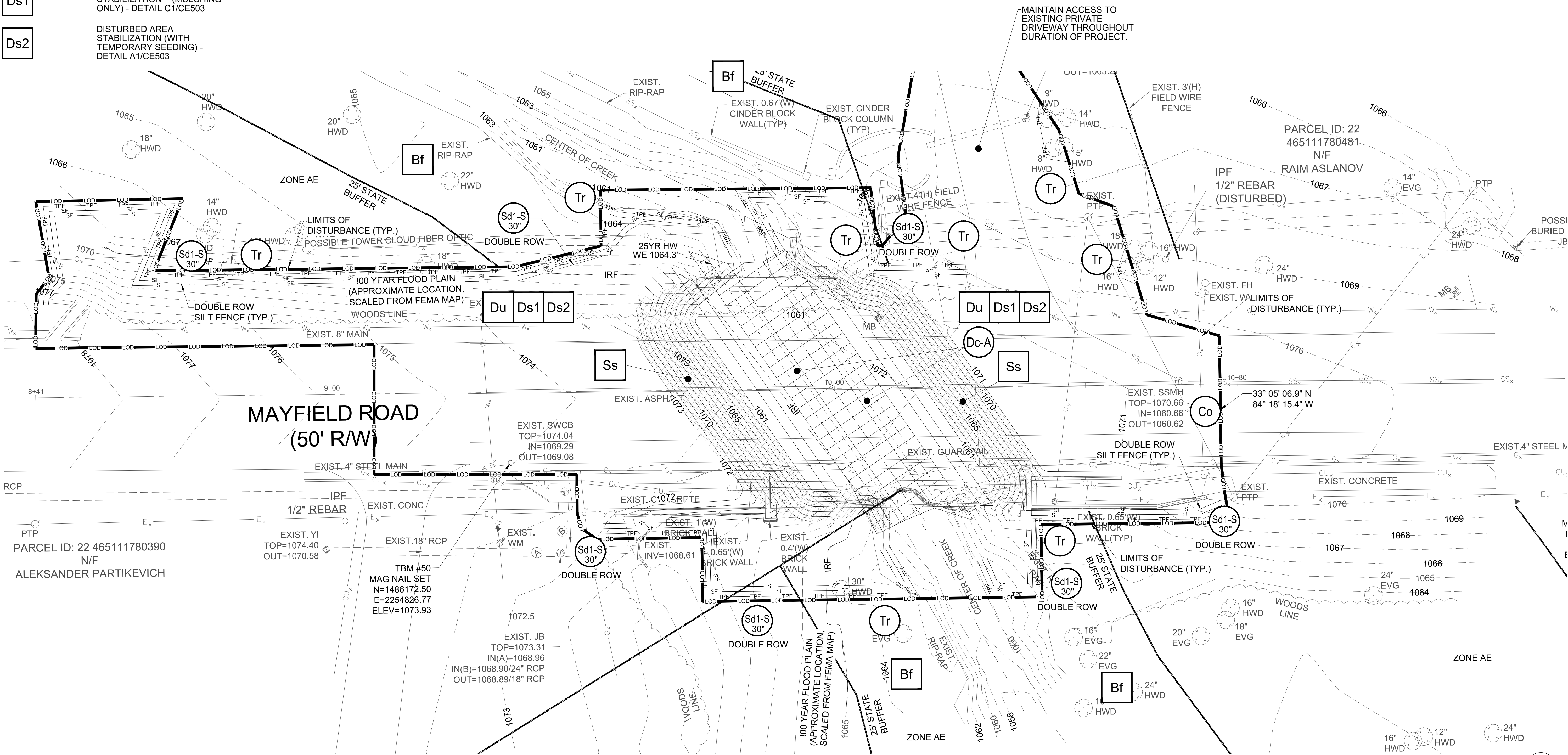
LINE THE STREAM CHANNEL IN
ACCORDANCE WITH GASWCC
STREAM DIVERSION CHANNEL - TYPE C,
WITH CLASS I RIPRAP AND GEOTEXTILE -
DETAIL A4/CE502
(DO NOT EXCAVATE A BYPASS CHANNEL)

INTERMEDIATE EROSION CONTROL NARRATIVE

IN THE INTERMEDIATE PHASE, DEMOLITION WILL BE COMPLETE AND ROUGH GRADING AND UTILITY INSTALLATION WILL BE UNDERWAY. PERIMETER EROSION CONTROL ITEMS SHOULD BE MAINTAINED AS NECESSARY. BMP'S SHOULD BE ADJUSTED AS NEEDED TO REMAIN OPERATIONAL AS SITE GRADING OCCURS. TEMPORARY SEEDING AND MULCHING SHOULD CONTINUE TO BE USED AS NECESSARY IN ACCORDANCE WITH THE GEORGIA EROSION CONTROL MANUAL. WITH PERMANENT SODDING USED ON AREAS THAT ARE AT FINAL GRADE AS SOON AS POSSIBLE. AN AGGREGATE BASE SHOULD BE INSTALLED UNDER THE PROPOSED ROADWAYS AS SOON AS POSSIBLE TO AID IN SITE STABILIZATION. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING THIS AGGREGATE BASE CLEAN AND COMPACTED. IN ACCORDANCE WITH ALL APPLICABLE SPECIFICATIONS. NPDES WATER QUALITY MONITORING SHOULD BE COMPLETED DURING THE ENTIRETY OF THE INTERMEDIATE EROSION CONTROL PHASE. AFTER GRADING AND PAVING ARE COMPLETE AND THE BUILDING IS SUBSTANTIALLY CONSTRUCTED, THE SITE WILL TRANSITION INTO THE FINAL EROSION CONTROL PHASE.

GENERAL SHEET NOTES

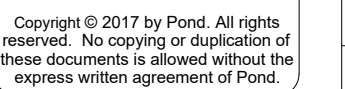
- EXISTING CONDITIONS AS SHOWN ARE BASED UPON A PREVIOUS SURVEY PROVIDED BY THE CITY OF ALPHARETTA. ALL EXISTING CONDITIONS SHOULD BE CONSIDERED APPROXIMATE AND SHOULD BE CONFIRMED BY THE CONTRACTOR PRIOR TO DESIGN.
- CITY TO COORDINATE AND OBTAIN REQUIRED EASEMENTS.
- THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND DISTURBING ACTIVITIES.
- EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
- ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 14 DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.
- ANY DISTURBED AREA LEFT IDLE FOR MORE THAN 30 DAYS SHALL BE STABILIZED WITH PERMANENT SEEDING.
- STREETS MUST BE SWEEPED ROUTINELY AND KEPT CLEAN.
- EROSION CONTROL MATTING SHALL BE INSTALLED ON ALL SLOPES STEEPER THAN 3:1.



		CONSTRUCTION ENTRANCE - DETAIL B1/CE501
		SILT FENCING - DETAIL C2/CE501
		DUST CONTROL - DETAIL A1/CE501
		TREE PROTECTION - DETAIL A3/CE501
		SLOPE STABILIZATION- DETAIL A3/CE501
		BUFFER ZONE
		DISTURBED AREA STABILIZATION (WITH PERMANENT VEGETATION) - DETAIL A3/CE503
		DISTURBED AREA STABILIZATION (WITH SODDING) - DETAIL B4/CE502

IN THE FINAL PHASE, PERIMETER EROSION CONTROL ITEMS SHOULD BE MAINTAINED AS NECESSARY UNTIL THE UPSTREAM SITE IS FULLY STABILIZED. TEMPORARY SEEDING AND MULCHING SHOULD CONTINUE TO BE USED AS NECESSARY IN ACCORDANCE WITH THE GEORGIA EROSION CONTROL MANUAL, WITH PERMANENT SODDING USED ON AREAS THAT ARE AT FINAL GRADE AS SOON AS POSSIBLE. ALL TURF AREAS SHOULD BE STABILIZED WITH PERMANENT SODDING (INCLUDING FERTILIZER AND LIME) IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE CONSTRUCTION EXIT MAY BE REMOVED UPON PAVING OF THE NEW ACCESS DRIVES. SILT FENCING AND INLET PROTECTION SHOULD REMAIN UNTIL THE UPSTREAM SITE IS FULLY STABILIZED AS DETERMINED BY THE CITY OF ALPHARETTA. THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVAL OF THE SILT FENCING/INLET PROTECTION AND THE RESTORATION OF THOSE AREAS WITH PERMANENT SODDING. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR FILING A NOTICE OF TERMINATION WITH THE GA EPD IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.

1. CITY TO COORDINATE AND OBTAIN REQUIRED EASEMENTS.
2. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND DISTURBING ACTIVITIES.
3. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
4. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 14 DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.
5. ANY DISTURBED AREA LEFT IDLE FOR MORE THAN 30 DAYS SHALL BE STABILIZED WITH PERMANENT SEEDING.
6. STREETS MUST BE SWEEPED ROUTINELY AND KEPT CLEAN.



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SK	1/10/2018
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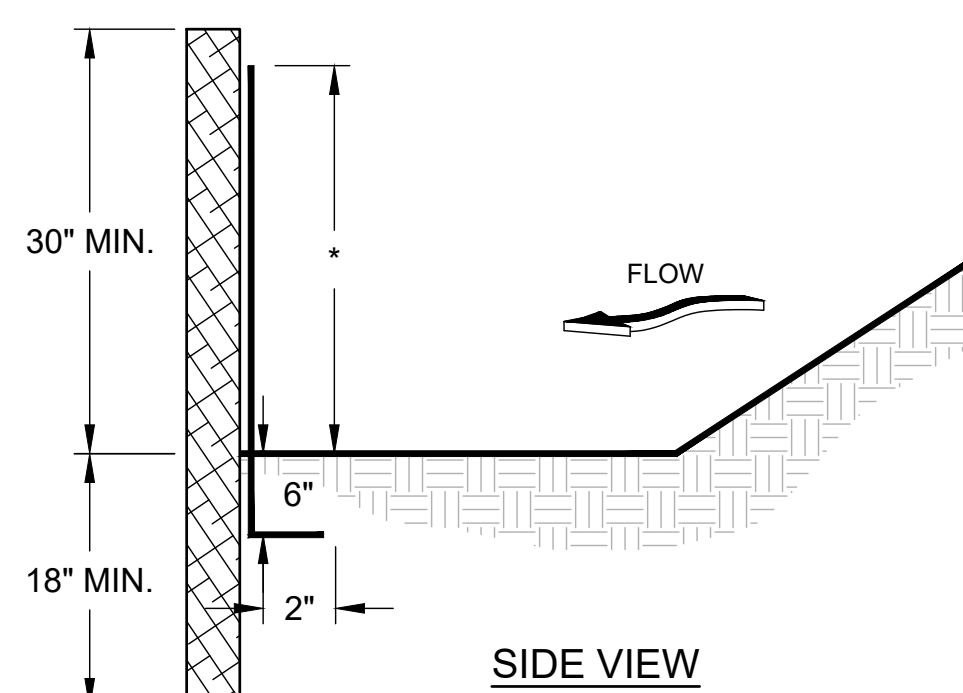
CITY OF ALPHARETTA
MAYFIELD ROAD
ALPHARETTA, GEORGIA 30009

AYFIELD ROAD CULVERT REPLACEMENT PROJECT

E&S CONTROL PLAN - FINAL PHASE

SHEET
NUMBER

CE103



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

NO SCALE

A. TEMPORARY METHODS

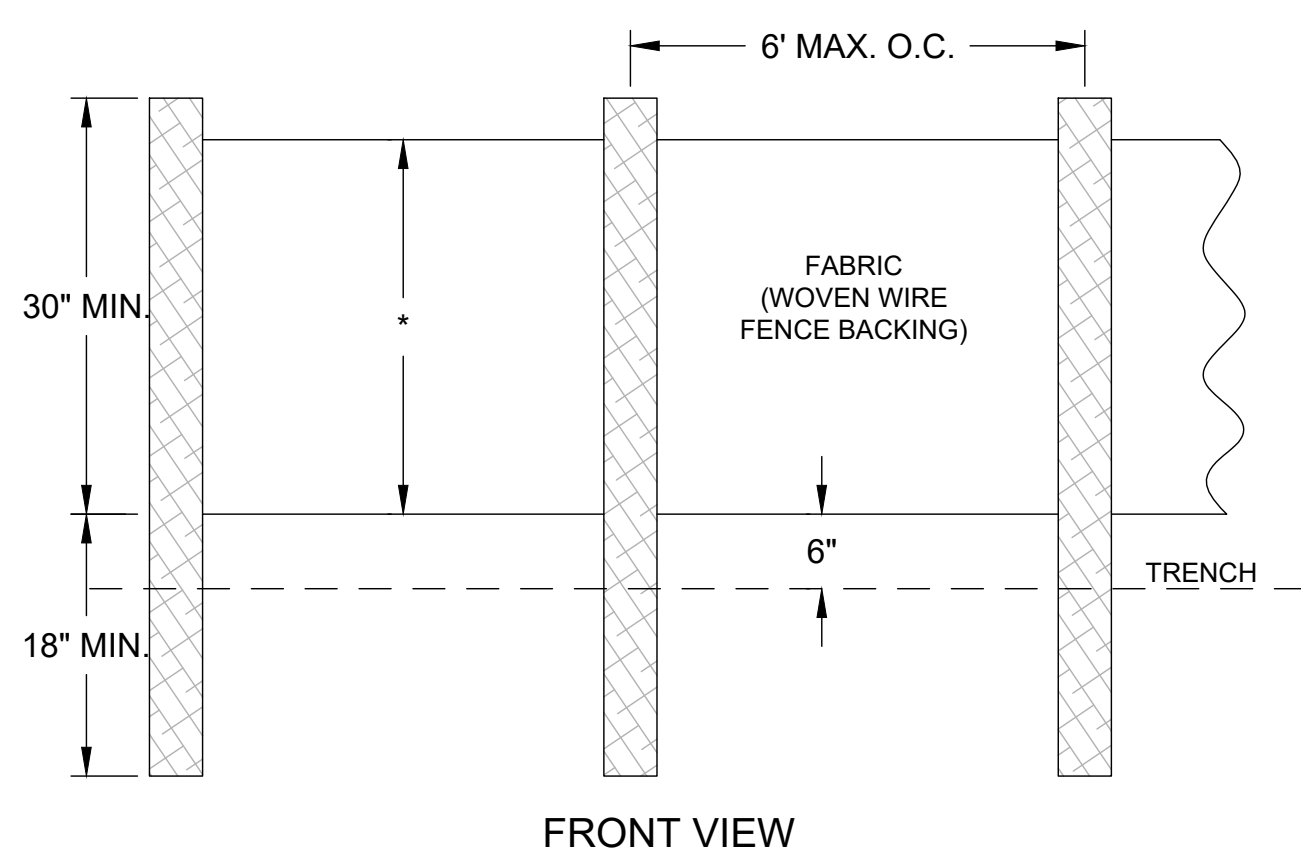
SPRINKLING
THE SITE IS SPRINKLED WITH WATER UNTIL THE SURFACE IS WET.
REPEAT AS NEEDED. THIS METHOD IS ESPECIALLY EFFECTIVE ON HAUL
ROADS AND OTHER TRAFFIC ROUTES.

BARRIERS
SOLID BOARD FENCES, BURLAP FENCES, CRATE WALLS, BALES OF HAY AND SIMILAR MATERIAL CAN BE USED TO CONTROL AIR CURRENTS AND SOIL BLOWING. BARRIERS PLACED AT RIGHT ANGLES TO PREVAILING CURRENTS AT INTERVALS OF ABOUT 15 TIMES THEIR HEIGHT ARE EFFECTIVE IN CONTROLLING WIND EROSION.

NO SCALE

SEDIMENT SHALL BE REMOVED ONCE IT HAS ACCUMULATED TO ONE-HALF THE ORIGINAL HEIGHT OF THE BARRIER. FILTER FABRIC SHALL BE REPLACED WHENEVER IT HAS DETERIORATED TO SUCH AN EXTENT THAT THE EFFECTIVENESS OF THE FABRIC IS REDUCED (APPROXIMATELY SIX MONTHS). TEMPORARY SEDIMENT BARRIERS SHALL REMAIN IN PLACE UNTIL DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED. ALL SEDIMENT ACCUMULATED AT THE BARRIER SHALL BE REMOVED AND PROPERLY DISPOSED OF BEFORE THE BARRIER IS REMOVED.

NO SCALE



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

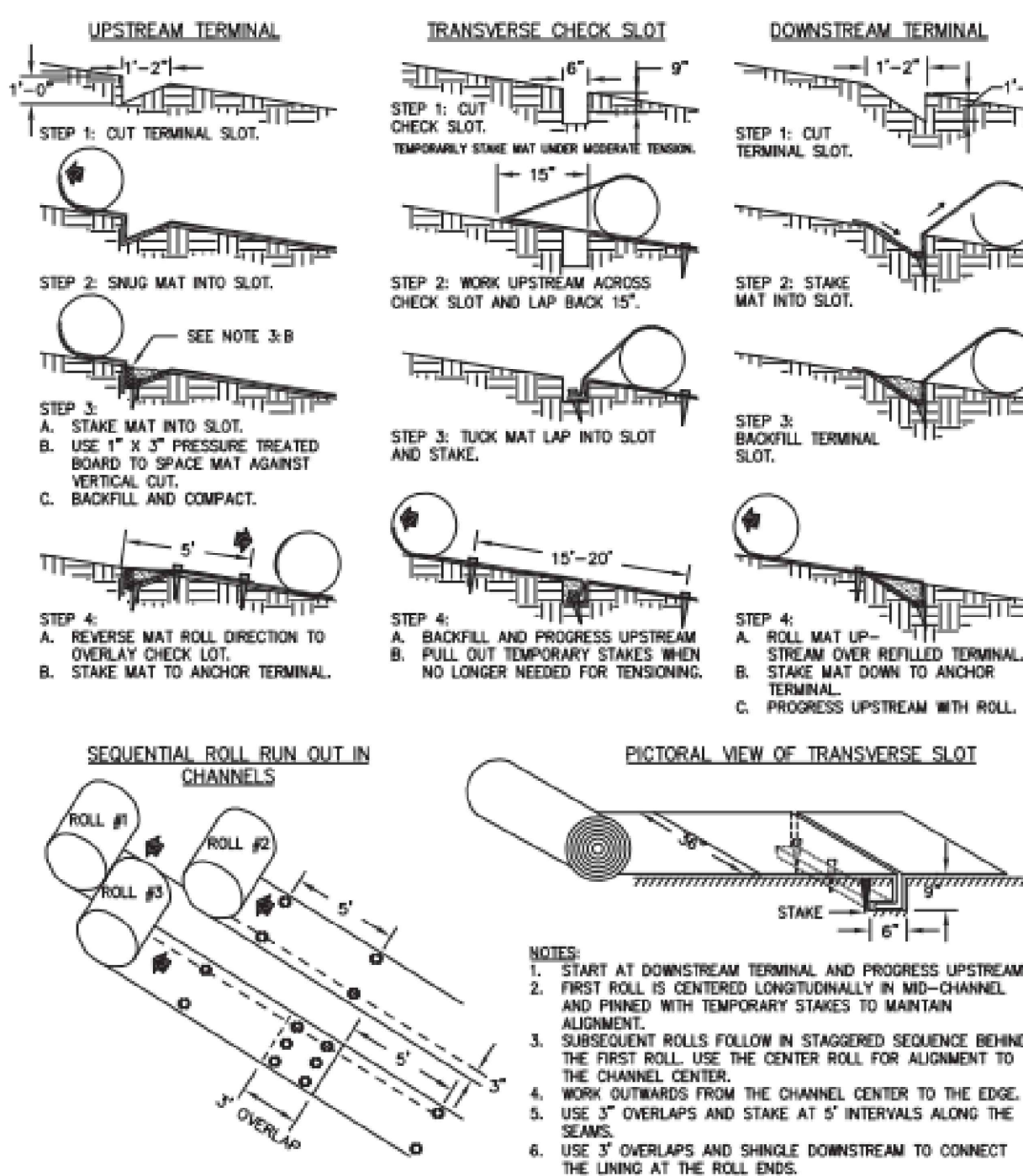
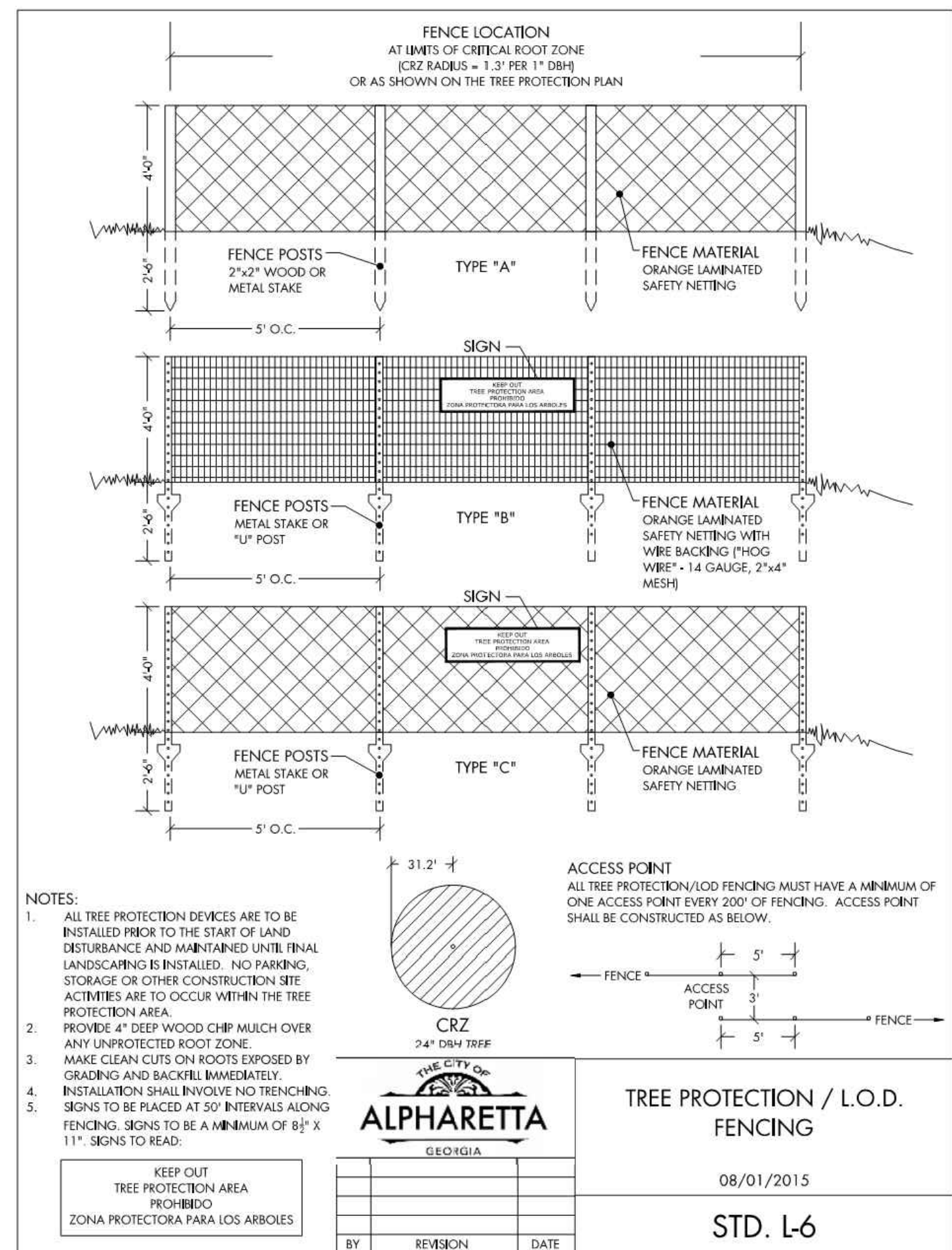
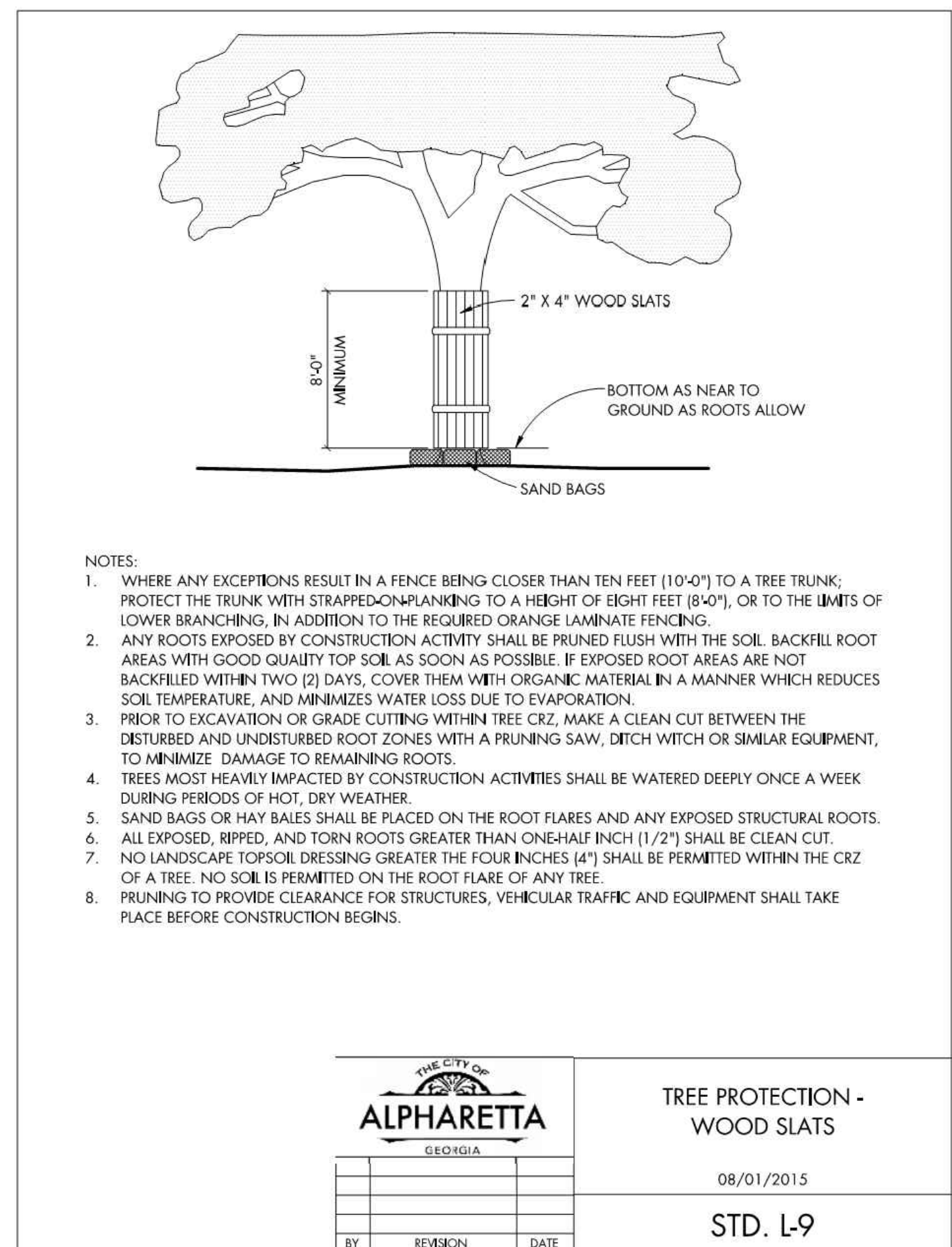


Figure 6-10.1 - Typical Installation Guidelines for Matting and Blankets

NO SCALE

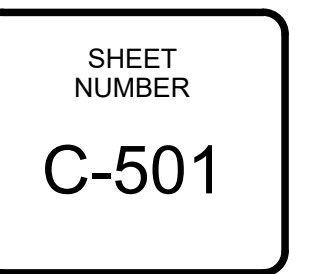


NO SCALE


$$(D_C - C)$$

100% SUBMITTAL

1. CONTRACTOR SHALL PROVIDE THE DESIGN WITH CONTECH ENGINEERED SOLUTIONS, INC. FOR THE PROPOSED STRUCTURE SHOWN ON THE PLANS. THE DESIGN SHALL INCLUDE THE FOLLOWING; CONTECH ALUMINUM SINGLE RADIUS ARCH SERIES STRUCTURE WITH A SPAN OF 13-FT AND RISE OF 7.5-FT; CAST-IN PLACE CONCRETE WINGWALL COMPONENTS; CAST-IN-PLACE CONCRETE RETAINING WALLS; STEEL POWDER COATED WALL RAILINGS; FOUNDATION; AND ALL OTHER APPURTENANCES ASSOCIATED WITH THE PROJECT.
2. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR THE CONSTRUCTION OF THIS PROJECT.
3. REFERENCE SHEET C-504 FOR SPECIFICATIONS RELATED TO THE CONTECH STRUCTURE.
4. ALL DESIGN FOR THE STRUCTURE AND ALL APPURTENANCES SHALL BE DONE THROUGH THE SHOP DRAWING SUBMITTAL PROCESS PRIOR TO CONSTRUCTION OF ANY RELATED COMPONENT OR PHASE. ENGINEER OF RECORD (EOR) DESIGNATED BY THE OWNER SHALL APPROVE THE FINAL DESIGN SUBMITTED BY THE CONTRACTOR OR THE CONTRACTOR'S DESIGNEE.
5. SCOUR PROTECTION TO BE COORDINATED WITH POND AND CONTECH DURING THE SHOP DRAWING DESIGN PROCESS.



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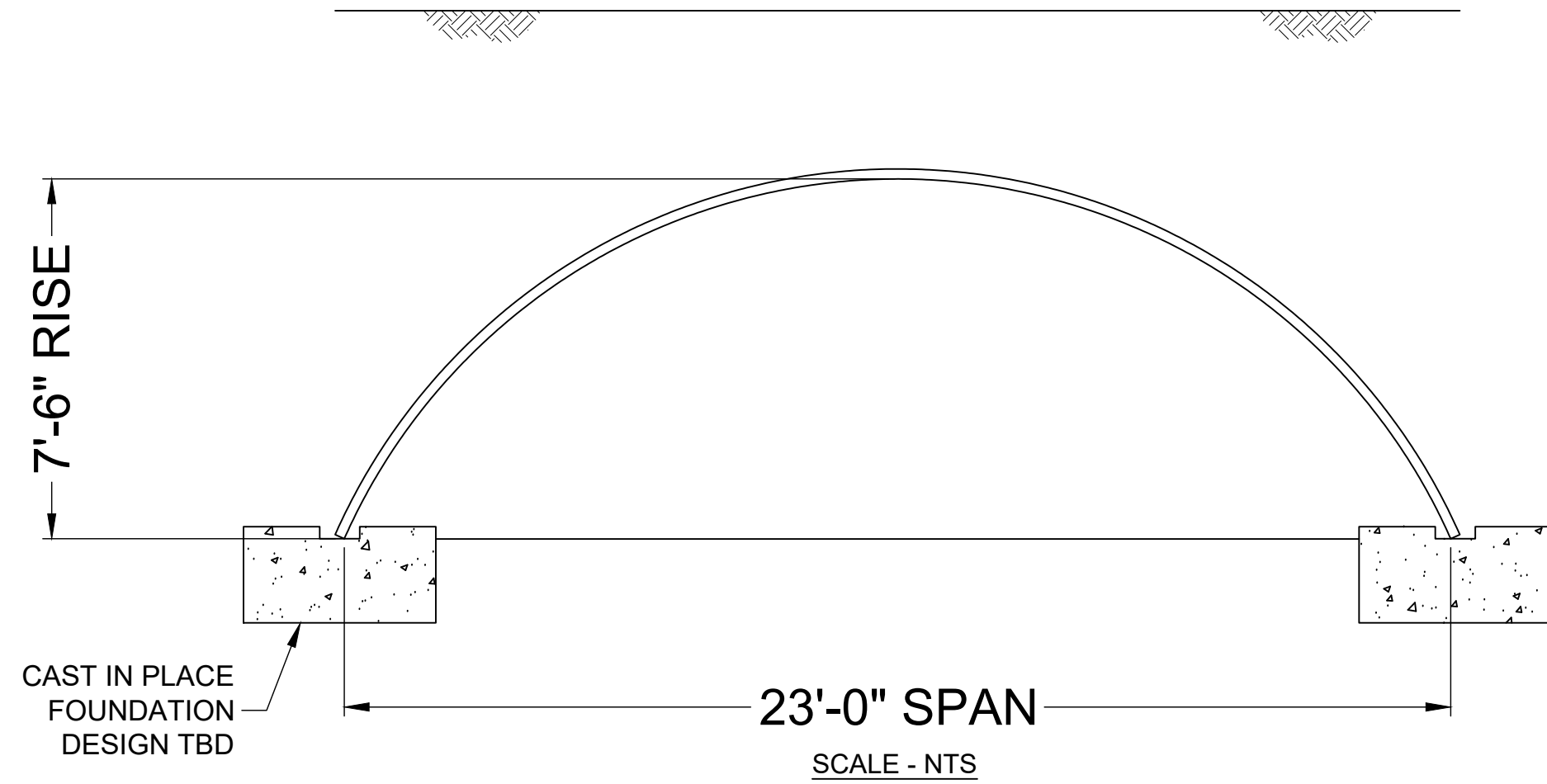
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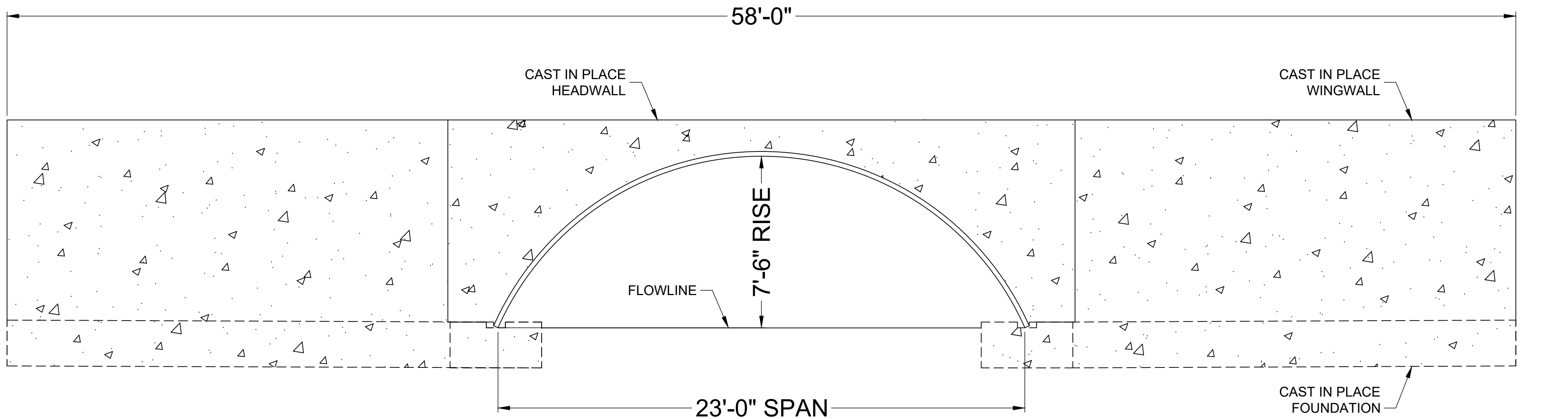
5



CROSS SECTION A-A

NOTES

- MEASUREMENTS ARE TO THE INSIDE CRESTS OF THE CORRUGATION
- DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES
- DRAWING PROVIDED FOR BIDDING ONLY
- CONTECH ALSP SINGLE RADIS 23'-0" X 7'-6" ARCH OR EQUIVALENT.



TYPICAL END ELEVATION

CAST IN PLACE FOUNDATION DESIGN TBD
CONTRACTOR RESPONSIBLE FOR CULVERT FOOTING DESIGN & PERMIT, WALL AND WALL FOUNDATION DESIGN & PERMIT.



NTECH
ENGINEERED SOLUTIONS LLC
8025 Centre Pointe Dr, Suite 400, West Chester, OH 45388
800-335-1122 513-642-7000 513-642-7993 FAX
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SUBMITTED BY: MAW	FILE NAME: C-501.dwg

CITY OF ALPHARETTA
MAYFIELD ROAD
ALPHARETTA, GEORGIA 30009

POND
3500 Parkway Lane
Suite 500
GA 30096
Corners 7740
www.pondco.com
POND PROJECT No. 1170936

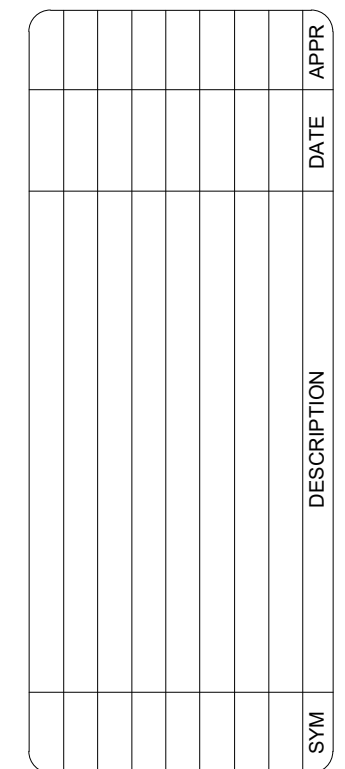
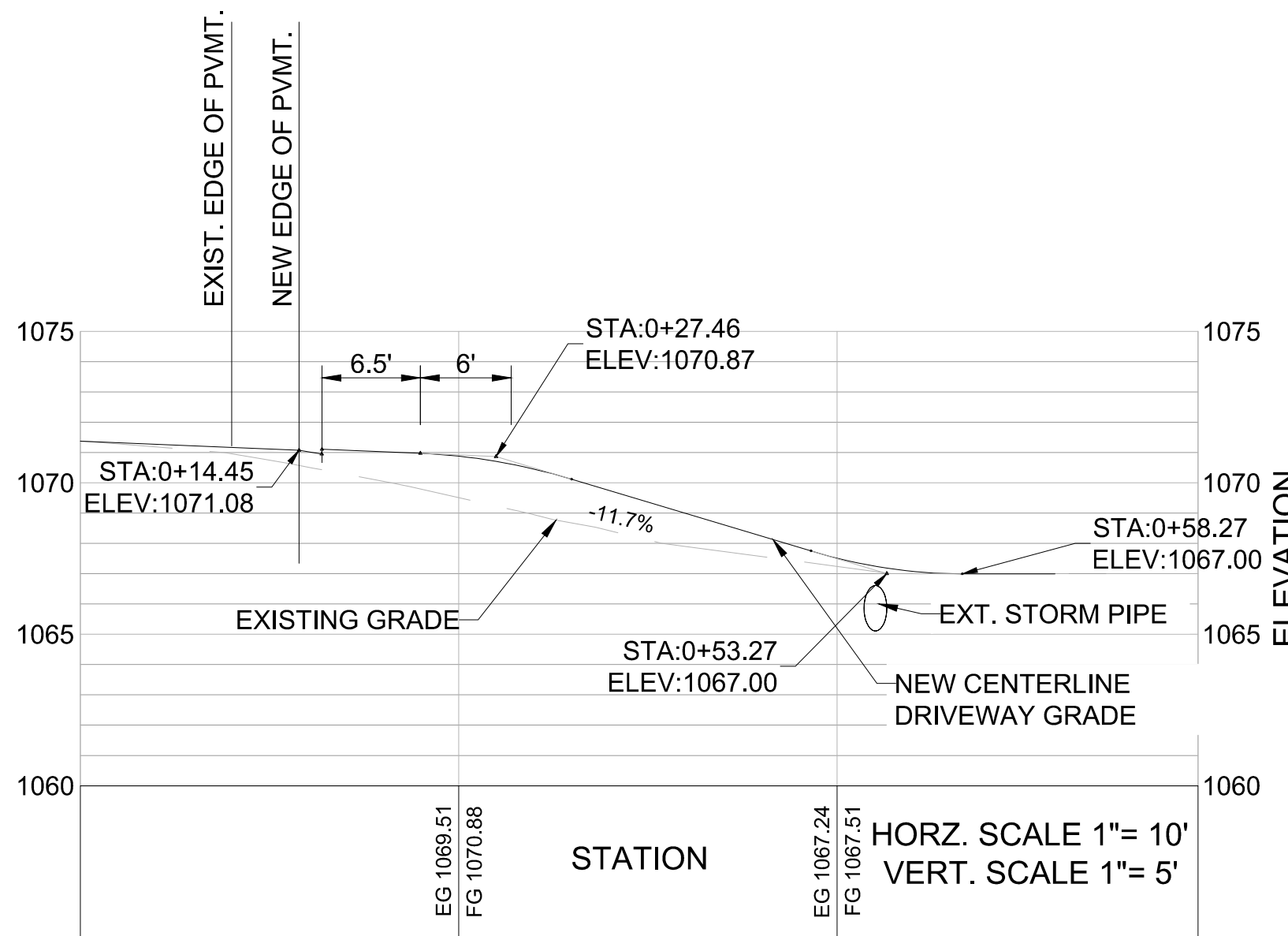
MAYFIELD ROAD CULVERT REPLACEMENT PROJECT
CONTACT CONSTRUCTION DETAILS FOR BIDDING ONLY

SHEET NUMBER
C-502

50' MAXIMUM DISTANCE BETWEEN EXPANSION JOINTS.
 10' MAXIMUM DISTANCE BETWEEN CONTRACTION JOINTS.
 3. CONCRETE STRENGTH TO BE 3000 P.S.I. WITH A MAXIMUM SLUMP OF 2".
 4. CONCRETE FINISH SHALL BE SMOOTHED AND FINISHED WITH A WOODEN FLOAT.
 5. G.A.B. SHALL EXPOSE A MINIMUM OF 6" BEYOND BACK OF CURB.
 6. AT CONTRACTOR'S OPTION, THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF
 7. PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT
 8. THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.
 9. DURING CONSTRUCTION, THE CONTRACTOR'S MATERIALS TESTING AGENCY WILL BE REQUIRED
 10. TO PREPARE TEST CYLINDERS AND PROVIDE THE BREAK RESULTS OF EACH CYLINDER TO THE
 11. CITY INSPECTOR. A MINIMUM OF ONE (1) SET PER FOUR PER DAY IS REQUIRED.
 12. POURS IN EXCESS OF FIFTY (50) CUBIC YARDS REQUIRE ONE (1) SET PER FIFTY (50)
 13. CUBIC YARDS OR FRACTION THEREOF.

ROADWAY PAVEMENT SPECIFICATIONS, CURB AND GUTTER DETAILS

THE CITY OF
ALPHARETTA
GEORGIA

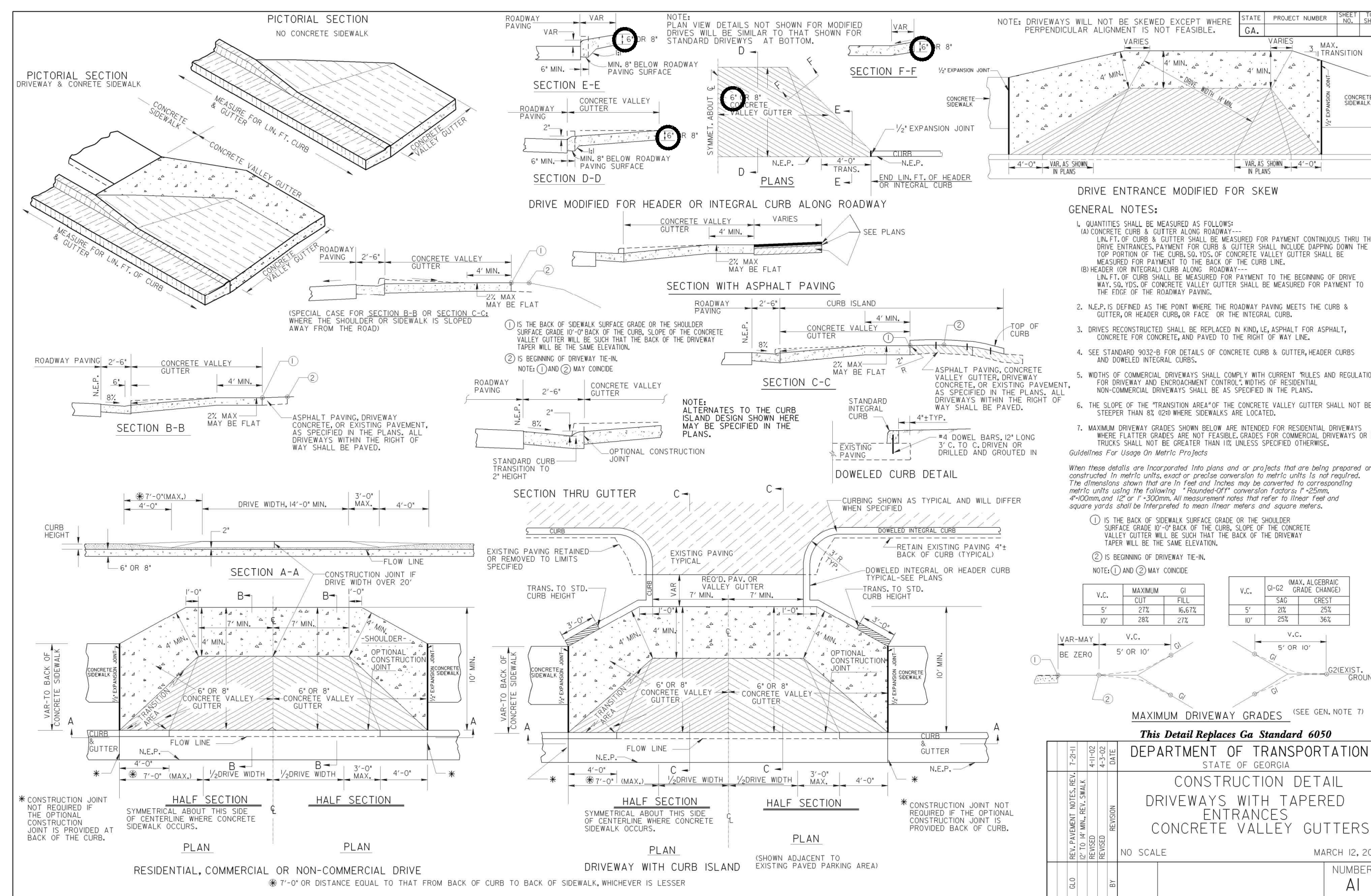


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SUBMITTED BY: MAW	

Page 10 of 10

SHEET
NUMBER

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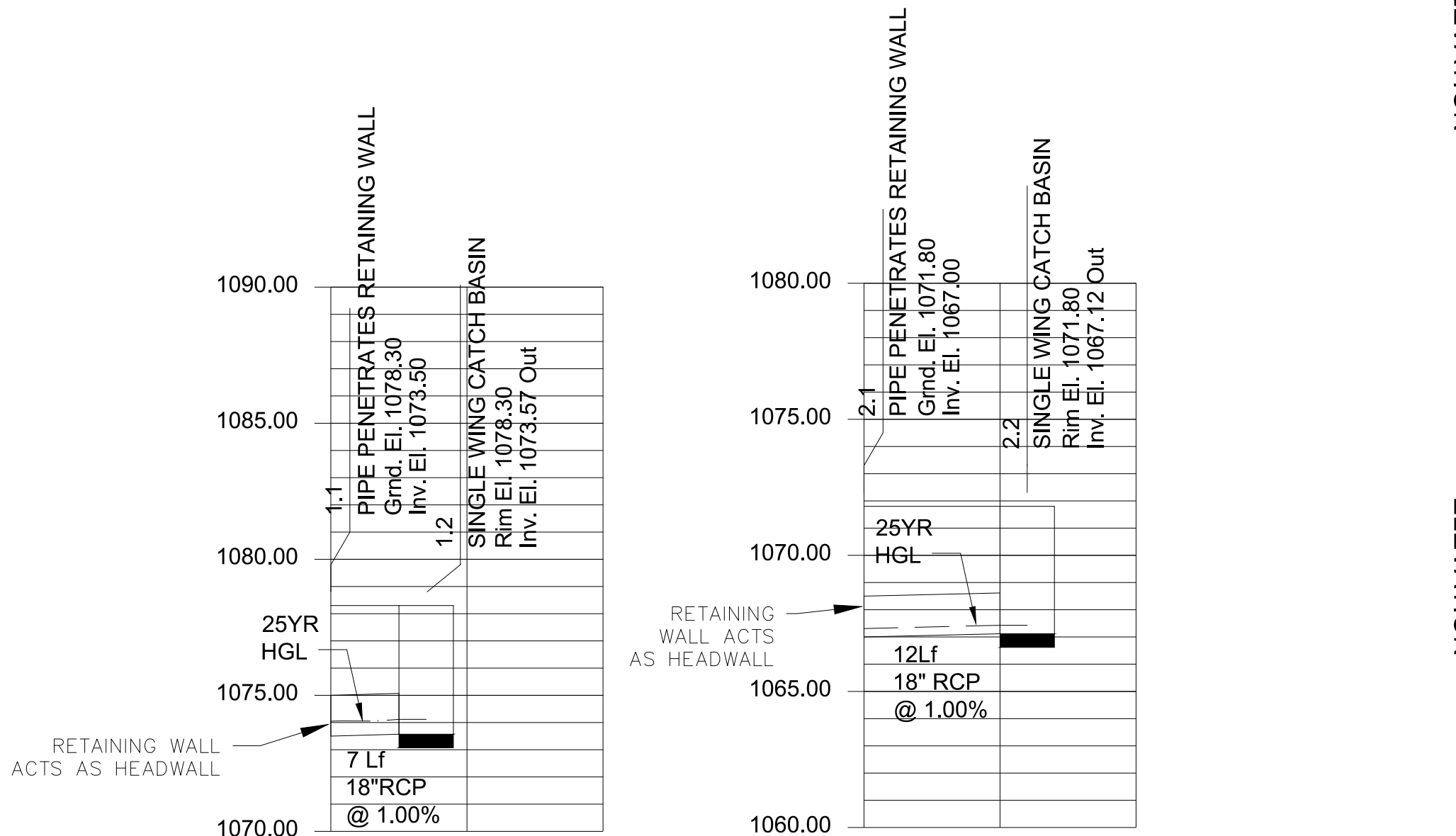
C

D

A1

PROPOSED STORMWATER PLAN AND PROFILE

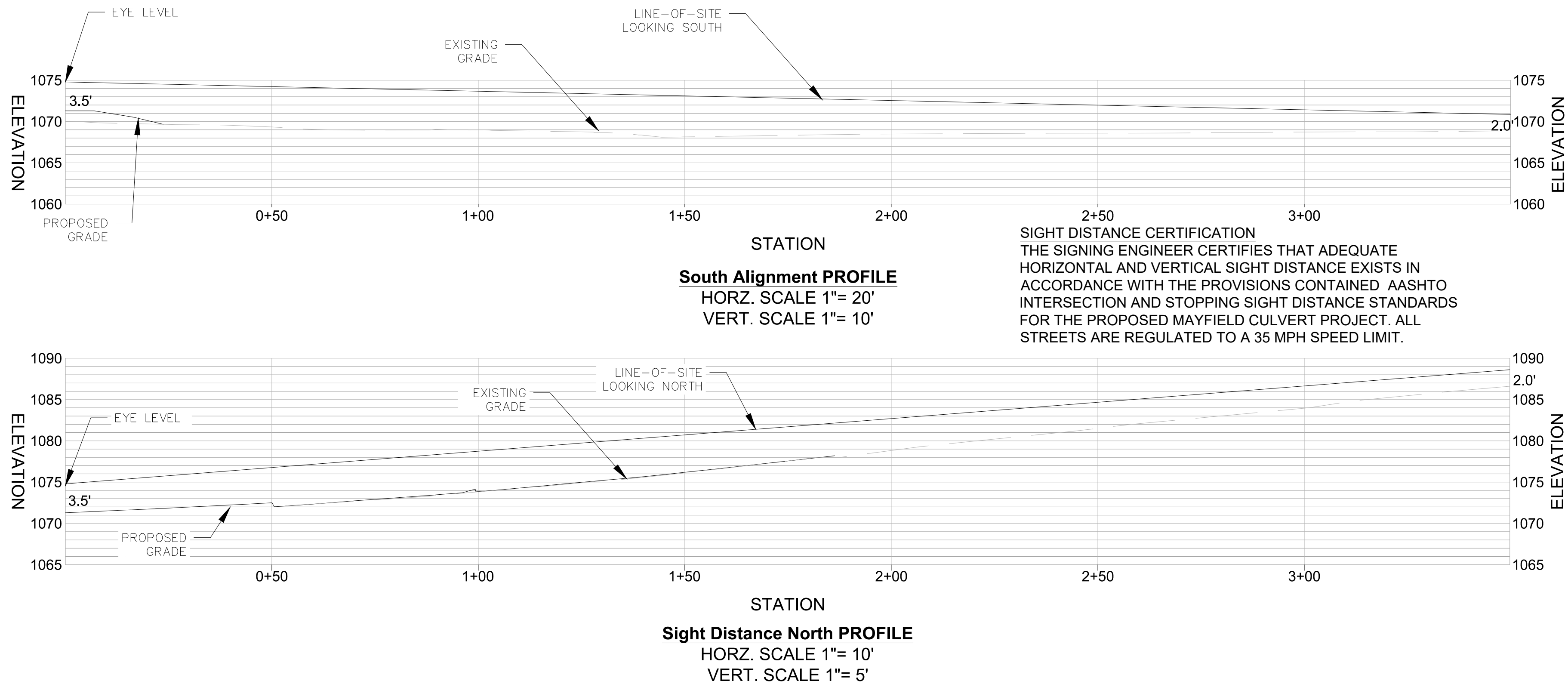
SCALE: 1" = 10'



A3

SIGHT DISTANCE PROFILE FROM CENTERLINE NEW DRIVEWAY

SCALE: 1" = 20'



C1

PIPE CULVERT DATA

TABLE NO. 2 (PIPE-ARCH) CORROSION RESISTANT ALUMINUM PIPE-ARCHES AND MINIMUM HEIGHTS OF FILL IN FEET									
PIPE DIAMETER (INCHES)	TYPE	MINIMUM CLASS OF CONCRETE OR MINIMUM THICKNESS OF STEEL AND ALUMINUM		HEIGHT OF FILL IN FEET ABOVE TOP OF PIPE					
		1-10	10-15	15-20	20-25	25-30	30-35	35-40	40-50
12	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
15	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
18	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
24	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
30	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
36	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
42	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
48	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
54	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
60	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
66	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
72	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
78	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
84	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
90	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
96	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
102	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
108	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
114	CONCRETE	III	III	III	III	III	III	III	III
	ALUM	1.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
120	CONCRETE	III	III	III	III	III	III	III	III
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SHEET
NUMBER
C-507

MAYFIELD ROAD CULVERT
REPLACEMENT PROJECT

CONSTRUCTION DETAILS

CITY OF ALPHARETTA
MAYFIELD ROAD
ALPHARETTA, GEORGIA 30009

POND

DESIGNED BY:
SK

DRAWN BY:
SK

CHECKED BY:
PH

SUBMITTED BY:
MAW

DATE:
1/18/2018

DRAWING CODE:
C-507.dwg

PLOT SCALE:
1:20

FILE NAME:
C-507.dwg

POND PROJECT NO.: 11770936

3500 Parkway Lane
Pineville, NC 28134
PH: 615.335.7740
www.pondco.com

11/02/2018

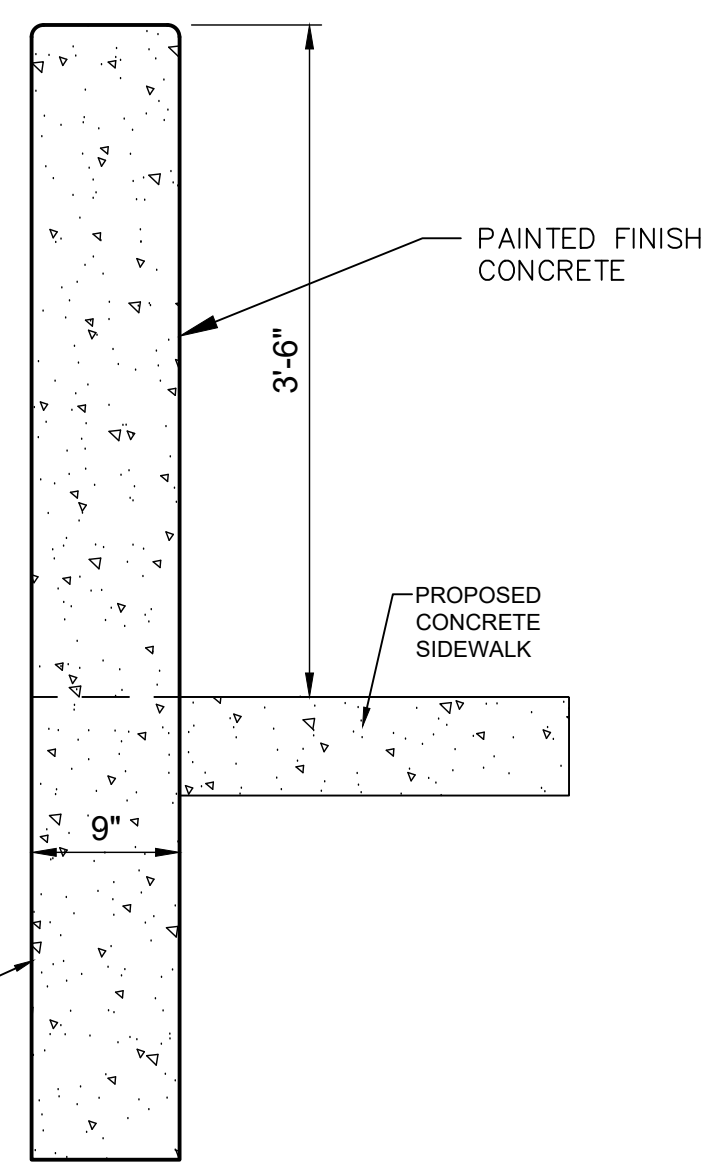
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DATE / APPR

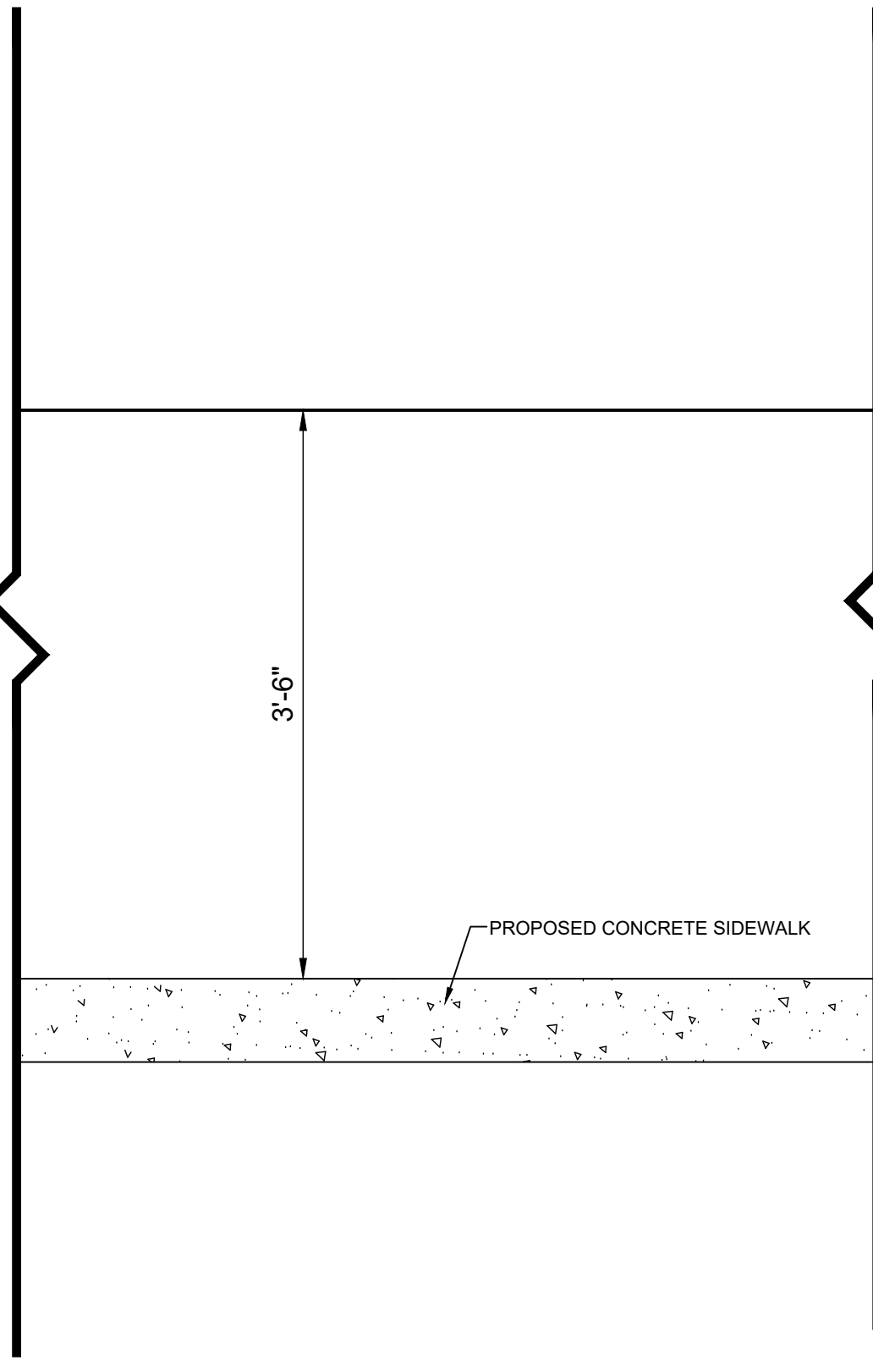
100% SUBMITTAL

FOR THE PARAPET WALL:

- ADD ALTERNATE: BIDDER SHALL PROVIDE SEPARATE PRICING FOR PARAPET FINISHES ALONG THE INSIDE (TRAFFIC SIDE) OF PARAPET WALLS ON BOTH SIDES OF ROAD FOR CONSIDERATION BY THE CITY. FINISH OPTIONS SHALL INCLUDE:
1. BRICK OR STONE PATTERN CAST INTO WALL WITH CONCRETE STAIN APPLIED POST CONSTRUCTION, STAIN COLOR TO BE CHOSEN BY THE CITY
 2. THIN BRICK VENEER, BRICK PATTERN AND COLOR TO BE CHOSEN BY THE CITY
 3. ACID STAIN, COLOR TO BE CHOSEN BY THE CITY
 4. 1NEW BLACK POWDER COATED STEEL HANDRAIL MOUNTED TO TOP OF PARAPET WALL. CONTRACTOR SHALL PROVIDE CITY WITH MANUFACTURER, MODEL NUMBERS, MATERIALS, AND COST OF EACH OPTION FOR THEIR CONSIDERATION.

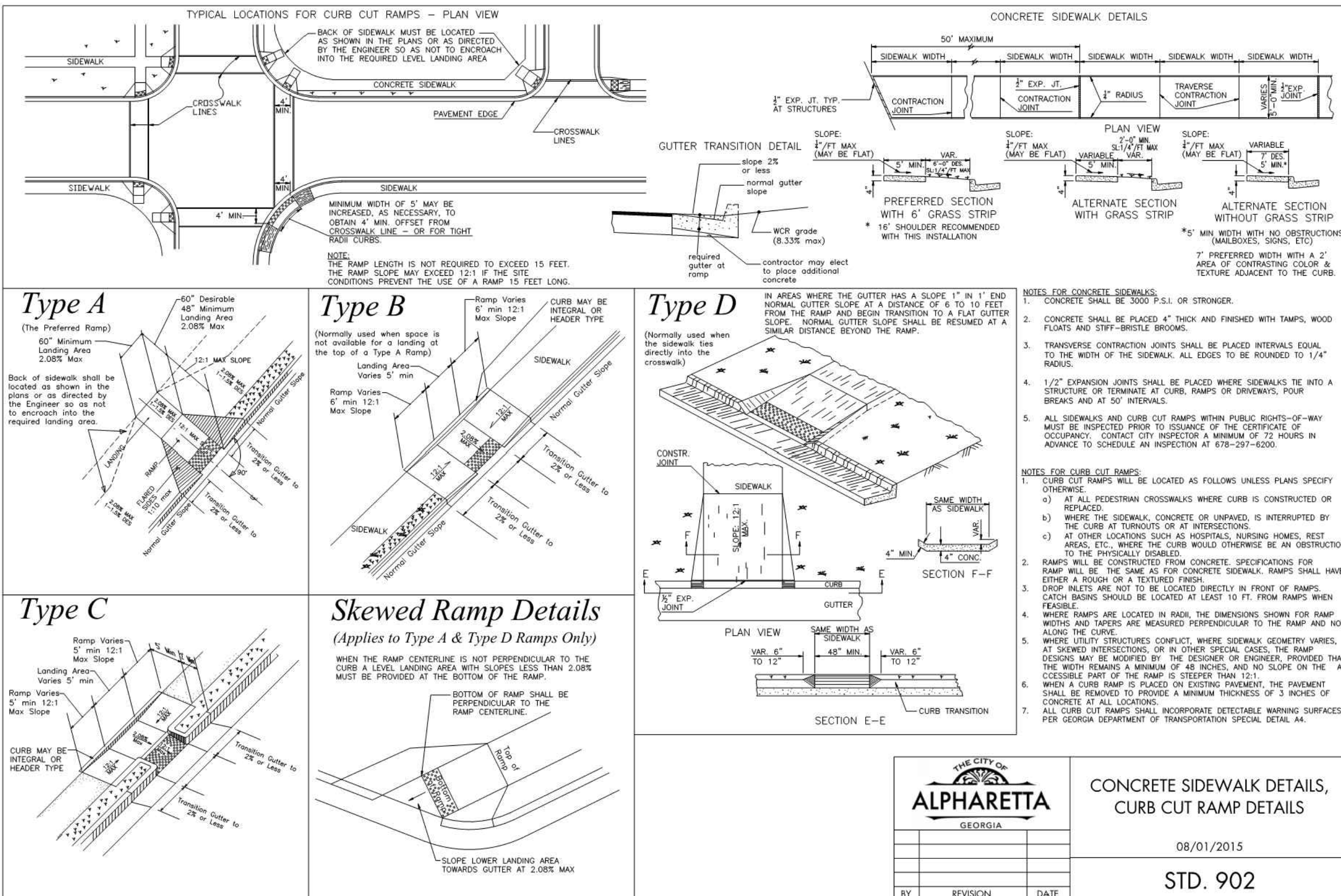


SECTION VIEW



ELEVATION VIEW

C3 TYPICAL HAND RAIL AND PARAPET WALL DETAILS

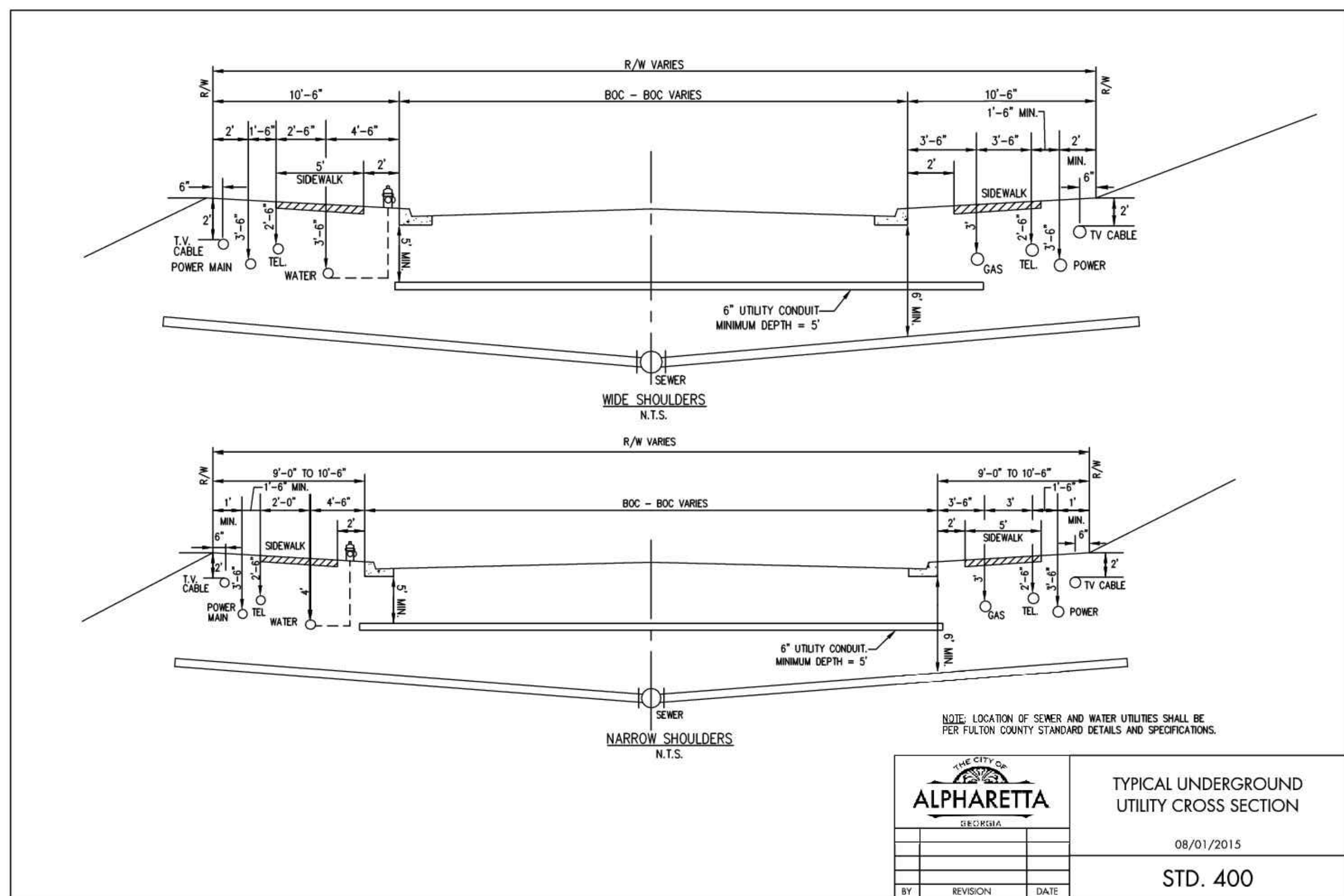


CONCRETE SIDEWALK DETAILS, CURB CUT RAMP DETAILS

08/01/2015

STD. 902

A1 SIDEWALK DETAILS

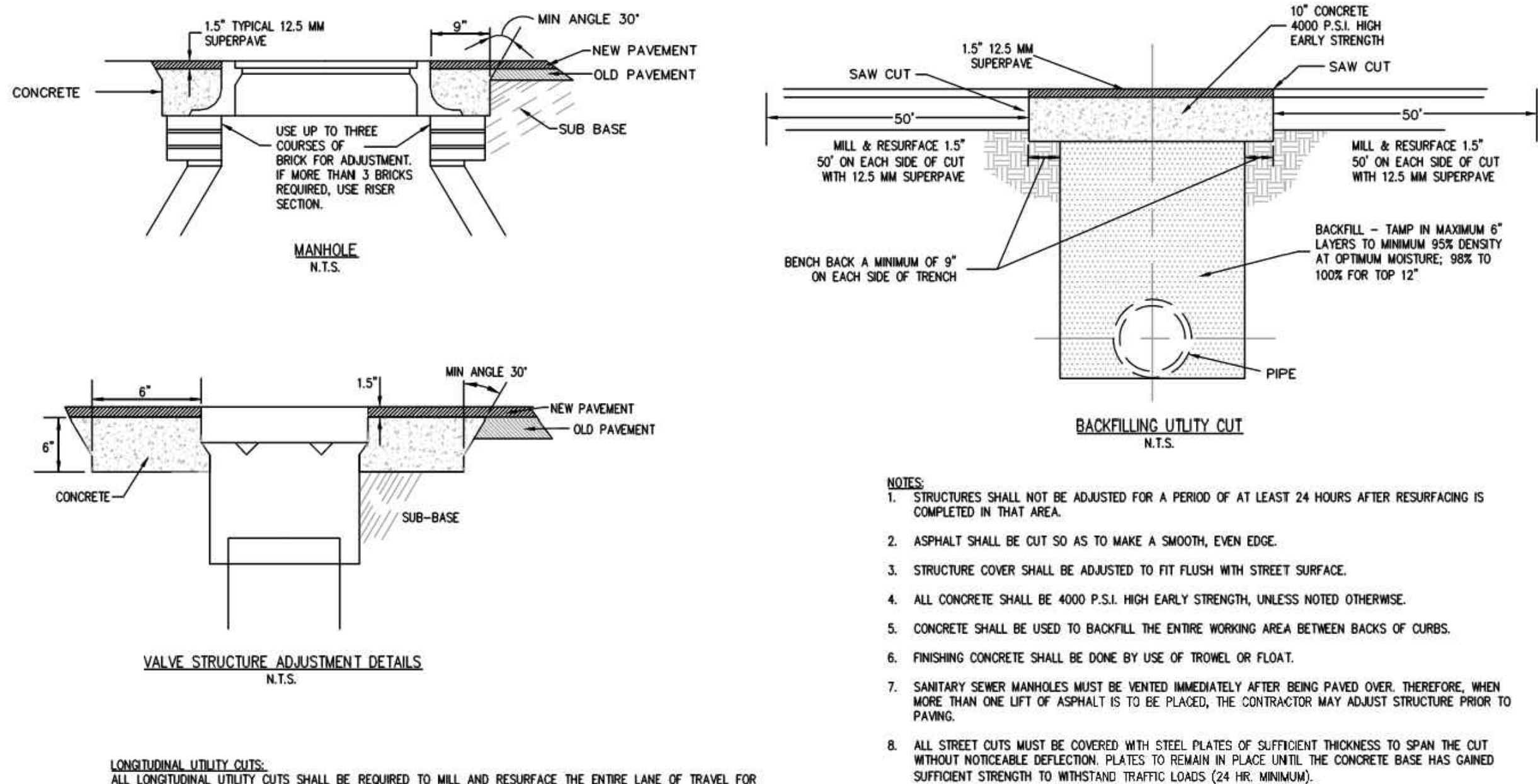


TYPICAL UNDERGROUND UTILITY CROSS SECTION

08/01/2015

STD. 400

C3 TYPICAL UNDERGROUND UTILITY CROSS SECTION

UTILITY CUT
STRUCTURE ADJUSTMENT

08/01/2015

STD. 401

A3 UTILITY CUT AND STRUCTURE ADJUSTMENT

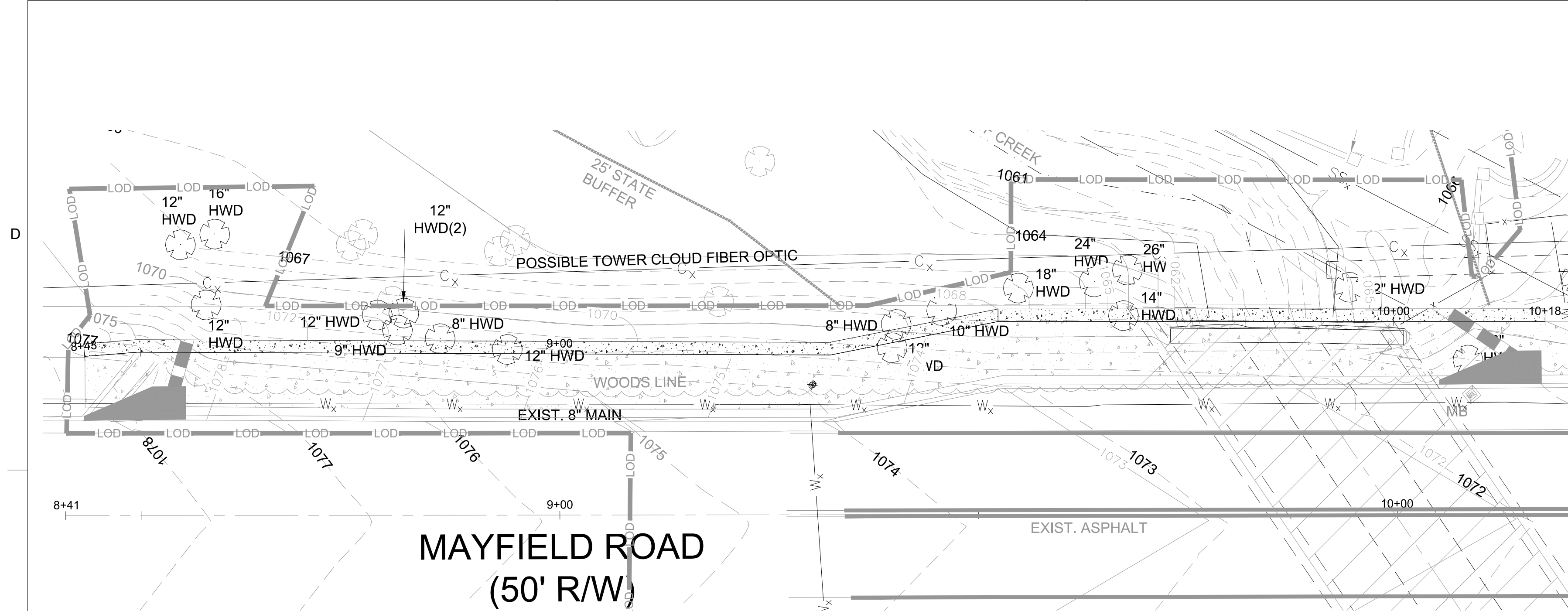
[illegible]

CITY OF ALPHARETTA MAYFIELD ROAD ALPHARETTA, GEORGIA 30009	DESIGNED BY:	DATE:
	SK	11/09/2018
 POND PROJECT No. 1710936	DRAWING CODE:	FILE NAME:
	SK	C-501.dwg
3500 Parkway Lane Peachtree Corners GA 30096 PH: 770.386.7440 FAX: 770.386.7400	DRAWN BY:	PLOT SCALE:
	SK	1:20
	CHECKED BY:	
	PH	
	SUBMITTED BY:	
	MAW	

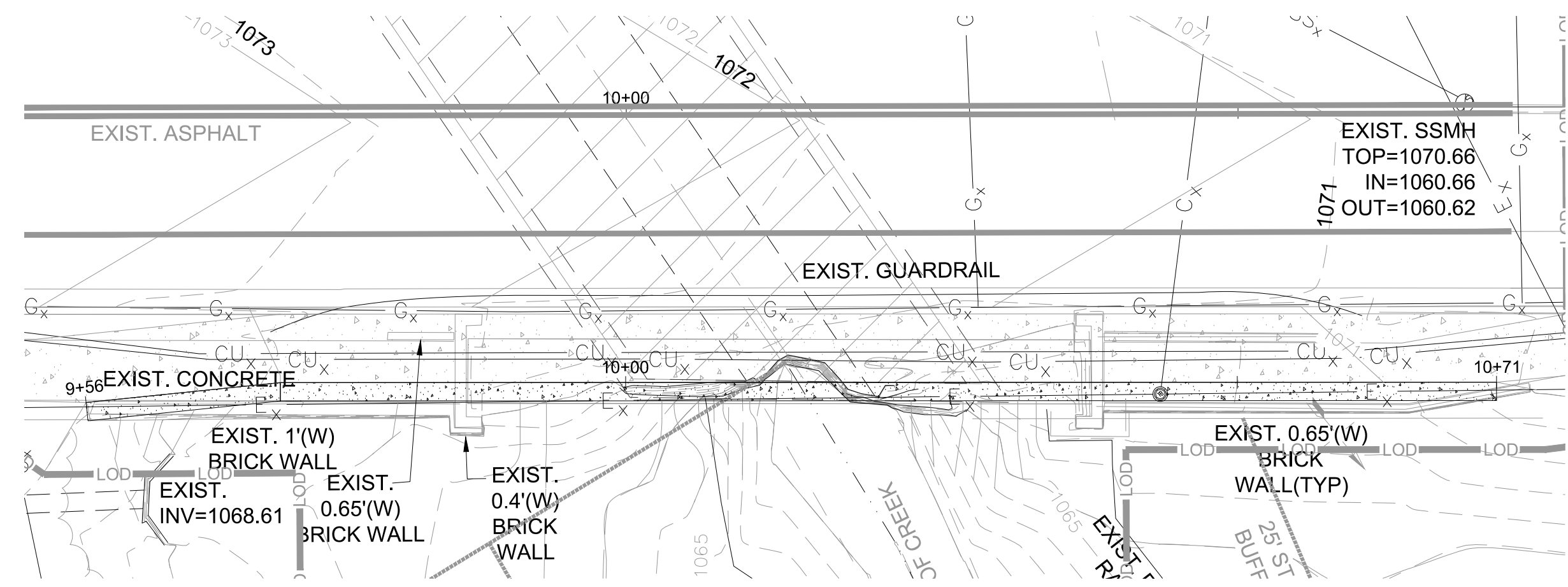
MAYFIELD ROAD CULVERT REPLACEMENT PROJECT
CONSTRUCTION DETAILS

SHEET
NUMBER
C-508

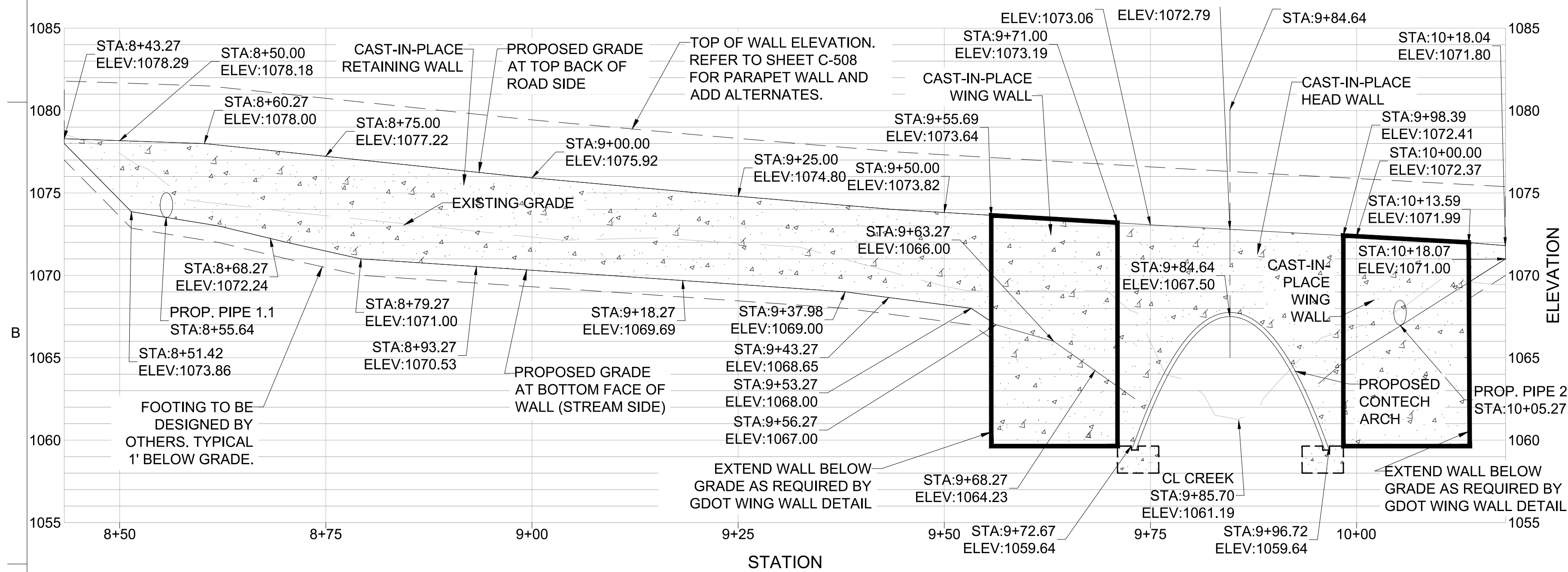
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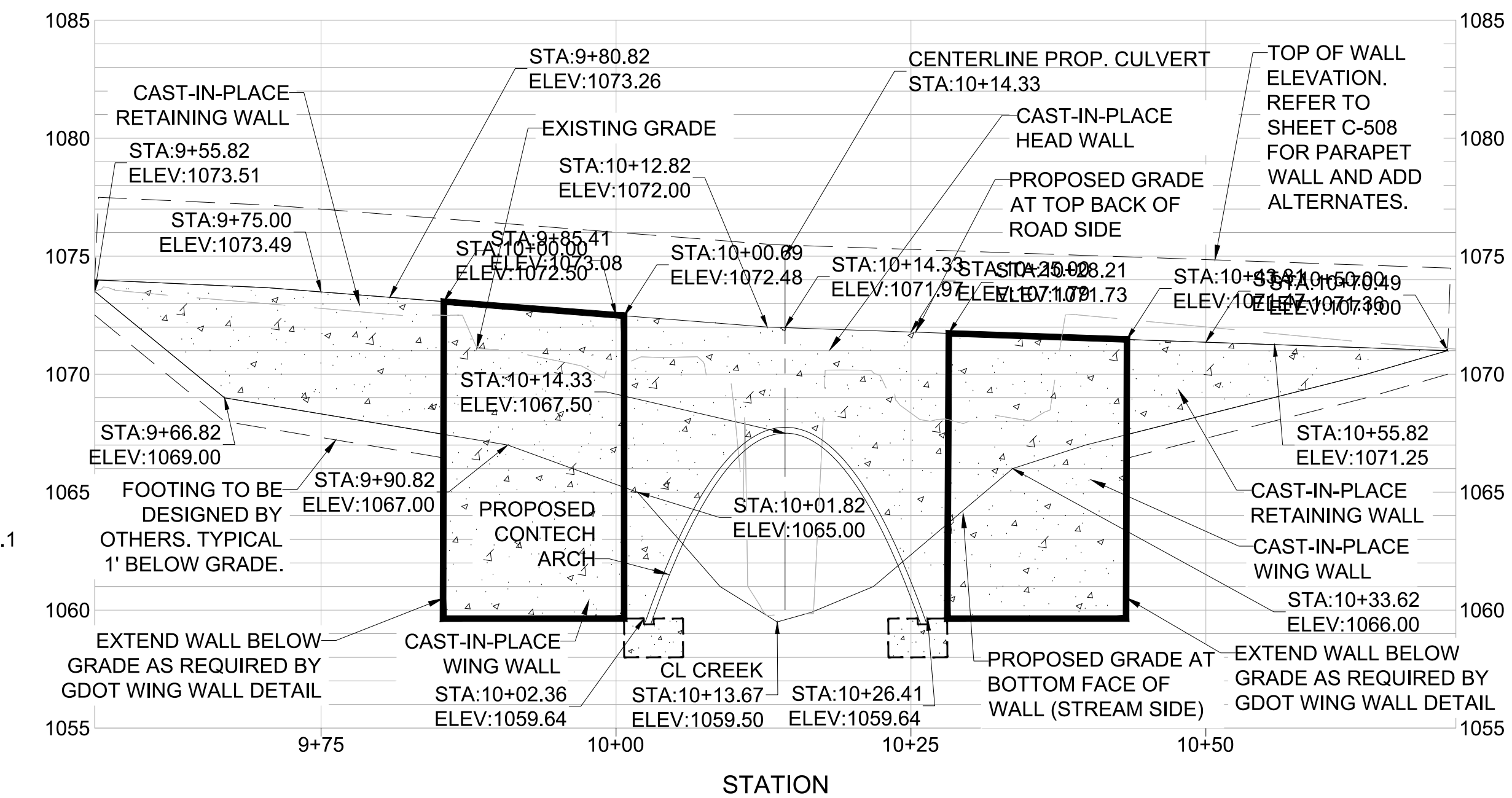
C1 PROPOSED UPSTREAM WALL VIEW
SCALE: 1" = 10'



C4 PROPOSED DOWNSTREAM WALL VIEW
SCALE: 1" = 10'



A1 PROPOSED UPSTREAM WALL PROFILE
SCALE: 1" = 10'



A4 PROPOSED DOWNSTREAM WALL PROFILE
SCALE: 1" = 10'

NOTES:

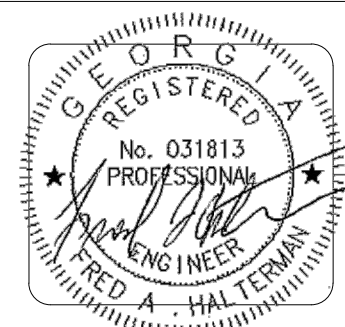
- CAST-IN-PLACE RETAINING WALL APPROXIMATE LIMITS :
8+43.27 TO 9+55.69
10+13.60 TO 10+18.04
- CAST-IN-PLACE WING WALL APPROXIMATE LIMITS:
9+55.69 TO 9+71.00
9+98.39 TO 10+13.60
- CAST-IN-PLACE HEADWALL:
9+71.00 TO 9+98.39
- FINAL WALL STATIONS AND ELEVATIONS TO BE DETERMINED BY CONTRACTOR DURING SHOP DRAWING PHASE.

NOTES:

- CAST-IN-PLACE RETAINING WALL APPROXIMATE LIMITS :
9+55.82 TO 9+85.41
10+43.31 TO 10+70.69
- CAST-IN-PLACE WING WALL APPROXIMATE LIMITS:
9+85.41 TO 10+00.69
10+28.21 TO 10+43.31
- CAST-IN-PLACE HEADWALL:
10+00.69 TO 10+28.21
- FINAL WALL STATIONS AND ELEVATIONS TO BE DETERMINED BY CONTRACTOR DURING SHOP DRAWING PHASE.

GENERAL SHEET NOTES

- A SEPARATE BUILDING PERMIT WILL BE REQUIRED FOR RETAINING WALLS. ALL WALLS OVER 4'-0" REQUIRE FENCING OR ACCEPTABLE DENSE VEGETATION AT THE TOP PER UDC ARTICLE IV 4.4.5J.
- FOOTING DESIGN TO BE INCLUDED IN WALL PERMIT SET.



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SYM	DESCRIPTION	DATE	APPR

DESIGNED BY: SK	DATE: 11/02/2018	DRAWING CODE:
DRAWN BY: SK	PLOT SCALE: 1/20	FILE NAME: C-501.dwg
CHECKED BY: PH		
SUBMITTED BY: MAW		

CITY OF ALPHARETTA
MAYFIELD ROAD
ALPHARETTA, GEORGIA 30009

POND

POND PROJECT No.: 1170936

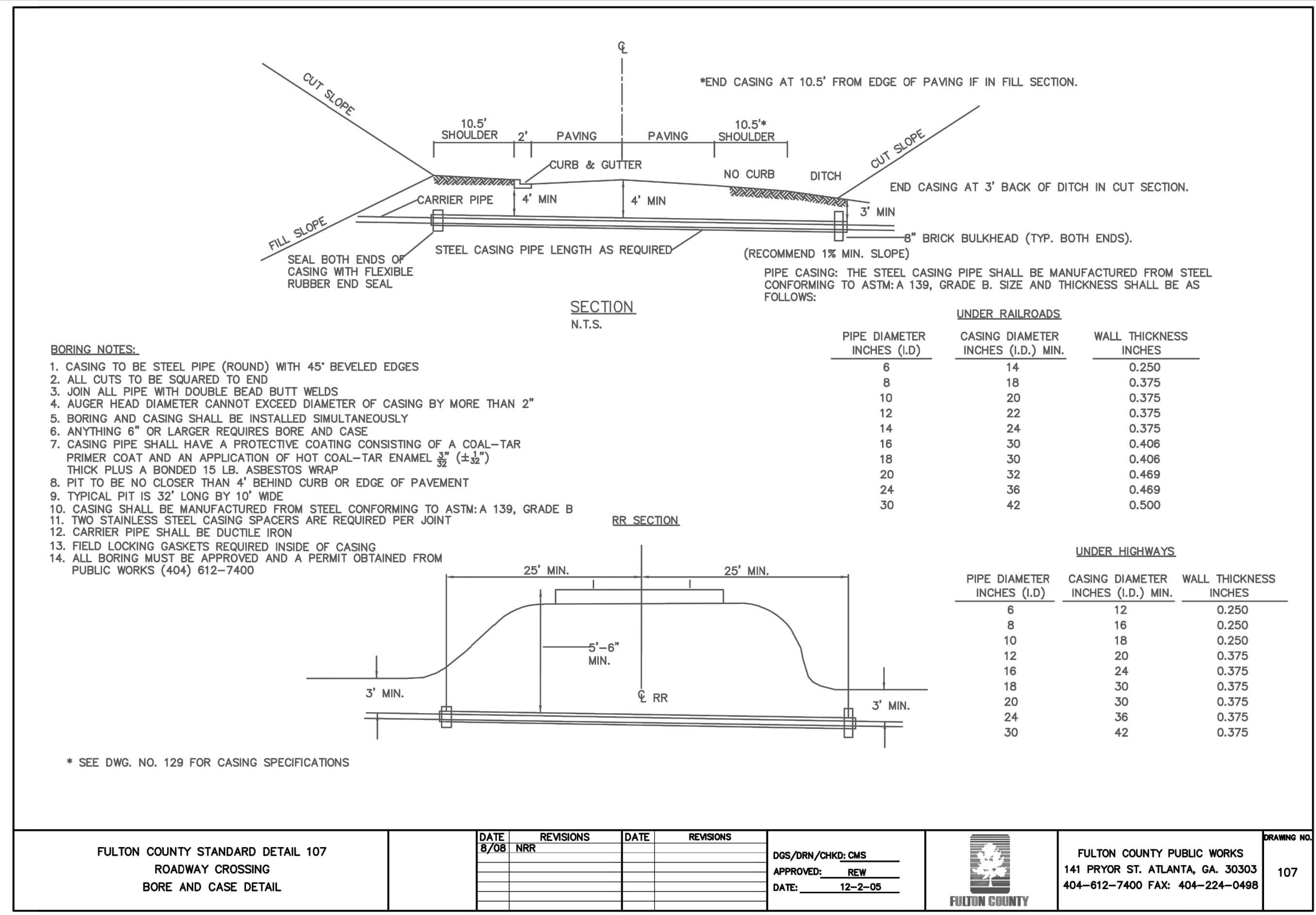
MAYFIELD ROAD CULVERT REPLACEMENT PROJECT

WALL PROFILES FOR BIDDING ONLY

SHEET NUMBER
C-509

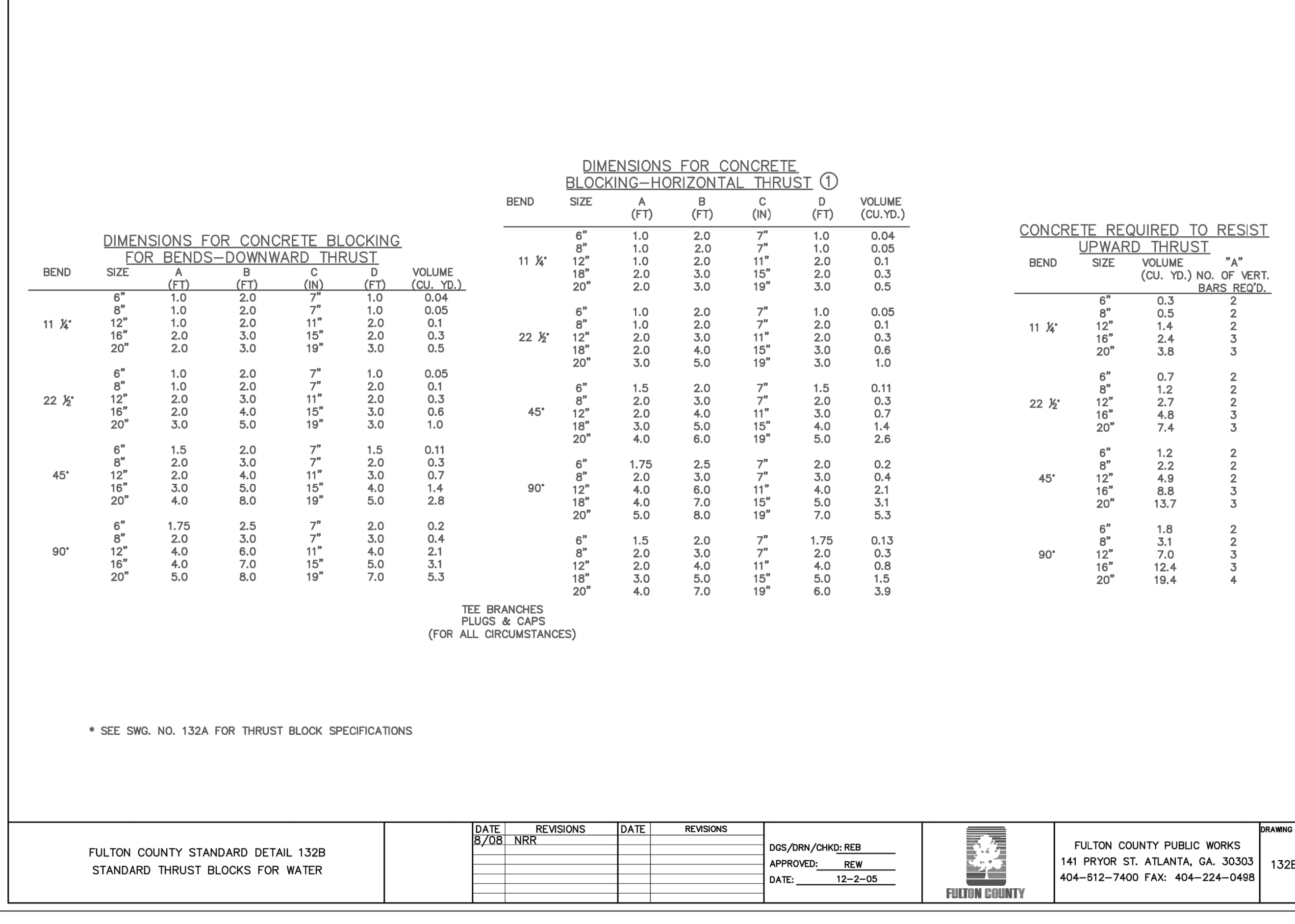
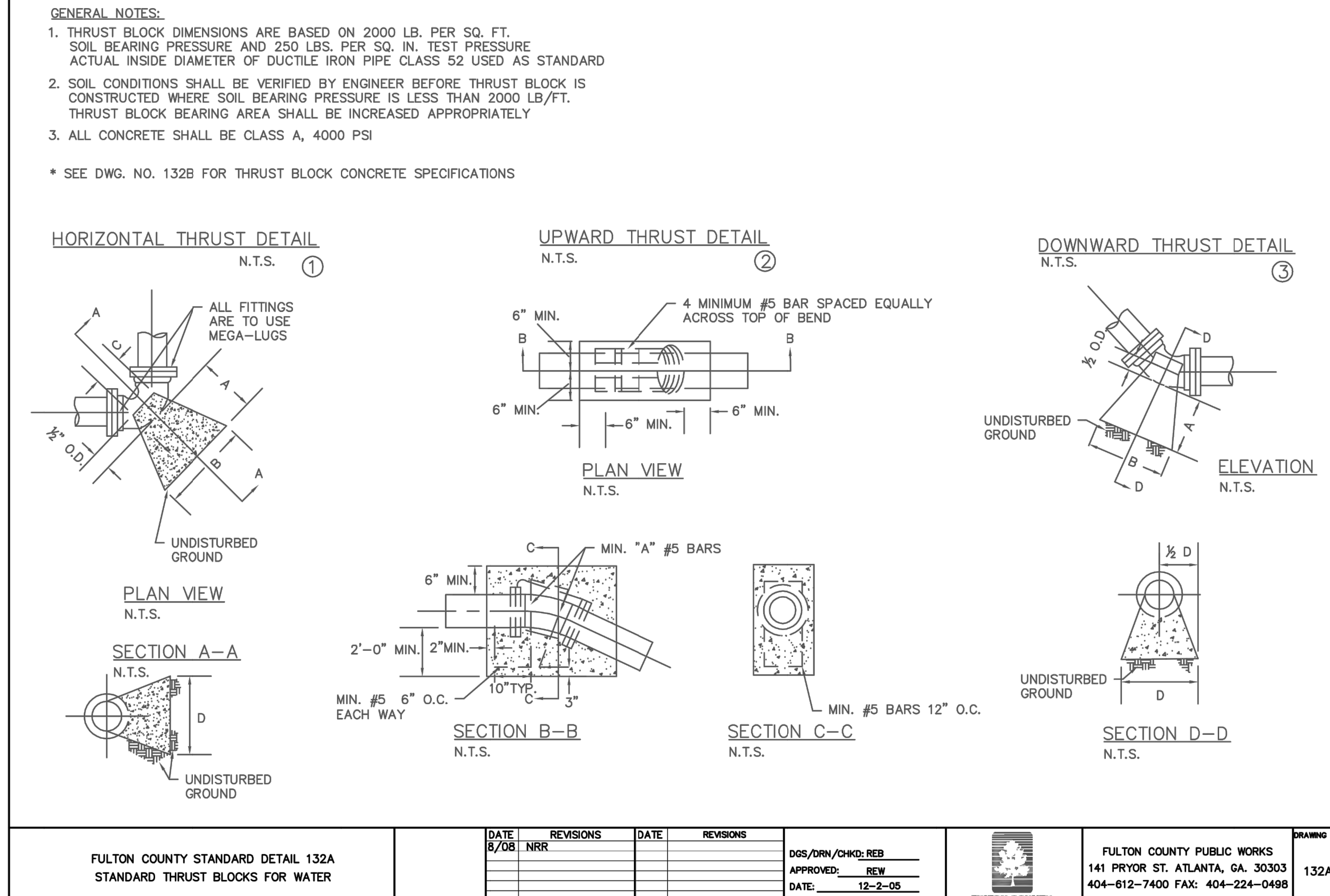
FILE PATH: \\CITY OF ALPHARETTA\\1170936 MAYFIELD ROAD CULVERT REPLACEMENT DESIGN\\CAD\\BIM\\404.02 CAD\\C-501 PLOTTED: 08 February 2019 @ 4:17 PM BY: MOSS, WILL

C1 CONCRETE ENCASEMENT



A1 ROADWAY CROSSING BORE AND CASE DETAIL

A3 STANDARD THRUST BLOCKS FOR WATER



A1 ROADWAY CROSSING BORE AND CASE DETAIL

A3 STANDARD THRUST BLOCKS FOR WATER



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DATE	APPROVED	DESCRIPTION	SYMBOL

DESIGNED BY: SK
DRAWN BY: SK
CHECKED BY: FH
SUBMITTED BY: MAW

DATE: 1/12/2018
DRAWING CODE: 110
PLOT SCALE: 1:20
FILE NAME: C-501.dwg

CITY OF ALPHARETTA
MAYFIELD ROAD
ALPHARETTA, GEORGIA 30009

POND

3500 Parkway Lane
Suite 500
Atlanta, GA 30326
Phone: 404.774.7740
POND PROJECT NO. 1170936
www.pondco.com

MAYFIELD ROAD CULVERT
REPLACEMENT PROJECT

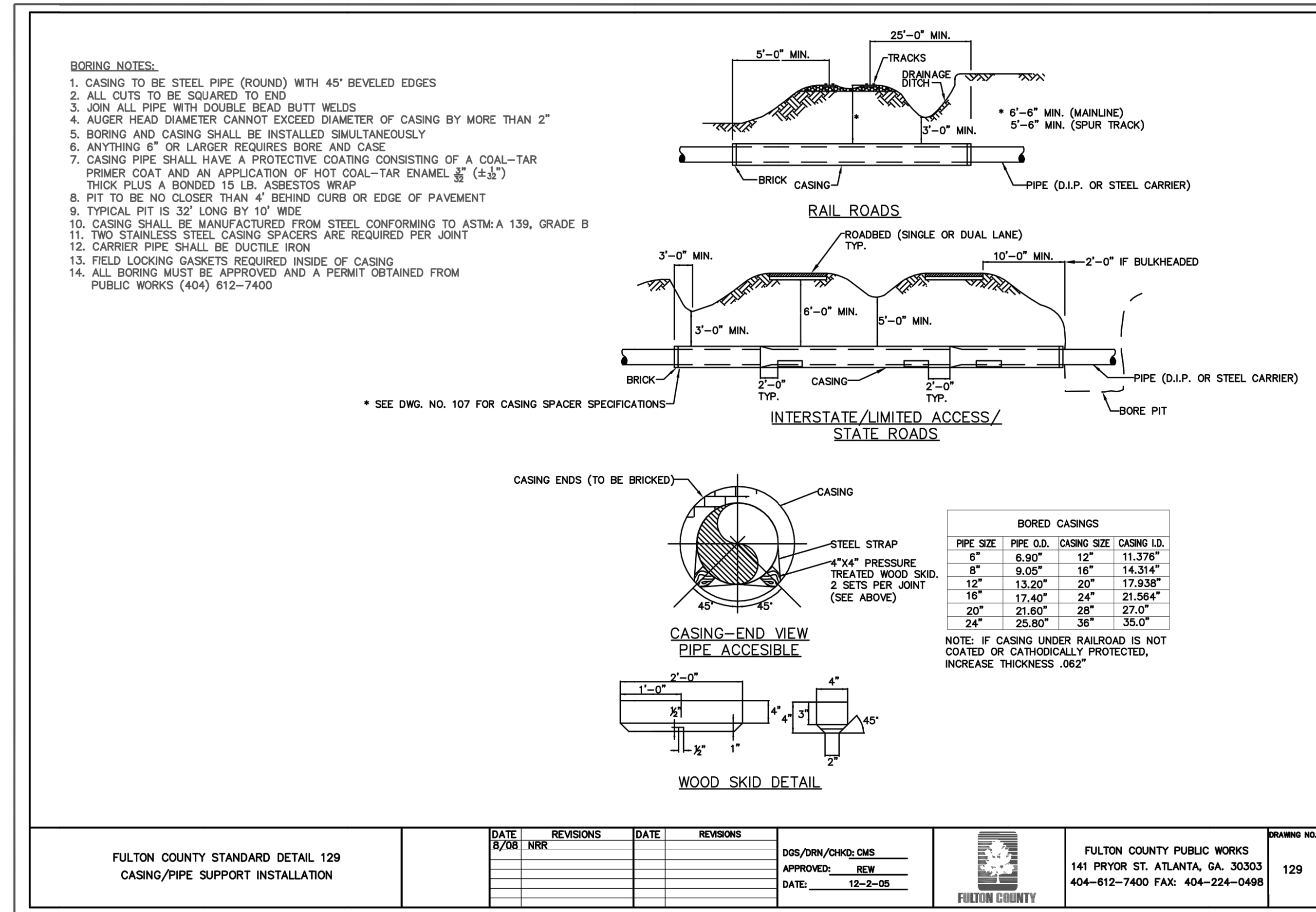
UTILITY DETAILS

SHEET
NUMBER

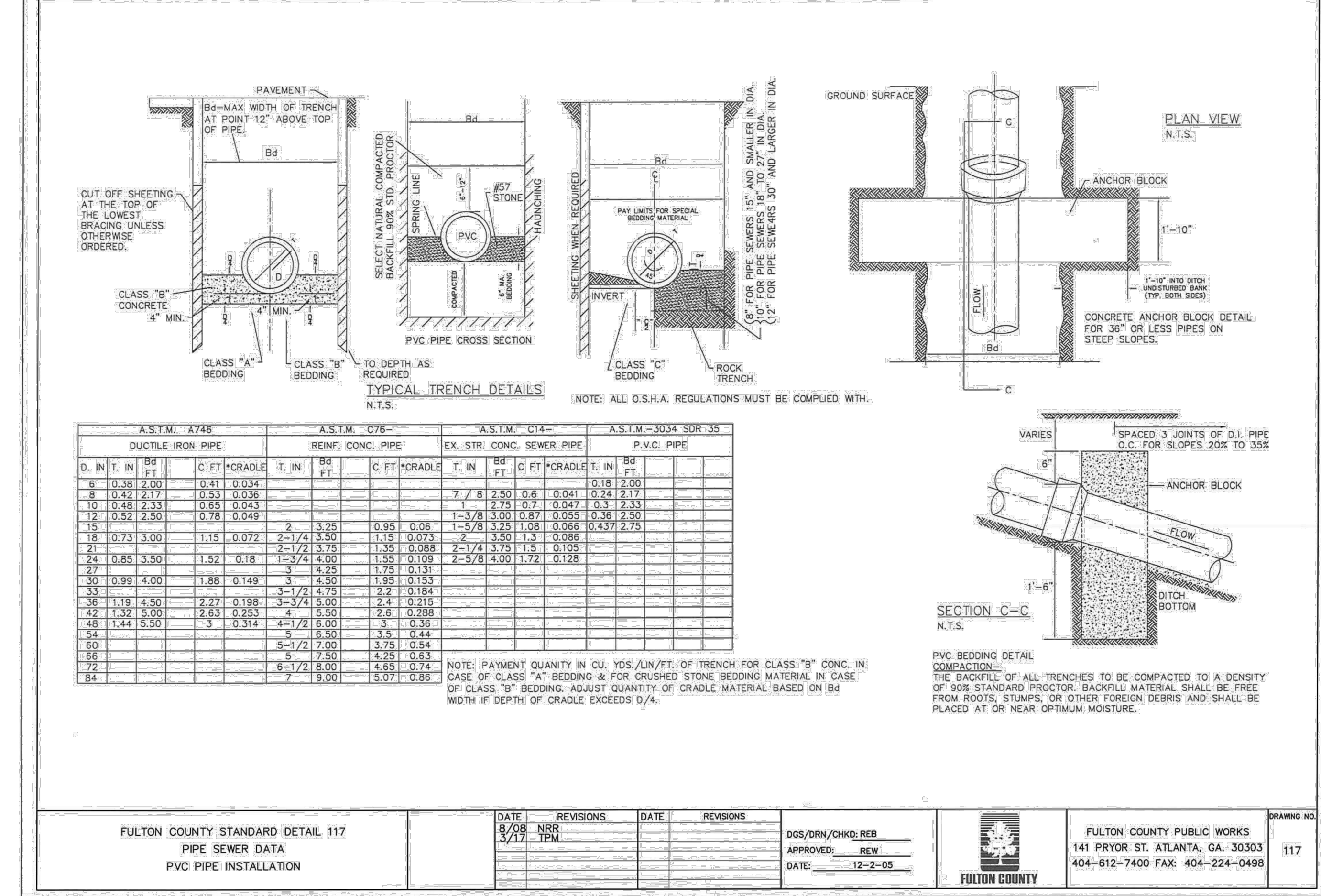
C-510

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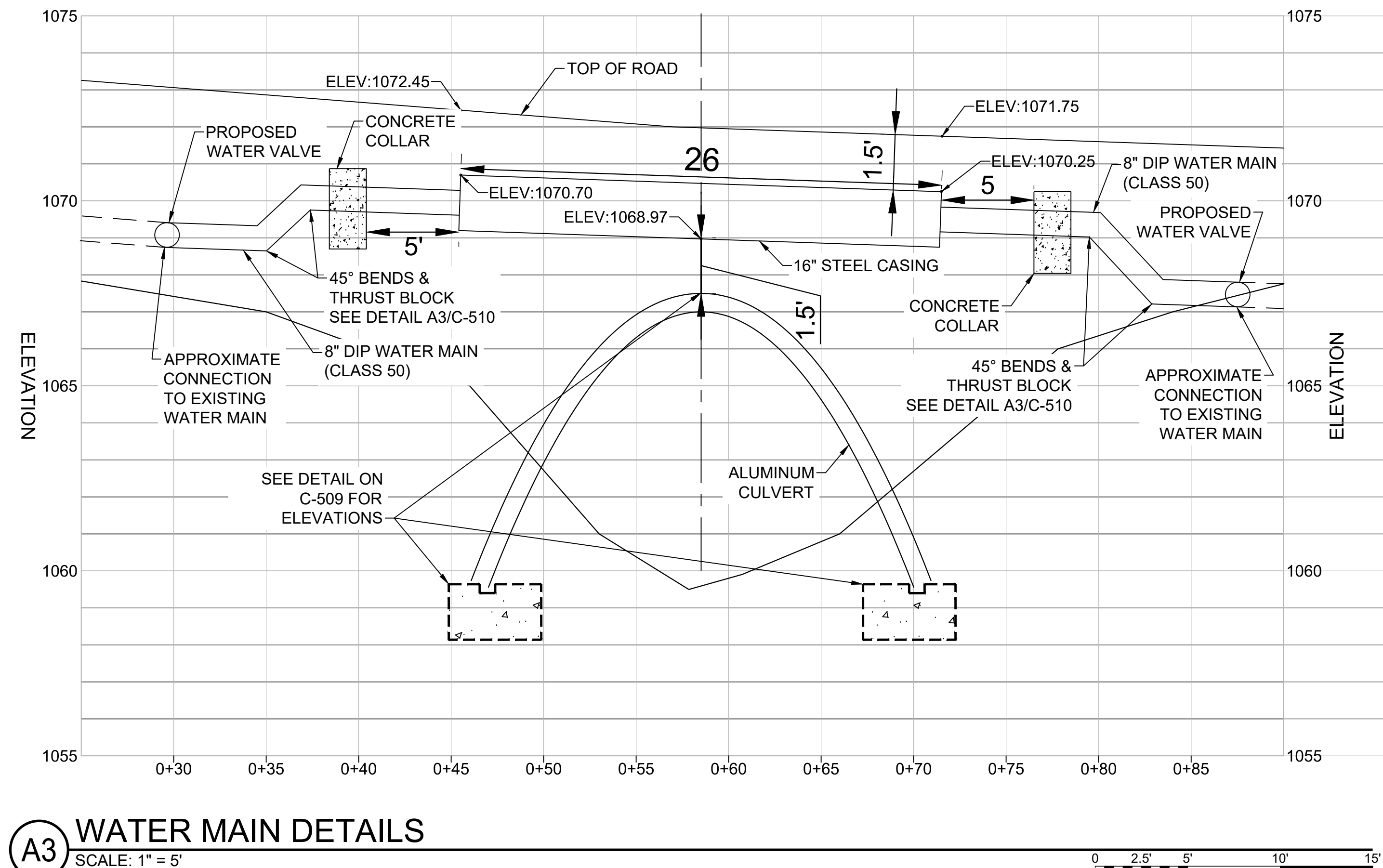
C1 CASING/PIPE SUPPORT INSTALLATION



C3 PVC PIPE INSTALLATION



A3 WATER MAIN DETAILS



**CITY OF ALPHARETTA
INVITATION TO BID (ITB)
(THIS IS NOT AN ORDER)**



Finance Department
2 Park Plaza
Alpharetta, GA 30009
P: (678) 297-6052
F: (678) 297-6093
purchasing@alpharetta.ga.us

ITB TITLE: MAYFIELD ROAD CULVERT REPLACEMENT
ITB #: 18-007
ITB RESPONSE DUE DATE/TIME: MARCH 1, 2018; 10:00 AM
ITB ISSUE DATE: FEBRUARY 1, 2018
NUMBER OF PAGES: 220

CONTACT INFORMATION

PROCUREMENT AGENT AND ITB CONTACT:

City of Alpharetta
Finance Department
Budget & Procurement Team
2 Park Plaza
Alpharetta, GA 30009

Debora Westbrook

Phone: 678-297-6052
FAX: 678-297-6093
Email: purchasing@alpharetta.ga.us
Website: <https://www.ebidexchange.com/alpharetta>

INSTRUCTIONS TO BIDDERS: CITY HALL HOURS OF OPERATION FOR RECEIPT OF DELIVERIES: MON-THURS 8:30 AM – 5:00 PM;
FRI 8:30 AM – 4:30 PM

RETURN SEALED BID TO:

CITY OF ALPHARETTA
FINANCE DEPARTMENT
CITY HALL 1ST FLOOR GREETER STATION
2 PARK PLAZA
ALPHARETTA, GA 30009
ATTN: DEBORA WESTBROOK

EXTERIOR OF SEALED ENVELOPE/PACKAGE MUST NOTE:

Bidder's Name and Address
ITB Title & Number as noted on top of this page
ITB Due Date & Time as noted on top of this page
(or as may be changed by Official Written Addendum)

SPECIAL INSTRUCTIONS:

THIS PAGE MUST BE COMPLETED, SIGNED, AND RETURNED WITH EACH RESPONSE

By signing and returning this form with a Bid, the authorized signer and represented firm have read, understand, and agree to information within this Invitation to Bid:

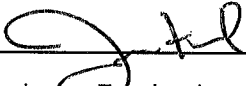
Firm/Bidder Name: The Dickerson Group, Inc.
Firm/Bidder Mailing Address: 871 Old Peachtree Road NW Lawrenceville, GA 30043
Firm/Bidder Phone Number(s): 770 513-4558
Firm/Bidder FAX Number(s): 770 513-4740
Email Address for Bidder's Contact: jason.freeland@dickersongroup.net
Authorized Bidder Signature: 
Printed Name of Signer: Jason Freeland
Bidder Federal I.D. Number: 58-2447064
Bidder DUNS Number: 01-519-5761

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SCHEDULE OF EVENTS

<u>EVENT</u>	<u>DATE</u>
ITB Issue Date	February 1, 2018
Deadline for Receipt of Written Questions	February 19, 2018; 4:00 PM
Deadline for Posting of Written Answers	February 23, 2018; 4:00 PM
ITB Response (Bid) Due Date/Time	March 1, 2018; 10:00 AM

CITY HALL HOURS OF OPERATION FOR RECEIPT OF DELIVERIES:

Monday – Thursday 8:30 AM – 5:00 PM;
Friday 8:30 AM – 4:30 PM

(All time references in this document are to be understood as local, Eastern Time for our City, Alpharetta, GA.)

SECTION 1: ITB INSTRUCTIONS

1.0 Single Point of Contact

- Bidders are not allowed to communicate with any City staff or elected officials regarding this procurement, except for communication with or at the direction of the City Procurement Agent in charge of this solicitation as designated by the City Procurement Officer and, if applicable, authorized communications at the Pre-Bid Conference.
- Any unauthorized contact may disqualify the Bidder from further consideration.
- Contact information for the single point of contact is as follows:

Procurement Agent:	<u>Debora Westbrook</u>
Address:	City of Alpharetta Finance Department Budget & Procurement Team 2 Park Plaza Alpharetta, GA 30009
Telephone Number:	<u>678-297-6052</u>
Fax Number:	<u>678-297-6093</u>
E-mail Address:	<u>purchasing@alpharetta.ga.us</u>

1.1 Required Review

1.1.1 Definitions of Certain Terms: Appendix C of this document contains definitions to a list of procurement terms that may be used in the ITB and procurement process. Bidders are encouraged to review these terms for intent and meaning used throughout the ITB and contracting process.

The City also offers a Vendor Guide containing information about doing business with our City. Among other information, the Guide contains definitions to terms used in the procurement processes along with the basic steps within each process. The Guide can be found online at <https://www.ebidexchange.com/alpharetta>.

1.1.2 Review of ITB: Bidders should carefully review this ITB in its entirety including all instructions, requirements, specifications, and terms/conditions, and promptly notify the Procurement Agent, identified above, in writing or via e-mail of any ambiguity, inconsistency, unduly restrictive specifications, or error that may be discovered upon examination of this ITB.

1.1.3 Addenda: The City may revise this ITB by issuing an addendum prior to the ITB Response Due Date/Time. The addendum will be posted on the City's website alongside the posting of the ITB at <https://www.ebidexchange.com/alpharetta>. Any publicly issued addendum will become part of the bid documents and subsequent contract.

- Bidders must sign and return any addendum acknowledgement page with their Bid response.
- Failure to submit Bid in accordance with an addendum may be cause for rejection.
- In unusual circumstances, the City may postpone an opening/due date and time in order to notify vendors of an addendum and to give Bidders sufficient time to respond to the addendum.
- It is the Bidder's responsibility to review the Schedule of Events and the web page for additional documents and/or addenda issued for this project.

1.1.4 Form of Questions: Bidders with questions, requiring clarification, or interpretation of any section within this ITB must address these questions in writing using the question tab and entry field found within the solicitation posting at <https://www.ebidexchange.com/alpharetta>. Registration and login is required to view documents, ask questions, and view the City's responses.

- Questions must be received by the City on or before **4:00 PM, February 19, 2018**.
- Each question shall be submitted separately.
- Each question must provide clear reference to the section, page, and item in question.
- Questions received after the deadline may not be considered.

1.1.5 City's Answers: The City will provide official written answers to all written questions received on or before Question Deadline noted above in *Section 1.1.4*.

- Answers to questions for clarification can be found within the question tab found within the solicitation posting at <https://www.ebidexchange.com/alpharetta>. Registration and login is required to view documents, ask questions, and view the City's responses.
- All questions will be answered either within the question tab for the solicitation or in an officially posted addendum by or before **4:00 PM, February 23, 2018**.
- Any material changes to the ITB, including changes to the Scope of Project/Specifications, Calendar of Events, etc., will be formally communicated through an addendum that will be added to the solicitation posting, which can be found at <https://www.ebidexchange.com/alpharetta>.
- Bidders must sign and return any addendum acknowledgement page with their bid (see *Section 1.1.3*).
- Any other form of interpretation, correction, or change to this ITB will not be binding upon the City.

1.2 [section not used]

1.3 Submitting a Bid

1.3.1 Failure to Comply with Instructions: The City may choose not to evaluate, may deem non-responsive, and/or may disqualify from further consideration any responses that fail to comply with these instructions, are difficult to understand, are difficult to read, or are missing any requested information.

1.3.2 Standard Forms: Bidders **must** respond to this ITB by completing the standard forms set forth under *Appendix A*. The standard forms include legal requirements that must be met before the contract award process commences. See *Appendix A* for further instructions.

1.3.3 Standard Contract: By submitting a Bid in response to this ITB, Bidders agree to execute a contract materially incorporating those certain provisions set forth in *Section 6 Terms and Conditions* upon contract award by the City Council. Bidders acknowledge that *Section 6 Terms and Conditions* does not define the total extent of the contract language.

1.3.4 Bidder's Signature:

- The first page of this ITB and any other pages requiring signatures must be signed in ink by an individual authorized to legally bind the legal entity submitting the Bid and must be submitted with the Response.
- The Bidder's signature on a Bid in response to this ITB represents, warrants, and guarantees that the prices quoted have been established without collusion and without effort to preclude the City from obtaining the best possible supply or service.
- By signing and submitting a response to this ITB, Bidder acknowledges and agrees that the Bidder has carefully examined and fully understands the provisions and requirements of this ITB; has made a personal examination of the Project site (if applicable); is satisfied as to the actual conditions, specifications/scope of work, and requirements; and hereby agrees that if Bidder's Bid is accepted, Bidder will enter into a contract with the City and perform same in full conformance with the Contract Documents.
- Proof of authority of the person signing the Bid response must be furnished upon request.

1.3.5 Organization of Bid: Each Bid response must be organized in the order set forth in *Section 3* of this ITB. The original bid document and each bid document copy shall have tabs separating each response section.

1.3.6 Late Submissions, Withdrawals, and Corrections:

Late Bid: Regardless of cause, late Bids will not be accepted and will automatically be disqualified from further consideration. It shall be the Bidder's sole risk to assure delivery to the receptionist's desk

at the designated office by the designated ITB Response (Bid) Due Date/Time. Late Bids will not be opened and may be returned to the Bidder at the expense of the Bidder or destroyed if requested.

Bid Withdrawal: A Bidder requesting to withdraw their Bid prior to the ITB Response (Bid) Due Date/Time may submit a letter to the Procurement Agent requesting to withdraw. The letter must be on company letterhead and signed by an individual authorized to legally bind the firm.

A Bidder requesting to withdraw after the Bid has been opened will be required to submit a letter with documented facts supporting the reason for withdrawal within two (2) business days of the opening. The letter must be on company letterhead and signed by an individual authorized to legally bind the firm. The Bidder must present clear and convincing evidence that an unintentional error was made. The Procurement Officer will review the withdrawal request and a judgment will be made. Generally, Bid withdrawal after Bids are opened for reasons other than obvious clerical errors is not permitted.

Bid Correction: If an error is discovered prior to the opening, the Bidder can submit a corrected Bid. The corrected Bid should be clearly marked to indicate that it replaces the Bid originally submitted.

If an obvious clerical error not involving unit pricing is discovered after the Bid has been opened, the Bidder may submit a letter to the designated Procurement Agent within two (2) business days of opening requesting that the error be corrected. The letter must be on company letterhead and signed by an individual authorized to legally bind the firm or subject legal entity. The Bidder must present clear and convincing evidence that an unintentional error was made. The Procurement Officer will review the correction request and a judgment will be made. Generally, modifications to opened Bids for reasons other than obvious clerical errors are not permitted. No changes to any unit price will be made after the bids are opened. Errors in the mathematical extension of the quantities and unit prices will be corrected by the City and the revised total bid amounts are then to be used to determine the lowest reliable bidder.

1.3.7 Notice of "No Bid": It is important to the City of Alpharetta to receive a reply from all invited Bidders. There is no obligation to submit a Bid, quotation, or proposal; however, if you are unable or do not wish to participate in this ITB and this "Notice of No Bid" is not executed and returned, your firm may be deleted from our list of qualified Bidders/Offerors. This form is located in *Appendix A* (Standard Forms).

1.4 Cost of Preparing a Bid

1.4.1 City Not Responsible for Preparation Costs: The costs for developing and delivering Bids, responses, or submissions to this ITB and any subsequent presentations of the Bid as requested by the City are entirely the responsibility of the Bidder. The City is not liable for any expense incurred by the Bidder in the preparation and presentation of their Bid.

1.4.2 All Timely Submitted Materials Become City Property: All materials submitted, including those from awarded Bidder as well as those from unsuccessful Bidders, in response to this ITB become the property of the City and are to be appended to any formal documentation, which would further define or expand any contractual relationship between the City and Bidder resulting from this ITB process.

1.5 Accessing Procurement Opportunities and Vendor Registration

1.5.1 Accessing Procurement Opportunities Online: Bidders interested in responding to this ITB can locate all associated documents at <https://www.ebidexchange.com/alpharetta>. Registration and login at this eBid Systems site is required to view/download documents and view/ask questions.

1.5.2 Vendor Registration: Bidders may also register as a vendor with the City by going to www.alpharetta.ga.us, select the **Business** dropdown, and then choose **Vendors**. Web based registration is the method of registration used by the City for all transactions such as contracts, purchase orders, payments, etc. A Bidder may submit a Bid without first entering vendor registration, but online registration is required of an awarded contractor.

SECTION 2: BID RECEIPT AND EVALUATION PROCESS

2.0 Authority

This ITB is issued under the authority of the City of Alpharetta Procurement Policy and applicable law. The City has the authority to reject any and all Bids and to waive technicalities and informalities as further set forth in Section 2.3.

2.1 Receipt of Bids and Public Inspection

2.1.1 Public Information:

During the opening of Bids, the Bidder's name, Bid amount and other pertinent information will be read aloud and recorded. No other information will be disclosed at that time. Each Bid and all information received in response to this ITB, including copyrighted material, is deemed "public record" in accordance with O.C.G.A. § 50-18-70, et seq., and will be subject to Public inspection and copying shortly after Bid opening with the following four exceptions:

1. bona fide trade secrets that have been specifically identified, properly marked, separated, and documented and to which the Bidder has attached an affidavit declaring that such specific information constitutes a trade secret pursuant to Article 27 of Chapter 1 of Title 10 of the Official Code of Georgia Annotated, will not be disclosed; provided however, if the City determines that such specifically identified information does not in fact constitute a trade secret, the City will notify the Bidder of its intent to disclose such information prior to its initial disclosure as required by law;
2. matters involving individual safety, as determined by the City, may be withheld from disclosure;
3. any company financial information in the form of records containing tax matters or tax information that is confidential under state or federal law, which has been requested by the City to determine vendor responsibility, unless prior written consent has been given by the Bidder will not be disclosed;
4. any document or record, or portion thereof, containing information exempt from disclosure pursuant to O.C.G.A. § 50-18-70, et seq., may be withheld from disclosure as determined by the City; and
5. any other document or record, or portion thereof, mandated by law to be kept confidential, as determined by the City.

All open records requests must be presented in writing along with specific items requested. The Open Records Request form is available from the City's main website and requested through the City Clerk's office.

2.1.2 Procurement Agent's Review of Bids: The Procurement Agent in charge of the solicitation will open and review the Bids and separate out any information that meets the referenced exceptions in *Section 2.1.1* above, providing the following conditions have been met:

1. Documents or records containing information that the Bidder wishes to keep confidential must be specifically identified and clearly marked and separated from the rest of the Bid;
2. The Bid does not contain any such confidential material in the cost/price section; and
3. An affidavit from the Bidder specifically identifying information as a trade secret and declaring that such information constitutes a trade secret pursuant to Article 27 of Chapter 1 of Title 10 of the Official Code of Georgia Annotated is attached to each separated document or record in the Bid that Bidder wishes to be kept confidential because it contains trade secrets.

Information separated out under this process will be available for initial review only by the Procurement Officer, Procurement Agent, and limited other designees. Bidders acknowledge that the act of separating out such information by the Procurement Agent does not operate to exempt such information from disclosure as a public record; rather, the disclosure of such information is governed by O.C.G.A. § 50-18-70, et seq. Bidders should be prepared to pay all legal costs and fees associated with defending a claim for confidentiality in the event an (open records) request is submitted by another party and the City determines that such information is subject to disclosure.

2.2 Classification and Evaluation of Bids

2.2.1 Initial Classification of Bids as Responsive and Responsible:

All Bids will initially be classified as either "responsive" or "nonresponsive".

1. Bids may be found nonresponsive any time during the evaluation process if
 - any of the required information is not provided;
 - the submitted price is found to be excessive or inadequate; or
 - the Bid does not comply with the plans and specifications as described and required in this ITB.
 - Submissions found nonresponsive will not be considered further.
2. The Procurement Officer or designee will determine whether a Bidder has met the standards of responsibility – i.e., whether the Bidder has the capability in all respects to perform fully and reliably the requirements of this ITB and resulting contract based on the factors below. Such a determination may be made at any time during the evaluation of a Bid response if information surfaces that would result in a determination of non-responsibility.
 - If a Bidder is found non-responsible, the determination must be in writing, made a part of the procurement file, and mailed to the affected Bidder.

2.2.2 Evaluation of Bids: During the evaluation of the Bids, the City reserves the right to request clarification of Bid responses and the right to request the submission of references, if deemed necessary for a complete evaluation of Bids.

Award will be made to the responsive and responsible Bidder whose Bid is most economical according to designated criteria.

The determination of the lowest responsive and responsible Bidder may involve all or some of the following factors:

- price;
- conformity to specifications;
- financial ability to meet the contract;
- previous performance;
- facilities and equipment;
- availability of repair parts;
- and other objective and accountable factors, if any.
- experience;
- delivery promise;
- terms of payment;
- compatibility as required;
- other costs;

The City shall be the judge of the factors and will make the award in the best interest of the City.

2.2.3 Completeness of Bid: Selection and award will be based on the Bidder's Bid. Submitted responses may not include references to information located elsewhere, such as Internet websites or libraries, unless specifically requested.

2.2.4 Contract Award: Contract award, if any, will be made by City Council upon recommendation, to the Bidder providing the lowest responsive and responsible Bid and who provides all required documents. The City of Alpharetta may elect to electronically deliver contracts to the awarded contractor for digital signing. Both State of Georgia and Federal law recognize and uphold the use of electronic signatures. DocuSign is the City's current electronic signature solution allowing users to route and sign contracts and agreements securely.

2.3 City's Rights Reserved

While the City has every intention to award a contract as a result of this ITB, issuance of the ITB in no way constitutes a commitment by the City to award and execute a contract. Upon a determination such actions would be in its best interest, the City, in its sole discretion, reserves the right to:

- cancel or terminate this ITB at any time. A notice of cancellation will be issued on the City's website. If the ITB is cancelled, the City will not reimburse any vendor for the preparation of their Bid. Bids may be returned, at Bidder's expense, upon request if unopened;
- reject any or all Bids, responses, or submissions received in response to this ITB;
- waive and/or amend any technicalities or informalities, or undesirable, inconsequential, or inconsistent provisions or specifications of this ITB which would not have significant impact on any Bid or submission;
- not award a contract if it is in the best interest of the City not to proceed with contract execution; and
- terminate any contract if the City determines adequate funds are not available.

SECTION 3: SCOPE OF PROJECT/SPECIFICATIONS

3.0 Organization of Bid

Each Bid must be organized in the order set forth below. Paper Original and Copy section shall have tabs separating each section. Each Bid and Copies must be submitted in a sealed envelope/package.

Sealed Bid envelope/package must be marked on the exterior with the following:

- Bidder's Name,
 - ITB #,
 - ITB Title, and
 - ITB Response (Bid) Due Date/Time.
1. **Cover Page** – Bidder's authorized official to complete, sign, and return with Bid response;
 - a. By submitting a response to this ITB, Bidder acknowledges and agrees that Bidder has carefully examined and fully understands the provisions and requirements of this ITB, has made a personal examination of the site of the proposed work (if applicable), is satisfied as to the actual conditions and requirement of the proposed Work, and hereby proposes and agrees that if Bidder's Bid is accepted, Bidder will contract with the City in full conformance with the Contract Documents. Bidders should include a listing of any exceptions to *Sections 1, 2, and 6* (including subsections).
 2. **Section 3, Scope of Project/Specifications** – include all requested documents, information, exceptions, clarifications, etc.;
 3. **Section 4, Bidder Qualification** – include all requested documents and information;
 4. **Section 5, Cost Submission Form with Bid Price Certification** – Bidder's authorized official to complete, sign, and return with Bid response;
 - a. Bidders **must** respond to this ITB by utilizing the Cost Submission Form found in Section 5. (This form may also be provided as a separate, fillable Excel worksheet.)
 - b. Except in rare cases as described in Section 1.3.6, a Bid may not be corrected, withdrawn, or canceled by the Bidder for a 120-day period following the deadline for Bid submission as defined in the Schedule of Events (ITB Response (Bid) Due Date/Time), or receipt of best and final offer, if required, and Bidder so agrees in submitting the bid.
 - c. The Cost Submission Form will be used as the primary representation of each Bidder's cost/price, and will be used extensively during Bid evaluations.
 - d. Additional information should be included as necessary to explain in detail the Bidder's cost/price.
 5. **Appendix A, Standard Forms**– Complete each of the following as directed on each form, sign, and return with Bid response:
 - a. Disclosure Form – complete, sign, and return with Bid response;

- b. Bid Bond or Certified Check
- c. E-Verify, Affidavit Verifying Compliance with Illegal Immigration Reform and Enforcement Act, Contractor Affidavit only to be returned with bid response;
- d. W-9, Request for Taxpayer Identification Number and Certification;
- 6. **Additional Appendices** (ONLY if applicable) – include all requested documents and information;
- 7. **Addenda** – if any addenda are formally issued by the City, Bidder must complete, sign, and return Page 1 Addendum Acknowledgement with Bid acknowledging receipt and adherence to any changes in the ITB.

3.1 Bid Copies Required, Deadline for Receipt

- 1. Each Bid must be received in sealed, opaque packaging.
- 2. Bids must be at the location noted below prior to the ITB Response (Bid) Due Date/Time **10:00 AM (EDT), on March 1, 2018**. Each bid response received must be delivered to this location and Time/Date stamped upon delivery.

City Hall hours of operation for receipt of deliveries:

Monday – Thursday 8:30 am – 5:00 pm;
Friday 8:30 am – 4:30 pm

City of Alpharetta City Hall 1st Floor Greeter Station 2 Park Plaza Alpharetta, GA 30009 Attn: Debora Westbrook

- 3. Faxed or e-mailed responses to Requests for Bids are NOT accepted and will not be reviewed.
- 4. Bidders must submit the following number of copies to the address set forth on the Cover Page:
 - **One (1) Hard Original Copy Unbound** (3-ring binder OK), marked "Original" with original signatures;
 - **One (1) Hard Copies Unbound** (3-ring binder OK), marked "Copy";
 - **One (1) CD-ROM or Flash Drive Copies.**
 - a. Mark all CD's or Flash Drives with Bidder's name and ITB name and number.
 - b. All digital files must be in either (unless otherwise specified within this document):
 - i. Microsoft Office file format or
 - ii. Portable Document Format (PDF).
 - c. Use caution in creating the electronic files. If the City is unable to open files due to data-corruption, the Bidder's Bid may be considered incomplete.
 - d. **NOTE:** All digital and hard copies must include exactly the same information as provided in the hard "Original" copy.

3.2 Bid Opening

For all that wish to attend, the public Bid Opening will be held at:

City of Alpharetta
City Hall 2nd Floor
Conference Room #240
2 Park Plaza
Alpharetta, GA 30009

3.3 City's Intent

The work to be done consists of furnishing all materials, labor, and equipment for the complete construction of **Mayfield Road Culvert Replacement** including, but not limited to, construction of sidewalks, demolition of existing roadway and culvert, removal and salvage of pedestrian bridge, installation of bottomless culvert, roadway and sidewalk construction, installation of storm drainage, installation of water lines, tree removal, driveway construction, and related work. The location of the work is along Mayfield Road at Foe Killer Creek- within the City of Alpharetta, Georgia.

3.4 Specifications / Scope of Work

- A. The Bidder shall submit its Bid on the cost submission form furnished by the City. The blank spaces on the cost submission form shall be filled in correctly for each Pay Item and the Bidder shall write in ink the Unit Price or Lump sum Price as called for on the Bid for each Pay Item listed therein. In addition, the Bidder shall also show the products of the respective Unit Prices and quantities and the total amount of the Bid by adding the amounts of all Bid Items. In the event of a discrepancy in any of the figures, the Unit Price will govern and the Bid will be recalculated.
- B. The Bidder shall commence the Work with adequate force and equipment within ten (10) calendar days from receipt of Notice to Proceed and shall continuously pursue the work without interruption to completion and to achieve Final Completion of the Work by Friday, July 27, 2018.
- C. The City will process approved payment requests under this project to the awarded Contractor. Payment to sub-contractors and suppliers is the responsibility of the awarded Contractor. The City will not entertain any other payment arrangements.
- D. The Bidder shall be responsible for performing with their own organization at least thirty percent (30%) of the work in this contract. The Bidder shall not subcontract, transfer, assign, or otherwise dispose of the contract or any portion thereof, without the written consent of the City.
- E. The Bidder shall comply with State of Georgia's "Standard Specifications Construction of Transportation Systems", 2013 Edition as modified and expanded by the Supplemental Specifications Modifying the 2013 Standard Specifications Construction of Transportation Systems", 2016 Edition, and all Special Provisions and Technical Specifications set forth in Appendix F of the document.
 - Arch Bottomless Structure shall comply with Section 02631 – Aluminum Structural Plate Specifications. (Appendix F)
 - All landscaping work shall comply with City of Alpharetta Technical Section 02900 – Landscaping. (Appendix F)
 - Water line work shall be in accordance with the specifications and details provided by the Fulton County Department of Public Works. (Appendices G & H)
- F. Retainage in the amount of 10% will be applied to this project.
- G. Construction is only permitted between the hours of 7:00 AM and 7:00 PM Monday through Friday. Work on Saturday is only allowable with a minimum 72 hours of advance notice and is only permitted between the hours of 9:00 AM and 5:00 PM. Work on Sunday is not permitted.
 - a. Construction outside of these hours requires the written approval of the Director of Public Safety.
- H. Contractor shall be responsible for implementing and maintaining all necessary traffic control measures. Contractor shall submit a traffic control plan to the City for approval prior to commencing any operations at a given location. Traffic can only be impeded between the hours of 9:00 AM and 4:00 PM. Traffic control is entirely the responsibility of the Bidder and must comply with MUTCD standards. Additionally, the Contractor shall include in the Traffic Control cost the utilization of variable message boards as follows:
 - a. Provide two (2) variable message boards for a three (3) week period beginning two (2) weeks prior to the road closure for culvert replacements.

- I. Should the Contractor desire to utilize police officers as part of their traffic control, only City of Alpharetta Police may be utilized. Contact Captain Terri Osborne with the City of Alpharetta Department of Public Safety at 678-297-6305.
- J. The Contractor shall be responsible for all required testing as set forth in the appropriate sections of the Georgia Department of Transportation's Standard Specifications for Construction of Transportation Systems (2013 Edition) as modified and expanded by the project manual and plans. Testing services must be provided by an independent source. All testing costs shall be incorporated into the unit price for the associated line items.
- K. The Contractor shall be responsible for all required NPDES testing as set forth in the State of Georgia DNR-EPD Permit No. GAR100002. Applications for Payments shall include copies of all NPDES testing reports for the corresponding time period.
- L. The City will permit a one-time closing of Mayfield Road from May 29, 2018 to July 27, 2018 for the replacement of the culvert at Foe Killer Creek.
- M. The plan set which applies to the project is "Mayfield Road Culvert Replacement Project" prepared by Pond and Company. The plan set is included as a separate document posted at the eBid webpage for this ITB.
- N. Waterline work shall be in accordance with the plans and specifications provided by Fulton County Department of Public Works.
- O. All strain poles, mast arms, pedestrian signal poles, and hand rails shall have a black powder-coat finish.
- P. The "Substitute Alternates" pricing shall be in lieu of paint finish on the walls.
- Q. Utility Coordination and Relocation shall be the responsibility of the Contractor.
- R. If irrigation systems are encountered during construction, Contractor shall relocate irrigation in conflict with proposed improvements. Payment for this work shall be made out of Miscellaneous Constructions line item.
- S. Contractor shall be responsible for relocation of any mailboxes in conflict with the proposed improvements. Costs for this work shall be incorporated in the submitted bid cost.
- T. The Award of this project will be based on base bid and any alternates selected by the City.
- U. Existing Pedestrian Bridge to be removed, preserved, and transported to Alpharetta Public Works (1790 Hembree Road, Alpharetta, Georgia 30009). Delivery must occur M-F between 9:00 AM and 4:00 PM.
- V. Use Type III Pavement Section on detail 901 for this project.

3.5 Project Specific Requirements

All bids to be considered for contract award recommendation, must include the following:

- A. **Georgia Department of Transportation Prequalification:** Bidder shall provide a copy of their current Certificate of Qualification or Certificate of Registration.
- B. Provide three examples of completed projects (name of project, date of completion, name and contact phone number of client, and project description) showing ability to complete projects on time with a tight, non-negotiable, specific deadline. Examples may include roadway projects where completion is set based on school schedule or other roadway opening deadline. Examples of projects where liquidated damages were included in the contract based on completion date, but contractor was able to finish ahead or on schedule and not charged those damages can be used to demonstrate this requirement.
- C. Provide three examples of completed projects (name of project, date of completion, name and contact phone number of client, and project description) showing experience working with bottomless culverts or replacing culverts in a live stream environment.

SECTION 4: BIDDER QUALIFICATIONS

4.0 City's Right to Investigate

The City may make such investigations as deemed necessary to determine the ability of the Bidder to provide the supplies and/or perform the services specified.

4.1 Bidder Informational Requirements

In determining the capabilities of a Bidder to perform the services specified herein, the following informational requirements must be met by the Bidder. Failure to include all of the elements specified may be cause for rejection. Additional information may be provided, but should be brief and relevant to the goals of this ITB.

This portion of the Bid shall be limited to a maximum length of six (6) single sided, letter-sized pages. Font size shall be restricted to 10 point or larger. All requirements must be addressed, however, excessive information will not be considered favorably.

Each bid shall provide the following information:

4.1.1 Cover Letter and Company Profile:

1. Provide a cover letter including a brief business profile and a summary describing why your firm is qualified for this project. State the following:
 - Business name,
 - Home office address, identify whether this or another office address is responsible for work of this project,
2. Bidder shall specify how long the individual/company submitting the Bid has been in the business of providing services similar to those requested in this ITB.
3. Identify one contact person from the lead firm. This person shall be the single point of contact on behalf of the Offeror firm/team, responsible for correspondence to and from the organization and the City. If necessary, the City will send all Project-related communications to this contact person. (This may be the person registered in our eBid system.) Include the following contact information:
 - Mailing address,
 - telephone number, and
 - e-mail address.

4.1.2 References: Bidder shall provide a minimum of three (3) references for each item/service specified in this ITB. The references may include any government, agency or similar entity where the Bidder, preferably within the last three (3) years, has successfully completed projects similar in goals, scope, and complexity to project describe herein.

At a minimum, the Bidder shall provide:

- the company name,
- the location where the service was provided or item was installed/delivered,
- contact person(s),
- customer's telephone number,
- contact person's email address, and
- a complete description of the item/service type, and dates provided.

These references may be contacted to verify Bidder's ability to perform the contract. The City reserves the right to use any information or additional references deemed necessary to establish the ability of

the Bidder to perform the conditions of this request. Negative references may be grounds for Bid disqualification.

4.1.3 Resumes and Experience of Key Personnel:

Bidder shall provide a brief resume or summary of qualifications, work experience, education, skills, etc., for the proposed project manager and for all key personnel who will be involved with any aspect of the Work. Resumes may be included in an Appendix and will not count toward the page limit. For each resume, provide:

- name,
- years of experience performing similar work,
- qualifications, skills, etc.
- Length of employment with current employee

4.1.4 Method of Providing Services: Bidder should provide a description of the work plan and the methods to be used that will convincingly demonstrate to the City what the Bidder intends to do, the timeframes necessary to accomplish the Work, and how the Work will be accomplished.

4.1.5 Available Resources:

1. **Insurance:** Provide a copy of the firm's certificate of insurance showing the firm's current limits of liability for commercial general liability, workers compensation, business automobile liability, and professional liability insurance.
 - a. Insurance evidence may be included in an Appendix to the bid. It does not count toward the four page limit.
2. **Resources:** Demonstrate capability to provide resources, including equipment, staffing necessary to meet project requirements, and sub-contractors.
 - a. Demonstrate by timeline and listing of current work commitments that the anticipated construction schedule for this project beginning on 8/1/17 and completed no later than 5/31/18 can be accomplished by your firm.
 - b. Resources evidence may be included in an Appendix to the bid. It does not count toward the four page limit.

SECTION 5: COST SUBMISSION

1. Bidders **must** respond to this ITB by utilizing the **Schedule of Items** and **Bid Price Certification**.
2. The **Schedule of Items** and **Bid Price Certification** are provided in Excel format as a separate attachment and posted at the eBid web page for this project.
3. Unit Pricing and Bid Price Certification must be completed in entirety, signed by Bidder's authorized official, and returned in sealed bid package.
4. The Schedule of Items will be used as the sole representation of each Bidder's cost/price. After public opening of bids, no changes will be allowed.

SECTION 6: TERMS AND CONDITIONS

The City's standard terms and conditions, which will be incorporated into the Contract, are set forth below ("Terms and Conditions"). Bidders should notify the City of any Terms and Conditions that either preclude them from responding to this ITB or add unnecessary cost. This notification must be made by the deadline for receipt of written/e-mailed questions or with the Bidder's Bid. Any requests for material, substantive, important exceptions to the Terms and Conditions will be addressed by formal written addendum issued by the designated Procurement Agent. The City reserves the right to address any non-material, minor, and/or insubstantial exceptions to the Terms and Conditions.

6.0 Additional Contract Provisions and Terms

This ITB, including all documents and appendices attached hereto, referenced herein and/or incorporated herein, and any addenda hereto, and the Bid of the awarded Contractor, including any amendments thereto, will be incorporated into the Contract (as previously set forth, all of such documents are collectively referred to as the "Contract Documents"). The Terms and Conditions set forth herein do not define the total extent of the contract language. In the event of a conflict or dispute as to the duties and responsibilities of the City and Contractor under any resulting Contract Documents, the Contract, will govern in accordance to the order of precedence set forth therein.

6.1 Performance Prior to Contract Execution

The successful Bidder shall not begin performance of the Project prior to the execution of a formal written contract by the City and the successful Bidder. Any Bidder beginning performance prior to the execution of the Contract shall be deemed to be proceeding at the Bidder's risk, and shall not be entitled to any compensation for such performance. In addition, the City reserves the right to withdraw or cancel the award of this ITB.

6.2 Contract Term

The term of the Contract commences upon execution by both parties and shall terminate upon the completion of the Project, but in no event any later than July 27, 2018 as further provided for in the Contract and in accordance with O.C.G.A. § 36-60-13.

6.3 Subcontractors

The lowest responsive and responsible Bidder will be the prime contractor if a contract is awarded and executed and shall be responsible, in total, for all work of any subcontractors. All subcontractors, if any, must be listed in the Bid. The City reserves the right to approve all subcontractors. The Contractor shall be responsible to the City for the negligent acts and negligent omissions of all subcontractors or agents and of persons directly or indirectly employed by such subcontractors, and for the acts and omissions of persons employed directly by the Contractor. Further, nothing contained within this ITB, or otherwise in the Contract Documents created as a result of any contract award derived from this ITB, shall create any contractual relationships between any subcontractor of the Contractor and the City.

6.4 Bonding Requirements

Bid Bond

A bid bond in the amount of 5% of contract price required for all Public Works Projects. Refer to Appendix A for Bid Bond form.

By signing and submitting this bid to the City, **BIDDER** agrees that in case of failure on their part to execute said contract and bond, or provide satisfactory proof of carriage of the insurance required, within fourteen (14) calendar days after the award thereof, the Bid Bond or certified check accompanying their bid and the money payable thereon shall be forfeited to the **CITY** as liquidated damages; otherwise, the check or Bond accompanying this bid shall be returned to the **BIDDER**.

Performance and Payment Bonds

Prior to commencing the Work, the Contractor, as principal, and a surety company listed in the Federal Register and licensed to write surety insurance in the State of Georgia, as surety, shall give a Performance Bond and a Payment Bond, each in the amount of one hundred percent (100%) of the price of the Contract. "Performance bond" means a bond with good and sufficient sureties or guarantees for the faithful performance of the Contract and to indemnify the City for any damages occasioned by a failure to perform same within the prescribed time. Such bond shall be payable to, in favor of, and for the protection of the City. "Payment bond" means a bond with good and sufficient sureties or guarantees payable to the City and intended for the use and protection of all subcontractors and all persons supplying labor, materials, machinery, and equipment in the prosecution of the Work provided for in the Contract for the use of all persons doing work or furnishing skills, tools, machinery, or materials under or for the purpose of constructing the Project. The life of these bonds shall extend through the Final Completion date of the Project for an additional sixty (60) day maintenance period (where applicable) and a twelve-month warranty/guarantee period after Final Completion.

6.5 Time for Completion; Liquidated Damages

The Contractor shall commence performance of the Work as set forth in the Notice to Proceed or otherwise in the Contract. The Contractor shall be required to perform the Work and open the roadway and sidewalk by the dates either set forth in this RFP, the Proposal, or as reasonably required by the City. "Substantial Completion" shall mean that stage in the progression of the Work in which same is sufficiently complete in accordance with the Contract such that the City can enjoy beneficial use and occupancy of the subject property or site and can utilize the improvements or renovations completed by the Work for their intended purpose. "Final Completion" shall mean the Work is complete in full accordance with this Contract and this Contract has been fully performed as determined by a final inspection of the City following the Contractor's request for same. If the Contractor fails to achieve Substantial Completion by the dates set forth in the resulting contract (July 27, 2018, also listed as project completion date), the Contractor shall be liable to the City for the sum shown in the chart below for each and every calendar day of unexcused delay in achieving Substantial Completion beyond the date set forth in the Contract.

Number of Days Beyond Substantial Completion Date	Sum per day
1-14 days	\$200 / calendar day
15-30 days	\$300 / calendar day
31-45 days	\$400 / calendar day
45 days and beyond	\$500 / calendar day

Any sums due and payable hereunder by the Contractor shall be payable, not as a penalty, but as liquidated damages representing a reasonable pre-estimate of delay damages likely to be sustained by the City for any such breach, as it is mutually agreed that any such actual and consequential damages incurred by the City for such breach would otherwise be difficult to ascertain.

6.6 General Insurance Requirements

The following is informational for this ITB. Upon Council approval, the awarded Contractor shall provide the City with a Certificate of Insurance to the address listed under *Section 1.0* indicating the existence of the policies prior to the beginning of the contract work or term. Thereafter, a renewal certificate shall be delivered to the City at least thirty (30) days prior to the expiration date of each expiring policy. If at any time, any of the policies shall be or become unsatisfactory to the City as to form or substance, or any of the carriers issuing such policies shall be or become unsatisfactory to the City, the Contractor shall deliver to the City representative upon demand a certified copy of any policy required herein for review. The Certificates of Insurance shall state that the City of Alpharetta is additionally insured.

- **Workers Compensation:** Workers Compensation \$500,000 per accident per employee with waiver of subrogation. Required documentation includes certificate from insurance company showing issuance of workmen's compensation coverage for the State of Georgia.

- **Comprehensive General Liability Insurance:**

Commercial General Liability	\$1,000,000 each occurrence
	\$1,000,000 aggregate
- **Comprehensive Auto Liability Insurance:**

Bodily Injury Liability	\$1,000,000 each occurrence
Property Damage Liability	\$ 100,000 each occurrence
- **Excess Umbrella Liability:**

Combined Single Limit Bodily Injury and / or Property Damage	\$1,000,000 each occurrence
	\$1,000,000 aggregate
- **Errors & Omissions Professional Liability Insurance:**

Professional Liability (Errors & Omissions) insurance with minimum combined single limits of One Million Dollars (\$1,000,000) per occurrence and Two Million Dollars (\$2,000,000) in the aggregate, covering professional services rendered by the Contractor to the City, including, but not limited to, design, engineering, consulting, and construction management services. Such coverage shall be maintained and remain in force for the term of this Contract and for a period of two (2) years following completion of the Work. The policy shall have a retroactive date that precedes the effective date of this Contract or the commencement of services under this Contract, whichever is earlier, and such retroactive date shall not be advanced when the policy renews. If the policy is cancelled or non-renewed for any reason and not replaced with a policy providing coverage for prior acts, which include Contractor's performance of the professional services under this Contract, Contractor shall purchase extended reporting period or tail coverage to cover claims reported for no less than two (2) years after completion of the Work. The policy shall include such other coverage as reasonably required by the City.

Insurance; Indemnification. The awarded Contractor shall maintain the types and amounts of insurance set forth as from time to time reasonably shall be requested by the City. The awarded Contractor shall provide proof of such insurance to the City at the same time as the execution of any resulting Contract and/or purchase order, and as and when requested by the City during the term hereof. Acceptance of a certificate or proof of insurance does not constitute approval or agreement by the City that the insurance requirements have been satisfied. The awarded Contractor shall indemnify and hold the City harmless from all claims, demands, losses, attorneys' fees and liabilities of any type or nature arising out of or related to the Contractor's, or Contractor's agents', employees' or subcontractors', negligent performance or non-performance of any resulting Contract and/or purchase order, including, but not limited to, claims for injury to person or property; provided, however, that this indemnification obligation shall not apply to claims arising from the sole negligence of the City or its employees. Nothing in this paragraph or any resulting Contract and/or purchase order shall be deemed to constitute a waiver of the City's sovereign immunity, create rights in any third party, or create any third party beneficiaries.

6.7 Independent Contractor

The Contractor shall at all times be acting as an independent contractor and not be considered or deemed to be an agent, employee, joint venture, or partner of the City. The Contractor shall have no authority to contract for or bind City in any manner. Neither the Contractor nor its employees are employees of the City. The Contractor shall have and maintain the responsibility for and control of the rendition of the Work (including, the services performed) under the Contract, the discipline of its employees, and other matters incident to the performance of the Work (services, duties, and responsibilities as described and contemplated in the Contract). The Contractor is required to supply the City with proof of compliance with the Workers' Compensation Act while performing work for the City. Proof of compliance must be received at the address listed under *Section 1.0* with the original Bid.

6.8 Compliance with Illegal Immigration Reform and Enforcement Act

E-Verify Program:

The City of Alpharetta is committed to compliance with Federal and State laws requiring the verification of newly hired employees to ensure they are lawfully entitled to work in the United States. As such, the City shall not enter into a contract for the physical performance of services unless the Contractor registers and participates in a federal work authorization program (E-Verify). Further, Bidders submitting a Bid for the physical performance of service shall include a fully executed E-Verify affidavit as part of their Bid.

Requirement to Participate in a Federal Work Authorization Program (E-Verify):

No Bidder shall submit a Bid for the physical performance of service unless the Bidder participates in a Federal Work Authorization Program and complies with the requirements of O.C.G.A. § 13-10-91.

- (1) Pursuant to O.C.G.A. § 13-10-91, the Contractor represents, warrants, acknowledges, and/or agrees that:
 - a. The Contractor has registered and participates in a federal work authorization program to verify the employment eligibility of all newly hired employees;
 - b. Subcontractors shall not enter into any contract with the Contractor for the physical performance of services within the State of Georgia unless such subcontractor registers and participates in a federal work authorization program to verify the employment eligibility of all newly hired employees; and
 - c. Sub-subcontractors shall not enter into any contract with a subcontractor or sub-subcontractor for the physical performance of services within the State of Georgia unless such sub-subcontractor registers and participates in a federal work authorization program to verify the employment eligibility of all newly hired employees.
- (2) As of the date of enactment of O.C.G.A. § 13-10-91, the applicable federal work authorization program is "E-Verify" (<https://e-verify.uscis.gov/enroll/StartPage.aspx?JS=YES>), operated by the United States Citizenship and Immigration Services Bureau of the United States Department of Homeland Security. Information and instructions regarding E-Verify program registration, corporate administrator registration, and designated agent registration can be found at such website address.

Contractor, Subcontractor, and Sub-subcontractor Evidence of Compliance:

- (1) The Contractor, if entering a contract with the City providing the physical performance of services, shall comply with the requirements of O.C.G.A. § 13-10-91.
- (2) Pursuant to O.C.G.A. §13-10-91, in the event the Contractor employs or contracts with a subcontractor in connection with a covered contract, Contractor shall secure from such subcontractor attestation of the subcontractor's compliance with O.C.G.A. § 13-10-91 by the subcontractor's execution of the subcontractor affidavit, the form of which is provided in *Appendix A* hereof, and maintain records of such attestation for inspection by the City at any time. Such subcontractor affidavit shall become a part of the contractor/subcontractor agreement.
- (3) Pursuant to O.C.G.A. §13-10-91, in the event the Contractor employs or contracts with a subcontractor that employs or contracts with any sub-subcontractor, the subcontractor will secure from such sub-subcontractor attestation of the sub-subcontractor's compliance with O.C.G.A. § 13-10-91 by the sub-subcontractor's execution of the sub-subcontractor affidavit, the form of which is also provided in *Appendix A* hereof, and maintain records of such attestation for inspection by the City at any time. Such sub-subcontractor affidavit shall become a part of the subcontractor/sub-subcontractor agreement.
- (4) The Contractor shall comply with any and all other applicable requirements and provisions of O.C.G.A. § 13-10-91 and other applicable rules and regulations promulgated in relation thereto.

- (5) All portions of contracts pertaining to compliance with O.C.G.A. § 13-10-91 and all other applicable rules and regulations promulgated in relation thereto, and any affidavit related hereto, shall be open for public inspection in this State at reasonable times during normal business hours.

Forms necessary to ensure compliance with this section are included under *Appendix A* and must be received at the address listed under *Section 1.0* prior to execution of any purchase order or contract.

6.9 Compliance with Laws

The Contractor shall, in performance of work under the Contract, fully comply with all applicable federal, state, or local laws, rules, and regulations, including, but not limited to, the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. Any subletting or subcontracting by the Contractor subjects subcontractors to the same provision. The Contractor agrees that the hiring of persons to perform the contract will be made on the basis of merit and qualifications and there will be no discrimination based upon race, color, religion, creed, political ideas, sex, age, marital status, physical or mental disability, or national origin by the persons performing the contract.

6.10 Title VI of the Civil Rights Act of 1964

The City of Alpharetta hereby gives public notice that it is the policy of the City to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. It is our policy that no person in the United States of America shall, on the grounds of race, color, national origin, sex, age, or disability be excluded from the participation in, be denied the benefits of or be otherwise subjected to discrimination under any of our programs or activities.

Any person who believes they have been subjected to unlawful discriminatory practice under Title VI has a right to file a formal complaint. Any such complaint must be filed in writing or in person with the City of Alpharetta's, Title VI Compliance Officer, within one hundred-eighty (180) days following the date of the alleged discriminatory action. Title VI Discrimination Complaint Forms may be obtained from the Title VI Compliance Officer by calling (678-297-6014) or emailing jdrinkard@alpharetta.ga.us.

6.11 Substitutions and Change Orders

NO substitutions of material, schedule cancellations, or Change Orders are permitted after Contract award without written approval by the Director of Department of Public Works or his authorized representative. Cumulative Change Orders in excess of \$50,000.00 or 10% of the original contract shall require the approval of the City Council.

Where specific employees are proposed by the Contractor for the work, those employees shall perform the work as long as those employees work for the Contractor, either as employees or subcontractors, unless the City agrees to a replacement or requests same based on an objective standard of review of past performance. Requests for any substitution will be reviewed and may be approved by the City at its sole discretion. Verbal agreements to the contrary will not be recognized. In the event a substitution of a Contractor employee is required due to termination of employment by Contractor, Contractor shall provide the City with prompt written notice of the need for such substitution and shall cooperate with the City in providing a replacement.

6.12 Contract Termination

The City may, by written notice to the Contractor, terminate the Contract without cause; provided, the City must give notice of termination to the Contractor at least 14 days prior to the effective date of termination.

6.13 Invoicing and Payment

The City agrees to pay the Contractor in current funds for the performance of the Contract subject to additions and deductions as provided in the Contract, and, if applicable, to make payments in the manner and on the periodic basis agreed to by the City during the pre-construction meeting or prior to the commencement of the Work. Upon completion of the Work or, if agreed to by the City, upon completion of certain portions thereof, the Contractor shall submit an invoice detailing the appropriate charges as currently allowed.

The Contractor shall submit, on a monthly basis (or on such other periodic basis set forth herein), an invoice for the portion of Work provided to the City under the Contract at the billing address specified below. The City shall retain ten percent (10%) of the gross value of completed portions of the Work. When all Work is completed and final acceptance has been approved by the City, the Contractor may invoice for the amount retained.

The City will process approved payment requests under this Project to the awarded Contractor only. Payment to subcontractors and suppliers is the responsibility of the Contractor. The City will not entertain any other payment arrangements.

Invoices shall be submitted to:

City of Alpharetta
Department of Public Works
1790 Hembree Road
Alpharetta, GA 30009

Upon receipt of invoice and inspection and acceptance of the Work, the City will render payment. All such invoices will be paid within forty-five (45) days by the City unless any items thereon are questioned, in which event payment will be withheld pending verification of the amount claimed and the validity of the claim. The Contractor will provide complete cooperation during any such investigation.

Bidders, who are individuals, shall provide their social security numbers on Page 1 of this ITB. Bidders, which are proprietorships, partnerships, limited liability companies, corporations, or other legal entities, shall provide their federal employer identification number on Page 1 of this ITB. All Bidders shall provide a completed and signed W-9 located in Appendix A: Standard Forms with Bid submission.

6.14 Miscellaneous

6.14.1 Deliveries: In the event there are to be deliveries on site, all goods and materials will be F.O.B. Destination, Freight Prepaid and Allowed. The onsite delivery/destination address is:

City of Alpharetta
Department of Public Works
1790 Hembree Road
Alpharetta, GA 30009

No freight or postage charges will be paid by the City of Alpharetta unless such charges are included and accepted in the Bid price and contract award by the City. The Contractor, at Contractor's expense, will arrange to have someone onsite to inspect and accept delivery. The Contractor has sole responsibility for securing all materials at the Project site.

6.14.2 Taxes: No sales tax will be charged on any orders.

Sales Tax Exempt# 301-682441

Federal Tax Identification# 58-6011454

Copies of the City's Sales and Use Tax Certificate of Exemption and Form W-9, Taxpayer Identification and Certification are included in Appendix B.

6.15 Special Stipulations

Contractor shall be required to comply with any and all Special Stipulations set forth below or attached hereto and incorporated herein:

1. Project completed no later than July 27, 2018.

The provisions of any such Special Stipulations shall supersede and control over any conflicting provisions set forth in this ITB.

APPENDIX A: STANDARD FORMS

This section contains the forms necessary to ensure compliance with various laws as described within this ITB.

Instructions for Submitting Required Standard Forms

One completed original of each of the first three forms listed below is to be returned within the sealed Original Bid package. It is not required to include forms in Bid Copies.

- Required Forms to be Returned With Every Bid Submitted:
 1. City of Alpharetta Disclosure Form and Certificate of Non-Collusion
 2. Bid Bond – A certified check may be submitted in lieu of a Bid Bond.
 3. Affidavit Verifying Contractor Participation in Federal Work Authorization Program (E-Verify/I-9)
 4. Request for Taxpayer Identification Number and Certification (W-9)
- Forms held by Bidders/Contractors and available to City for review upon request:
 5. Affidavit Verifying Subcontractor Participation in Federal Work Authorization Program (E-Verify/I-9) *(if using subcontractor(s) – Prime Contractor to retain on file)*
 6. Affidavit Verifying Sub-Subcontractor Participation in Federal Work Authorization Program (E-Verify/I-9) *(if using sub-subcontractor(s) – Prime Contractor to retain on file)*
- Optional Forms
 7. Only return the Notice of 'No Bid' if relevant.

SCHEDULE OF ITEMS
MAYFIELD CULVERT REPLACEMENT
ITB # 18-007

Item #	Item Description	Quantity	Unit	Unit Price	Item Price
	<u>TRAFFIC CONTROL</u>				
1.01	Traffic Control	1	LS	\$ 40,000.00	\$ 40,000.00
	<u>DEMOLITION</u>				
1.02	Demolition (including any necessary clearing and tree removal)	1	LS	\$ 23,450.00	\$ 23,450.00
	<u>SITE DEVELOPMENT</u>				
1.03	GR AGGR BASE CRS, INCL MATL, 12"	90	TN	\$ 40.00	\$ 3,600.00
1.04	REC ASPH CONC 25mm SP, GP 1 OR 2, INCLUDE BIT MATL & H LIME, 5"	65	TN	\$ 152.56	\$ 9,916.40
1.05	REC ASPH CONC 19mm SP, GP 1 OR 2, INCLUDE BIT MATL & H LIME, 3"	50	TN	\$ 152.56	\$ 7,628.00
1.06	REC ASPH CONC 12.5mm SP, GP 2 ONLY, INCLUDE BIT MATL & H LIME, 2"	40	TN	\$ 165.23	\$ 6,609.20
1.07	BITUM TACK COAT	225	GL	\$ 12.00	\$ 2,700.00
1.08	MILL ASPH CONC PAVMT, 2 IN DEPTH	130	SY	\$ 15.00	\$ 1,950.00
1.09	Guardrail (including, but not limited to, all footings, connections, materials, and installation)	1	LS	\$ 7,500.00	\$ 7,500.00
1.10	24" Curb & Gutter (including 6" GAB extending 6" behind back of curb)	375	LF	\$ 30.00	\$ 11,250.00
1.11	Concrete Sidewalk	220	LF	\$ 12.00	\$ 2,640.00
1.12	Relocate Mailboxes and Signage (including, but not limited to, roadway signs, for sale signs, and space available signs)	1	LS	\$ 750.00	\$ 750.00
1.13	Pavement Striping and Markings (Thermoplastic)	1	LS	\$ 3,000.00	\$ 3,000.00
1.14	Driveway Apron and Reconstruction, 285 Mayfield Road	1	EA	\$ 6,500.00	\$ 6,500.00
1.15	Retaining and Parapet Walls (including, but not limited to, design, footings, handrails, painted finish)	1	LS	\$ 144,650.00	\$ 144,650.00
1.16	Utility Coordination and Relocation (including, but not limited to, installation of waterline valves, waterline steel casing, new waterline DIP pipe, coordination with overhead utility lines, gas lines, fiber)	1	LS	\$ 26,584.00	\$ 26,584.00

SCHEDULE OF ITEMS
MAYFIELD CULVERT REPLACEMENT
ITB # 18-007

Item #	Item Description	Quantity	Unit	Unit Price	Item Price
1.17	Adjust Utilities to Finished Grade (including, but not limited to, valve boxes, meter boxes, and pull boxes)	1	LS	\$ 2,256.00	\$ 2,256.00
	<u>GRADING & DRAINAGE</u>				
1.18	Grading Complete	1	LS	\$ 175,580.00	\$ 175,580.00
1.19	Storm Sewer System Materials & Installation (including, but not limited to, catch basins and pipes)	1	LS	\$ 15,000.00	\$ 15,000.00
	<u>CULVERT</u>				
1.20	Bottomless Culvert (including, but not limited to, design, construction and installation of arch culvert and footings)	1	LS	\$ 214,650.00	\$ 214,650.00
	<u>EROSION CONTROL</u>				
1.21	Erosion Control (including, but not limited to installation, maintenance, and removal)	1	LS	\$ 7,500.00	\$ 7,500.00
	<u>LANDSCAPING</u>				
1.22	Sodding and Permanent Seeding	1	LS	\$ 5,235.00	\$ 5,235.00
1.23	Tree Save Fence	1	LS	\$ 2,395.00	\$ 2,395.00
	<u>PEDESTRIAN BRIDGE</u>				
1.24	Remove / Salvage Existing Pedestrian Bridge (removal and transport to PW Department storage yard at 1790 Hembree Road, Alpharetta, GA 30009)	1	LS	\$ 3,500.00	\$ 3,500.00
	<u>MISCELLANEOUS CONSTRUCTION</u>				
1.25	Miscellaneous Construction Allocation	1	LS	\$ 75,000.00	\$ 75,000.00
	<u>TESTING</u>				
1.26	Required Testing including, but not limited to, soil and material testing.	1	LS	\$ 10,000.00	\$ 10,000.00
	<u>MOBILIZATION BONDS & INSURANCE</u>				
1.27	Mobilization Bonds & Insurance	1	LS	\$ 14,100.00	\$ 14,100.00
				GRAND TOTAL	\$ 823,943.60

SCHEDULE OF ITEMS
MAYFIELD CULVERT REPLACEMENT
ITB # 18-007

SUBSTITUTION ALTERNATE #1 - WALL FINISHES

A1.01	BRICK OR STONE PATTERN CAST INTO WALL WITH CONCRETE STAIN APPLIED POST CONSTRUCTION	1	LS	\$	32,000.00	\$	32,000.00
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SUBSTITUTION ALTERNATE #2 - WALL FINISHES

A2.01	BRICK VENEER WITH PATTERN APPROVED BY CITY	1	LS	\$	25,000.00	\$	25,000.00
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SUBSTITUTION ALTERNATE #3 - WALL FINISHES

A3.01	ACID STAIN	1	LS	\$	23,450.00	\$	23,450.00
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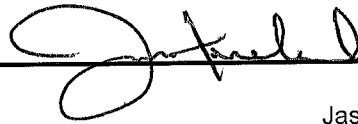
Bid Price Certification for ITB # 18-007

In compliance with Section 3 Scope of Project/Specifications, the undersigned offers and agrees that if this Bid is accepted by the City Council within one hundred twenty (120) days of the date of ITB Response Due Date and Bid opening, that the undersigned will furnish any or all of the deliverables upon which prices are quoted, at the price set opposite each, to the designated point(s) within the time specified.

Company Name: The Dickerson Group, Inc.

Company Address: 871 Old Peachtree Road NW Lawrenceville, GA 30043

Authorized Signature(s):



Print/Type Name(s) and Title(s): Jason Freeland Vice President

Date Signed: 3/1/2018

Contact Info - Phone Number: 770 513-4558

Contact Info - E-mail Address: jason.freeland@dickersongroup.net

**CITY OF ALPHARETTA
ADDENDUM #1**



Finance Department
2 Park Plaza
Alpharetta, GA 30009
P: (678) 297-6052
F: (678) 297-6093
purchasing@alpharetta.ga.us

ADDENDUM POSTING DATE: FEBRUARY 15, 2018

PROJECT: MAYFIELD ROAD CULVERT REPLACEMENT

ITB #: 18-007

ITB ISSUE DATE: FEBRUARY 1, 2018

ITB DUE DATE: MARCH 1, 2018; 10:00 AM

TO ALL BIDDERS:

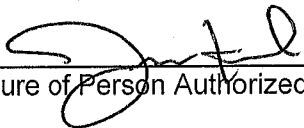
The attached information is made part of the ITB. The purpose of this addendum is to provide answers to questions posed by potential bidders, additional information, and/or revised information or documents. In the event of a conflict between previously released information and the information contained herein, the latter shall control.

A signed acknowledgment of this addendum (this page) must be attached to your Bid response. Please see Addendum information beginning on the next page.

A signature on this addendum does not constitute your signature on the original Bid document. A signature on this page acknowledges receipt of this addendum. The original Bid response must also be signed in the proper places.

The Dickerson Group, Inc.
Firm Name

871 Old Peachtree Road NW Lawrenceville, GA 30043
Firm Address


Signature of Person Authorized to Bind this Firm

March 1, 2018
Date

Jason Freeland Vice President
Typed or Printed Name and Title

770 513-4558 jason.freeland@dickersongroup.net
Phone Number and E-mail Address

The bid documents are hereby modified in the following respects:

1. The construction plans are hereby replaced with the attached file.
2. Section 4.1.5 2a of the ITB Project Manual is amended to read:
 - a. Demonstrate by timeline and listing of current work commitments that the anticipated construction schedule for this project beginning April 2018 and substantially completed (roadway and sidewalk open to traffic in accordance with 6.5) no later than July 27, 2018 can be accomplished by your firm. (Complete roadway closure is limited to May 29, 2018 – July 27, 2018.)

END ADDENDUM



DICKERG

OP ID: HU

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

01/09/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Mickey Wilson & Assoc., Inc. P.O. Box 88588 Atlanta, GA 30356-8588 Michael H. Wilson	678-405-3162	CONTACT NAME: Angela Hutcheson PHONE (A/C, No, Ext): 678-405-3162 FAX (A/C, No): E-MAIL ADDRESS: ahutcheson@mwainsurance.com
INSURED THE DICKERSON GROUP, INC. 871 OLD PEACHTREE ROAD NW LAWRENCEVILLE, GA 30043		INSURER(S) AFFORDING COVERAGE INSURER A: Bitco Insurance Company INSURER B: The Travelers INSURER C: Navigators Specialty Insurance INSURER D: INSURER E: INSURER F:
		NAIC # 20109 25674 42307

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PROJECT ☐ LOC OTHER:	Y	Y	CLP 3 660 094	10/12/2017	10/12/2018	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 Emp Ben. \$ 1,000,000
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☒ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS ☒ NON-OWNED AUTOS ONLY	Y	Y	CAP 3 660 095	10/12/2017	10/12/2018	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	☒ UMBRELLA LIAB ☒ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE DED RETENTION \$	Y	Y	CUP 2 812 259	10/12/2017	10/12/2018	EACH OCCURRENCE \$ 2,000,000 AGGREGATE \$ 2,000,000 \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N/A	Y	WC 3 660 096	10/12/2017	10/12/2018	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$ 500,000 E.L. DISEASE - EA EMPLOYEE \$ 500,000 E.L. DISEASE - POLICY LIMIT \$ 500,000
B	EQUIPMENT			2922V7157	10/12/2017	10/12/2018	Rental 250,000
C	EXCESS UMBRELLA			GA17EXC918301C	10/12/2017	10/12/2018	Limit 3,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

GWINNET

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

The Dickerson Group, Inc.

871 Old Peachtree Road, NW
Lawrenceville, Georgia 30043

(770) 513 – 4558 * FAX (770) 513 – 4740
www.dickersongroup.net

STATEMENT OF QUALIFICATIONS

The Dickerson Group, Inc. is located at 871 Old Peachtree Road NW Lawrenceville Georgia and is a utility-based company. Primary contact is Jason Freeland the companies Vice President and CFO.

Email contact is: Jason.freeland@dickersongroup.net

The address is the sole location of The Dickerson Group Inc. office in which Water Main, Storm Water, Sewer, Grading, Site work is the primary work performed varying from sizes of 12-15 Million Dollars of any type or size of pipe. Dickerson Group employees roughly 60 and owns all equipment but has the readily available accounts for rental or purchase needs. Dickerson Group has always completed projects on time and under budget in any application that it has encountered.

The history of Dickerson Group Inc. started in 1985 Mr. Dickerson going on his own from the Plumber and Pipefitters Union. Starting out with 2-3 employees then it became apparent with the quantity of work that expansion was necessary with the growing economy in the mid-90's.

The company has a history since then of getting jobs done successfully so hiring qualified personnel is a must. The company holds multiple license including a General Contractor and employees 2 Master Plumbers, 2 Utility Managers, several Utility Foreman. All employees are trained under OSHA, Confined Space, Competent Person, Flagging, etc. Project Management is a very important part in which strict regimen of OSHA and installation procedures are maintained documented and sometimes subcontracted to firms for strict management.

The Dickerson Group, Inc. is experienced very well with Storm Drain repair and replacement in place of existing CMP of RCP. In Storm Water pipe alone, the company handles 8 Million dollars a year in a variety of situations. We are the annual contractor for Gwinnett County since 2006 and handled all major flooding issues arising in 2009 from the rains that occurred. In this contract alone, we have installed several thousand feet of pipe and Box Culvert sections.

We are a welcomed vendor of the following: City of Johns Creek, city of Snellville, City of Lawrenceville, Forsyth County, DeKalb County, City of Sandy Springs, City of Monroe are just a few.

Our company stands different from other firms as we have done over 100 Million dollars in infrastructure just in Gwinnett County alone. We have since 2006 had 10 crews laying storm drain pipe ranging from 15" to 96" and Box culverts ranging from 6x6 to 10x10 going in daily.

The Dickerson Group, Inc.

871 Old Peachtree Road, NW
Lawrenceville, Georgia 30043

(770) 513 – 4558 * FAX (770) 513 – 4740
www.dickersongroup.net

Being setup to do all work in house sets us apart because we control our deadlines for completion to be on time for a project whether it be landscaping, paving, concrete, etc., as we have crews for each type of work. We prefer this approach as we do not like to subcontract too much dictate our priorities and quality. We do not look for change orders or how we can make an extra dollar, but we are open to changes that a customer needs for the design to fit for each application.

The Dickerson Group, Inc

871 Old Peachtree Rd, NW
Lawrenceville, GA - 30043

Originally started the business in 1985.

Incorporated in State of GA 1997

Federal ID # 58-2447064

In business over 32 Years, with presently over 60 Full time Employees

DGI, Inc is a Utilities and Plumbing Contractor and a General Contractor

The company has never failed to complete an awarded contract on time and to owner's specification.

Furthermore, the company has performed size and scope projects, as shown below, and are pre-qualified for projects with the Georgia Dept of Transportation.

The Dickerson Group's extensive client list includes:

GC Dept of Transportation: Curb and Gutter Replacement, and patching asphalt.

GC Water Resources: Storm Water R/R, Water Mains/Force and Gravity, Curb and Gutter Replacement, asphalt patching, Catch Basin, throat, and tops, both standard and reinforced tops, Box Culverts, Landscape upgrading.

GC Water Resources: Stream Rehabilitation, Grading, Erosion Control, Full Landscaping Projects.

GC Water Resources: Stream Bank Repairs, Erosion Control & Landscaping Water Service Line Replacement/applicable Concrete, Landscaping repair.

Service Line Replacement, Water Meter Installation

GC Fire Facilities Mgmt, Asphalt patching, Concrete, Curb Gutter Repair/Replacement. On Call Plumbing Repairs, Sewer Jetting.

GC Facilities Mgmt., Plumbing, Concrete, Curb Gutter, Repair Replacement.

City of Snellville, Storm Water Repair/Replacement, Landscaping.

Gwinnett County Water Resources, Stream Restoration, Channel Restoration

City of Suwanee, Water, Storm, Sewer, Concrete

City of Johns Creek, Water, Storm Sewer, Concrete

DeKalb County – Water meters Changeout/New

Forsyth County – Water, Sewer, Storm, Concrete

City of Lawrenceville – Water, Storm Sewer, Concrete, Landscaping.

Billy Joe Dickerson President/CEO

Over 32 Years Experience/Plumbing, Utilities and Construction

Licensed General Contractor
Licensed Plumbing and Utilities Contractor
Licensed Journeyman Plumber
Water Main
Force and Gravity Sanitary Sewer
Storm Water
Confined Space
Backflow tester
Installer
Utilities Manager, NPDES Certified

Jason K. Freeland / Vice President

Over 18 Years Experience

Water Main, Force and Gravity
Sanitary Sewer/Storm Water
House Services, Water Meters
Master Plumber
Utilities Manager, NPDES Certified
Backflow Prevention Tester/Installer
Confined Space
Traffic Control Supervisor
Pump Stations Water/Sewer
Competent Person
Georgia Septic Tank

Michael Garveigh Senior Project Foreman/ Secretary

Over 25 Years Experience

Competent Person
Trench Shoring
25 years experience Water Main
Traffic Control Supervisor
Storm Drain 6" – 120"
Landscape & Irrigation Design & Implementation
Gold Course Development
Stream Restoration & Repair
Erosion Control Design Coastal/River

The Dickerson Group, Inc.

Each contract that we are awarded is handled in a specific manner to best utilize both employees, equipment, amount of work, logistics, and the priority assigned to it by our client, of the task at hand. Scheduling and paperwork will be specifically designated for the project and designed according to its requirements. It is dependant on the amount of work as to how many and which employees will be assigned to a project.

We have never been awarded a contract for services that we have not completed on time and at the price level that was agreed to.

The Dickerson Group, Inc.

871 Old Peachtree Road, NW
Lawrenceville, Georgia 30043

(770) 513 – 4558 * FAX (770) 513 – 4740

www.dickersongroup.net

Dickerson Group Inc. Major Contracts within 5 years

Owner	Contractor	Type of Work	Time Frame	Jobsite	Contract Amount	Shoring	Method	Purpose of project
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	648lf 48" Round & 48" Arch Pipe	February-17	Baker ct	301,000.00	Trench Box	OPEN CUT	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	200LF 60" Arch	March-17	Hearth Place	180,000.00	Trench Box	OPEN CUT	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	96Lf 10x9 Box Culvert	April-17	KILGORE RD	250,000.00	Trench Box	ROAD CLOSURE	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	210LF 9x9 Box Culvert	May-17	LUKE EDWARDS	383,000.00	Trench Box	ROAD CLOSURE	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	510 Lf 4x6 Box Culvert	May-17	MAINSTREAM DRIVE	351,000.00	Trench Box	OPEN CUT	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	200lf 48" 192lf 54" 122lf 60" 214lf 72" Class 3 RCP	16-Nov	MARY TODD LANE	374,000.00	Trench Box	OPEN CUT	FAILURE
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	600lf 8x5 Class 3 RCP	April-17	MILLSTREAM WAY	678,000.00	Trench Box	OPEN CUT	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	240lf 96" CLASS 5 RCP	16-Nov	MOUNTAIN COVE	268,000.00	Trench Box	OPEN CUT	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	108lf 8x6 Box Culvert	16-Jun	PARKWOOD RD	168,000.00	Trench Box	ROAD CLOSURE	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	216lf 9x6	17-Apr	PITTMAN CIRCLE	348,000.00	Trench Box	ROAD CLOSURE	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	378lf 8x5	16-Jun	Simonton Rd	376,000.00	Trench Box	ROAD CLOSURE	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	368LF 78" RCP CLASS 3	16-May	Brooks rd	265,000.00	Trench Box	ROAD CLOSURE	UNDERSIZED
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	56lf 96" RCP Class 3 RCP	16-Apr	SOUTH PUCKETT ROAD	65,000.00	Trench Box	ROAD CLOSURE	FAILURE
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	72LF 84" RCP Class 3 RCP	Mar-17	TROPHY TRAIL	108,000.00	Trench Box	OPEN CUT	FAILURE

Dickerson Group Inc. Major Contracts within 5 years

ROAD CLOSURES COMPLETE BEFORE SCHOOL WAS BACK IN

Owner	Contractor	Type of Work	Time Frame	Jobsite	Contract Amount	Shoring	Method	Purpose of project
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	330 lf 10x 9 BOX CULVERT	May-17	FORK CREEK PARKWAY LAWRENCEVILLE	684,000.00	Trench Box	ROAD CLOSURE OPEN ON TIME	UNDERSIZED INSTALLED WHILE SCHOOL WAS OUT 2017
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	192 LF 10 X 9 BOX CULVERT	May-16	HARMONY GROVE RD	439,000.00	NO	ROAD CLOSURE OPEN ON TIME	UNDERSIZED INSTALLED WHILE SCHOOL WAS OUT 2016
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	96Lf 10x9 Box Culvert	May-16	KILGORE RD	250,000.00	NO	ROAD CLOSURE OPEN ON TIME	UNDERSIZED INSTALLED WHILE SCHOOL WAS OUT 2016
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	80 LF 10 X 9 BOX CULVERT	May-16	LUKE EDWARDS	383,000.00	NO	ROAD CLOSURE OPEN ON TIME	UNDERSIZED INSTALLED WHILE SCHOOL WAS OUT 2016
Gwinnett County Water Resources Don Gravitt Engineer IV 770-722-7002 Don.gravitt@gwinnettcountry.com	Dickerson Group	378lf 8x5	16-Jun	Simonton Rd	376,000.00	NO	ROAD CLOSURE OPEN ON TIME	UNDERSIZED INSTALLED WHILE SCHOOL WAS OUT 2016
CITY OF LAWRENCEVILLE JOHANNES LOUW 678-618-2839 JOHANNES.LOUW@LawrencevilleGA.Org	Dickerson Group	110 LF OF PLATES 20 X 8 ARCH CULVERT	13-Feb	THORNBUSH TRACE	265,000.00	NO	ROAD CLOSURE OPEN ON TIME	REPAIR EXISTING FAILING BOTTOMLESS CULVERT

Dickerson Group Inc. Similar Past & Ongoing Contracts

Project Name	Prime Contractor	Name & Type of Project	Project Duration	Project Value	Point of Progress	Project Owner	Project Owner Address	Point of Contact
Annual Storm Water Culvert Replacement 300 Jobs to date	The Dickerson Group	STORMWATER MAINTENANCE	2008 to 2018 Present	Line Item Contract 9 Mil. Per year Range From 14K to 700 K	2008-2018 75%	DWR	Gwinnett Cty Water Resources 684 Winder Highway Lawrenceville, GA 30345	Don Gravitt 678-376-6926
Gwinnett Cty. Dept. of Water Resources Annual Stream Restoration Restoration Project 10 Jobs	The Dickerson Group	Stream Restoration & Large Scale Landscaping	2014-2018 Present	Line Item Contract 1 Mil. Per year Range From 10K to 200 K	2014 & 2015 100%	DWR	Gwinnett Cty Water Resources 684 Winder Highway Lawrenceville, GA 30345	Russell Manley 770-789-9179
Gwinnett Cty. Dept. of Water Resources Gates Mill Subdivision Water Main Replacement	The Dickerson Group	Water Main Replacement Landscape repairs of all yards	Aug-15	1,300,000.00	100%	Cardozo Engineering Duluth Ga 770-988-0400 Ext 1102	Gwinnett Cty Water Resources 684 Winder Highway Lawrenceville, GA 30345	Michael Efeyini 678-376-6700
City of Johns Creek	The Dickerson Group	Stormwater Pipe Sidewalk Landscaping	December 2015	223,000.00	100%	John's Creek	City of Johns Creek 17000 Findley Rd Johns Creek	Sam Durrance 404-787-8868
City of Snellville	The Dickerson Group	Tree & Shrub Planting Project on State Highway 78	Oct-16	127,000.00	100%	City of Snellville	Ciy of Snellville 2342 Oak Rd Snellville	Craig Barton 770-985-3524
City of Snellville 2014 2015 2016 2017	The Dickerson Group	Stormwater Pipe Replacement Landscaping	2014 2015 2016 2017	464,521.00 553,447.00 417,803.00 450,000.00	100% 100% 100% 25%	City to Snellville	Ciy of Snellville 2342 Oak Rd Snellville	Craig Barton 770-985-3524
City of Lawreceville Park Place Dr Pedestrian Project	The Dickerson Group	Water Main Replacement Storm Water Replacement Asphalting of Entire Road Concrete Sidwalks & Driveways Complete Landscape Upgrade	3/1/17 - 12/31/17	\$2,089,484.00	100%	Owner	City of Lawrenceville 70 S. Clayton St PO Box 2200 Lawrenceville, GA - 30046	Johannes Louw 678.618.2839
Gwinnett Cty. Dept. of Water Resources Annual Stream Restoration Restoration Project Bromolow Stream Restoration	The Dickerson Group	STREAM RESTORATION & LANDSCAPING	April 2017 - January-18	\$850,000.00+	100%	DWR	Gwinnett Cty Water Resources 684 Winder Highway Lawrenceville, GA 30345	Russell Manley 770-789-9179
Everson Road GDOT	CMES	Water, Sewer & Landscaping		850,000.00	To Start	Tylin International 250 Peachtree St, Atlanta	Tylin International 250 Peachtree St, Atlanta	
Avondale Mill Village, Monroe	The Dickerson Group	Water, Sewer & Landscaping	November-17 April-18	1,600,000.00	25%	City of Monroe		



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Services:
Residential / Commercial
Utilities Contractor

(770) 513 – 4558 * FAX (770) 513 – 4740
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Erosion Control
Plumbing

Water Main
EPD Certified
Piping Specialist
Sewer
Sewer Camera Work
Storm Drain
Water and Sewer
Piping Repairs
Emergency Repairs

Backflow Testing
Installation, Retrofits

Concrete
Curb & Gutters
Flatwork
Sidewalks

Confined Space Entry

Backhoe / Dump
Trucks

Septic Tank
Installation, Removal
Repair

Mayfield Culvert

- Simple breakdown method of replacement
- **End of May**
- Call Supplier to get culvert being manufactured and determine delivery expectations
- Setup testing technician for all aspects.
- Call all locates to get all utilities on board for relocation as necessary.
- **Beginning of April**
- Remove all trees in LOD and install all Erosion Control
- Relocate Water Main with cut in valves
- **May 29th road closure**
- Begin Excavation of culvert piping, demo road bed, existing walls, and all concrete.
- Begin bypass of creek bed once culvert has been exposed.
- **Beginning of June**
- Begin subgrade preparations for footings of culvert and pour footings.
- **End of June**
- Prepare culvert to be set once curing is complete.
- Begin granular backfill and prepare footing for wings and walls
- Pour walls allow for storm line penetration and allow curing
- Continue backfill and install storm line and rip rap
- **Beginning of July**
- Install water main isolated from valve to valve. Test and turn on water.
- Install curb and driveway
- Continue backfill to subgrade and get proof roll
- Install sidewalk and railing and paint as designed.
- **Second week of July**
- Pave road and stripe for completion
- Sod disturbed area and perform all final stabilization
- Equipment onsite: 323F Excavator, 544j wheel loader, Takeuchi tl250 skid steer, 85d excavator, numerous dump trucks, 8500 Leeboy Paver, Sakai asphalt roller

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DICKERSON GROUP INC. KEY PERSONNEL Foreman most likely to featured for this project.

- Jason Gordon -** Experience of 23 years of water, storm, sewer pipes of all sizes and diameters from 6" - 42". Also have done Box Culverts up to 10 x 10
Previous employer ER Snell. Completed grading projects and pipe projects of 3-5 Million Dollars
Flagger Supervisor, Blue Card, OSHA, Traffic Control Supervisor
Employed at Dickerson Group Inc. since 2013
- Juan Acosta -** Experience of 18 years of storm, sewer pipes of all sizes and diameters from 4"-96" . Also grading, concrete, paving with Great Northern for 5 years
Flagger Supervisor, Blue Card, OSHA, Traffic Control Supervisor
Employed at Dickerson Group Inc. since 2012
- Jorge Torres -** Experience of 20 years of water, storm, sewer pipes of all sizes and diameters from 6" - 96". Also have done Box Culverts up to 10 x 10
and Large Diameter Water Main, and Sewers ove 30 feet deep
Flagger Supervisor, Blue Card, OSHA
Employed at Dickerson Group Inc. since 2013



February 8, 2017

CERTIFICATE OF QUALIFICATION
Vendor ID: 2DI200

The Dickerson Group, Inc.
871 Old Peachtree Road NW
Lawrenceville, GA 30043

In accordance with The Rules and Regulations governing the Prequalification of Prospective Bidders, the Georgia Department of Transportation has assigned the following Rating. This Certificate of Qualification is effective on the date of issue and cancels and supersedes any Certificates previously issued:

MAXIMUM CAPACITY RATING

\$25,500,000

CERTIFICATE EXPIRES

January 31, 2019

The total amount of incomplete work, regardless of its location and with whom it is contracted, whether in progress or awarded but not yet begun, shall not exceed the Maximum Capacity Rating. If dissatisfied with the Rating, we direct you to the Appeals Procedures in §672-5-.08 (1) & (2) and §672-1-.05, Rules of the State Department of Transportation.

In order to be continuously eligible to bid with this Department, your next application for prequalification must be submitted before the expiration date. If you desire to submit an application some intermediate period before the expiration date, your Rating will be reviewed on the basis of the new application.

This Prequalification Certificate is issued for contractors to be eligible for work with the Georgia Department of Transportation (GDOT) only. GDOT does not certify contractors as eligible to do business with entities other than GDOT.

Sincerely,

A handwritten signature in blue ink, appearing to read "Marc Mastronardi", is written over a horizontal line.

Marc Mastronardi, P.E.
Chairman, Prequalification Committee/Contractors

MM:ASB



City Council Meeting STAFF REPORT

Submitting Department: Community Development

Submitted By: Eric Graves

Meeting Date: March 19, 2018

I. AGENDA ITEM TITLE: PRESENTATION OF THE NORTH FULTON COMPREHENSIVE TRANSPORTATION PLAN FOR ADOPTION

II. RECOMMENDATION:

Adopt the the North Fulton Comprehensive Transportation Plan, as summarized by the 2018 Recommendations Report

III. REPORT IN BRIEF:

In October of 2015, Council authorized a Memorandum of Agreement between the five major North Fulton Cities to work in conjunction with the Atlanta Regional Commission to update the North Fulton Comprehensive Transportation Plan. Agreements were signed, consultants selected, and the Scope of Work agreed to by August of 2016.

The goal of this project is to develop an implementation strategy for the highest priority projects in the North Fulton Region. To that end, it is essential that the North Fulton Comprehensive Transportation Plan be adopted by all North Fulton jurisdictions. By partnering together for the highest need projects, the North Fulton Cities can help maximize their share of regional funding.

In November of 2017, the Kimley-Horn Consultant Team updated the City Councils on the project's progress and draft recommendations. Input from the project stakeholders, the public participation effort, and jurisdiction officials have now been incorporated into the final summary report, The North Fulton County Transportation Comprehensive Plan: 2018 Recommendations Report.

IV. ALTERNATIVES:

V. ATTACHMENTS:

NFCTP Executive Summary_180205, NFCTP Recommendations Report - 180205, Resolution_NFCTP Update



2018



EXECUTIVE SUMMARY

NORTH FULTON

COMPREHENSIVE TRANSPORTATION PLAN





The NFCTP seeks to address economic prosperity, quality of life, and cross-jurisdictional collaboration through a variety of transportation solutions, including roadway, bicycle, pedestrian, and transit. It provides an opportunity for the municipalities to plan together while informing the regional transportation planning process and ultimately establishes a vision for North Fulton's transportation future.



INTRODUCTION

The North Fulton area is experiencing a period of growth and change—in population, jobs, and traffic. Meanwhile, the forces that influence transportation funding have continued to evolve at the regional, statewide, and federal levels. The growth among other factors has led to added pressure on the transportation network and the people who use the system daily. The North Fulton Comprehensive Transportation Plan (NFCTP), an update to the 2010 plan, explores these changes and the strategies needed to address them.

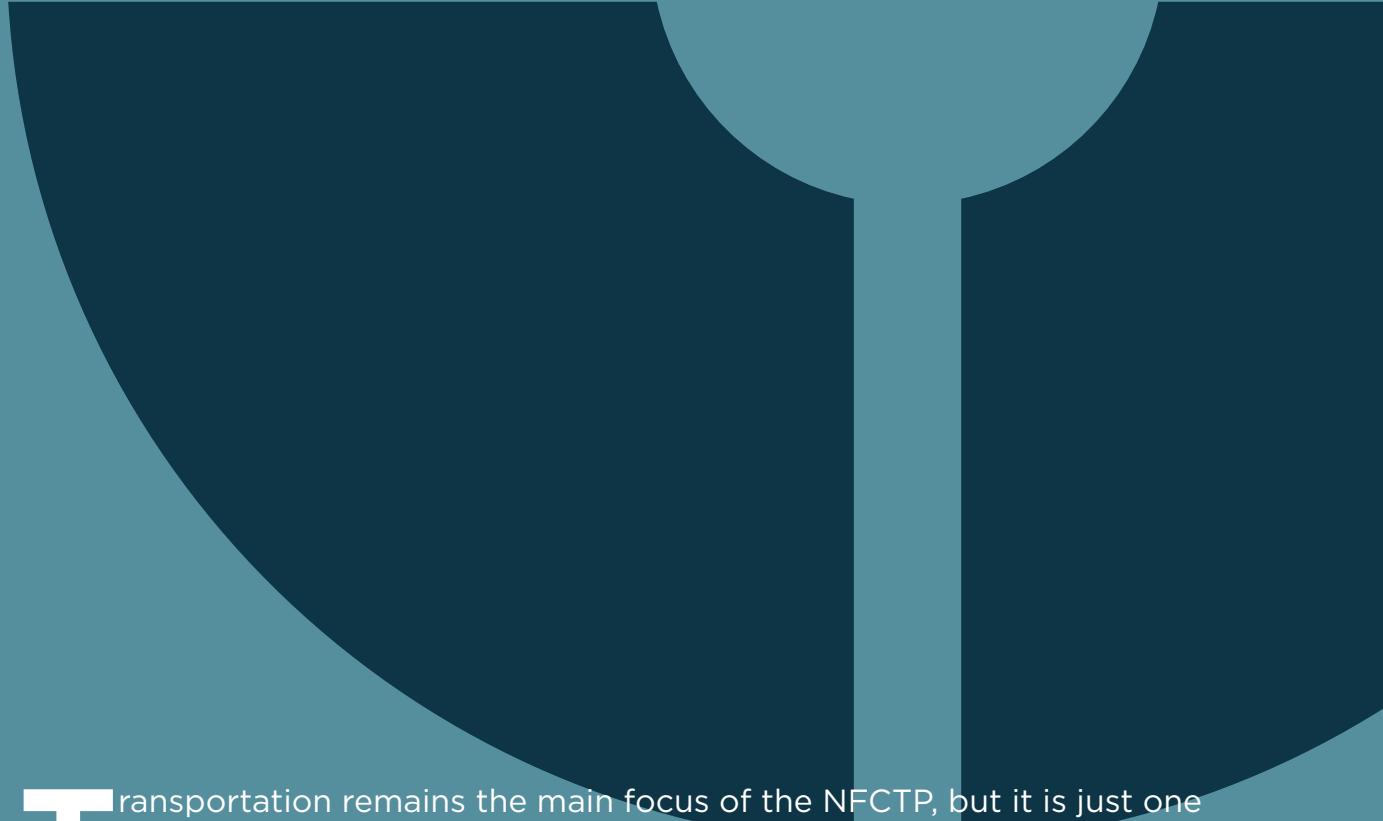
- **Shifting Demographics** | Between 2010 and 2015, the North Fulton population grew by more than 35,000, an increase of over 10%.
- **Growing Economy** | Between 2010 and 2015, North Fulton grew to represent a total of 34% of Fulton County's employment, an increase of 17% in about the same timeframe.
- **Changing Funding Levels** | At a local level, North Fulton residents voted in November 2016 to approve a 0.75-cent Special Purpose Local Options Sales Tax for Transportation Purposes (TSPLOST) that is projected to result in approximately \$380 million (2017-2022). Additionally, the Fixing America's Surface Transportation Act (FAST Act) and state legislation, like the Transportation Funding Act of 2015 (TFA), there is a more refined understanding of future levels of federal and state funding.



CTP PROGRAM

Atlanta Regional Commission's (ARC) Atlanta Region's Plan is informed largely by Comprehensive Transportation Plans (CTPs). CTPs help the region to fulfill federally required plan elements indicated in the Code of Federal Regulations. Participation is not required but it is an accepted practice across metro Atlanta (18 CTPs currently inform the Regional Transportation Plan) that helps to create a platform to better articulate investment priorities when funding is available.

- **Prioritized list of transportation investments that reflect the local community's vision**
- **Five to ten year fiscally constrained action plan which reflects currently available funding sources and relevant city- or county-level policy actions**
- **Vetted recommendations that have gone through public engagement processes and formally adopted by local officials**
- **Recommendations that leverage the region to address local needs and priorities**
- **Recommendations that leverage previous planning efforts**

A large, stylized graphic of a person in a suit, rendered in dark blue and light blue tones, occupies the upper half of the page. The figure is composed of simple geometric shapes: a circle for the head, a vertical rectangle for the torso, and two curved shapes for the shoulders and arms. The background is a solid light blue.

Transportation remains the main focus of the NFCTP, but it is just one of the elements contributing to a community's well-being. The plan acknowledges that the identification of policies and projects is not a silver bullet to solve the growing demand for travel, but is just one portion of a multi-pronged approach to improving North Fulton's transportation system. Maximizing the mobility of a community can only be achieved when transportation investments align with the land use, economic, and social goals of the community.

PRIORITIES

The transportation priorities for the NFCTP reflect the community's vision for a future transportation system. Combined, the statements outline strategies that aim to guide the NFCTP planning process.



The NFCTP embraced a planning process that prioritized community-level input to the regional role and strategy of the plan.

OUTREACH



**Social Media
Project Website
Email Blasts
Phone Survey
Online Surveys
Focus Groups
Public Meetings
Community Events
Stakeholder Engagement**



*5 community events to
“meet the people where
they are”*

*5 rounds of focus groups to
talk about their vision for
transportation*

*Two rounds of public
workshops*

*1,000 surveys completed
for a statistically valid
phone survey*

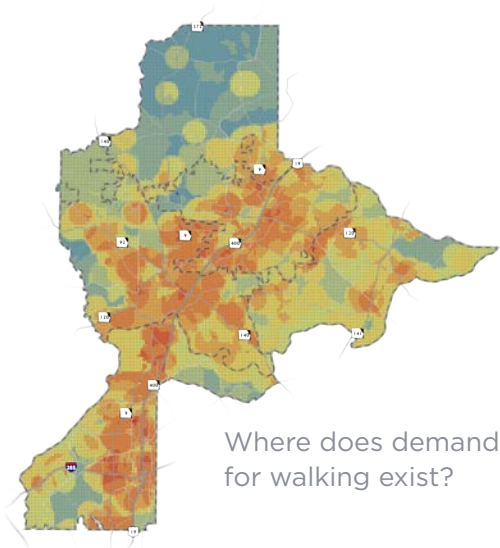
*11,365 data points
for two rounds
of online
surveys*

PROJECT UNIVERSE

The NFCTP’s recommendations were created in a variety of ways including a robust community engagement process, an identification of needs and deficiencies across the transportation system, and a thorough review of previous planning efforts. One of these tools was the Needs Assessment, which used innovative techniques to answer questions about multimodal mobility in North Fulton.

TRANSPORTATION INDEX

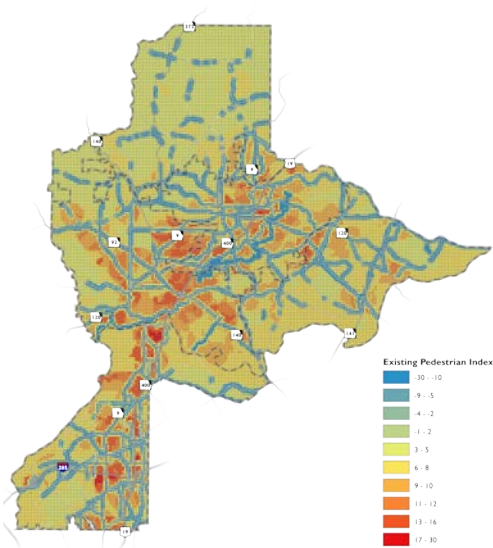
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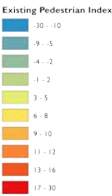
Where does demand for walking exist?



Where does supply for walkable facilities exist?

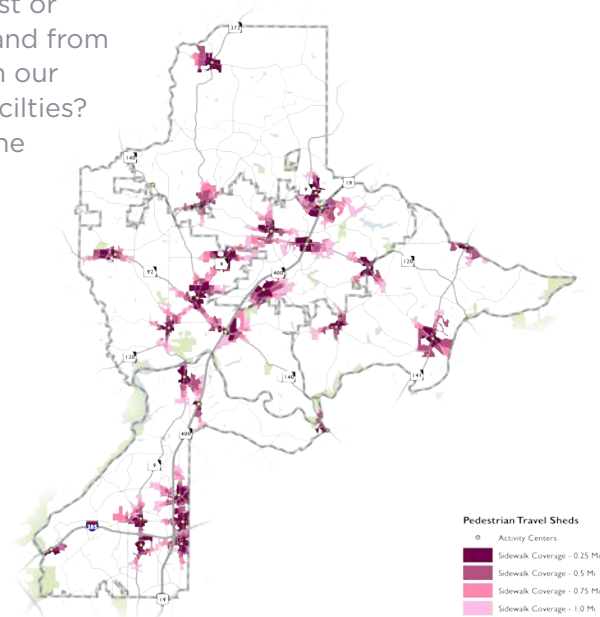
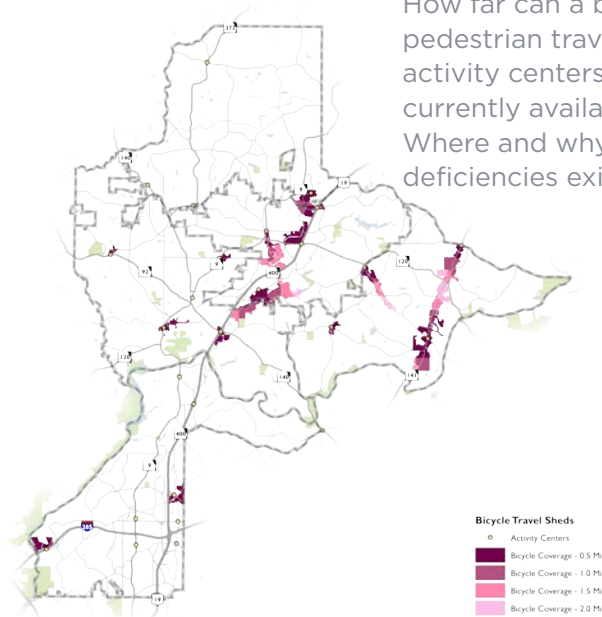


Where is the gap between demand and supply greatest? What types of improvements can help to close the gap?



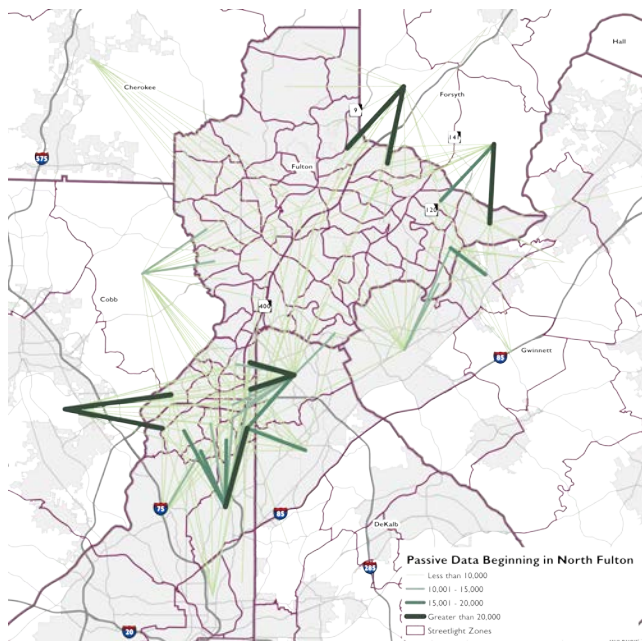
TRAVEL SHEDS

How far can a bicyclist or pedestrian travel to and from activity centers given our currently available facilities? Where and why do the deficiencies exist?



8

PASSIVE DATA



What are the existing travel patterns in North Fulton? Where are people coming from? Where are people going? (*Streetlight data)

*Streetlight data is passive location data with timestamps that are collected from in-vehicle and mobile phone devices. The data is reported to a third-party company that aggregates and anonymizes the data.

POLICIES

While a significant portion of the NFCTP is supported by technical analysis documenting transportation performance, there is understanding that transportation affects a broad range of community objectives. The NFCTP highlights policy recommendations in various topic areas that could prove pivotal for successful collaboration among all stakeholders.

- **Land Use and Transportation**
- **Bicycle and Pedestrian**
- **Transit**
- **Human Services Transportation/Paratransit**
- **Asset Management**
- **Streetscape and Beautification**
- **Resiliency**
- **Connected and Autonomous Vehicles**
- **Intelligent Transportation System (ITS)/
Advanced Traffic Management System (ATMS)**
- **Transportation Safety**
- **Freight**
- **Transportation Demand Management**

Transit remains an integral part of the CTP process. The recommendations included in this plan are complementary to the transit scenarios presented as a part of the Fulton County Transit Master Plan (TMP) effort.

The TMP will ultimately determine short-, mid-, and long-term projects not limited to: transit expansion, existing service, and last mile connectivity improvements. For more information, visit <http://www.fultoncountygga.gov/tmp-home>



The projects included in the NFCTP went through a vigorous, technical and community-based vetting process. They represent a flexible, but prioritized group of projects that indicate the first, second, and third levels of importance.

PRIORITY PROJECTS

LEVEL 1

(First Level of Priority: 2017-2022; Local funds = \$378.4 million)

Level 1 includes all projects that have committed funding in the first five years of the plan, which is consistent with the timeline of the current TSPLOST program (2017-2022). These projects come from different sources including TSPLOST, state- and federally-sponsored projects, multimodal cityspecific bond projects, capital improvement plans, and other city initiatives.

LEVEL 2

(Second Level of Priority; Local funds = \$378.4 million)

Level 2 projects for the NFCTP are the next level of priority after Level 1 is implemented. Flexibility is built into the second tier of projects so that as funding becomes available, the North Fulton Cities have a list of projects that have been vetted by staff, the public, and elected leadership from which to choose.

LEVEL 3

(Third Level of Priority; Local funds = \$378.4 million)

The assumptions for Level 3 are similar to Level 2. Projects in this level are also priority projects but follow Level 2 for funding allocation.



REGIONAL CONNECTIONS

When looking at the cumulative impacts of these projects throughout North Fulton, the effects on multimodal mobility for residents, employees, and visitors of the County become clearer. The projects work together in combination with larger regional ones to begin to create a more cohesive, balanced network that accommodates for all modes.

**Note: a consistent legend is used for the maps on the following pages. Not all project types in the legend are reflected in each map.*

REGIONALLY SIGNIFICANT PROJECTS

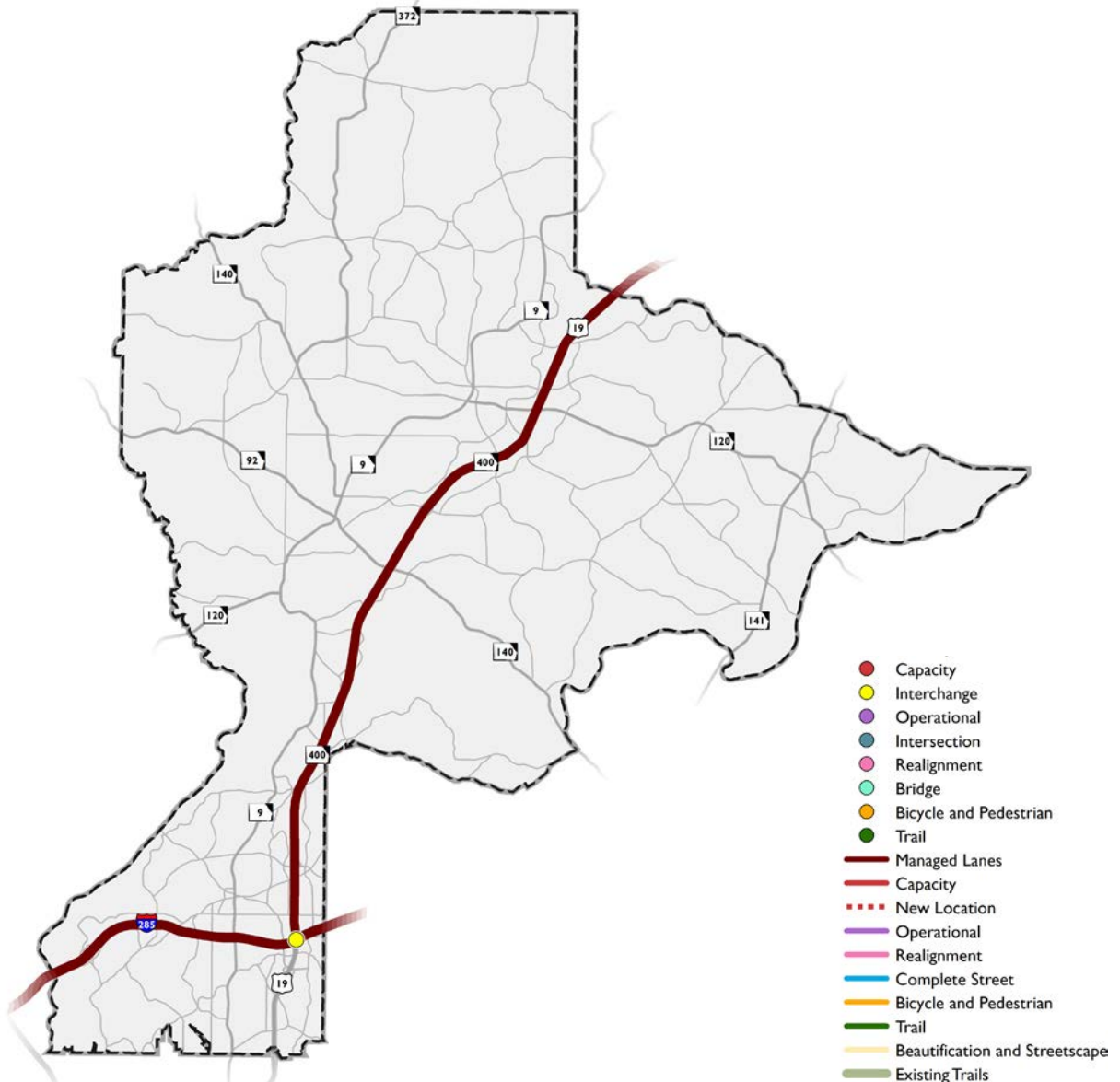


**SR 400
EXPRESS LANES**

**TRANSFORM
285/400**

**REVIVE 285
EXPRESS LANES**

Regional investments include the Transform 285/400 project, a complete reconstruction of one of the most critical interchanges in North Fulton, as well as projects in the Major Mobility Investment Program (MMIP) such as the SR 400 and Revive 285 Express Lanes projects. The managed toll-lanes provide two additional lanes in each direction managed to operate at a minimum of 45 mph. The projects provide a more reliable trip for those who need it and create a transit advantage for buses moving in express lanes.



CAPACITY PROJECTS

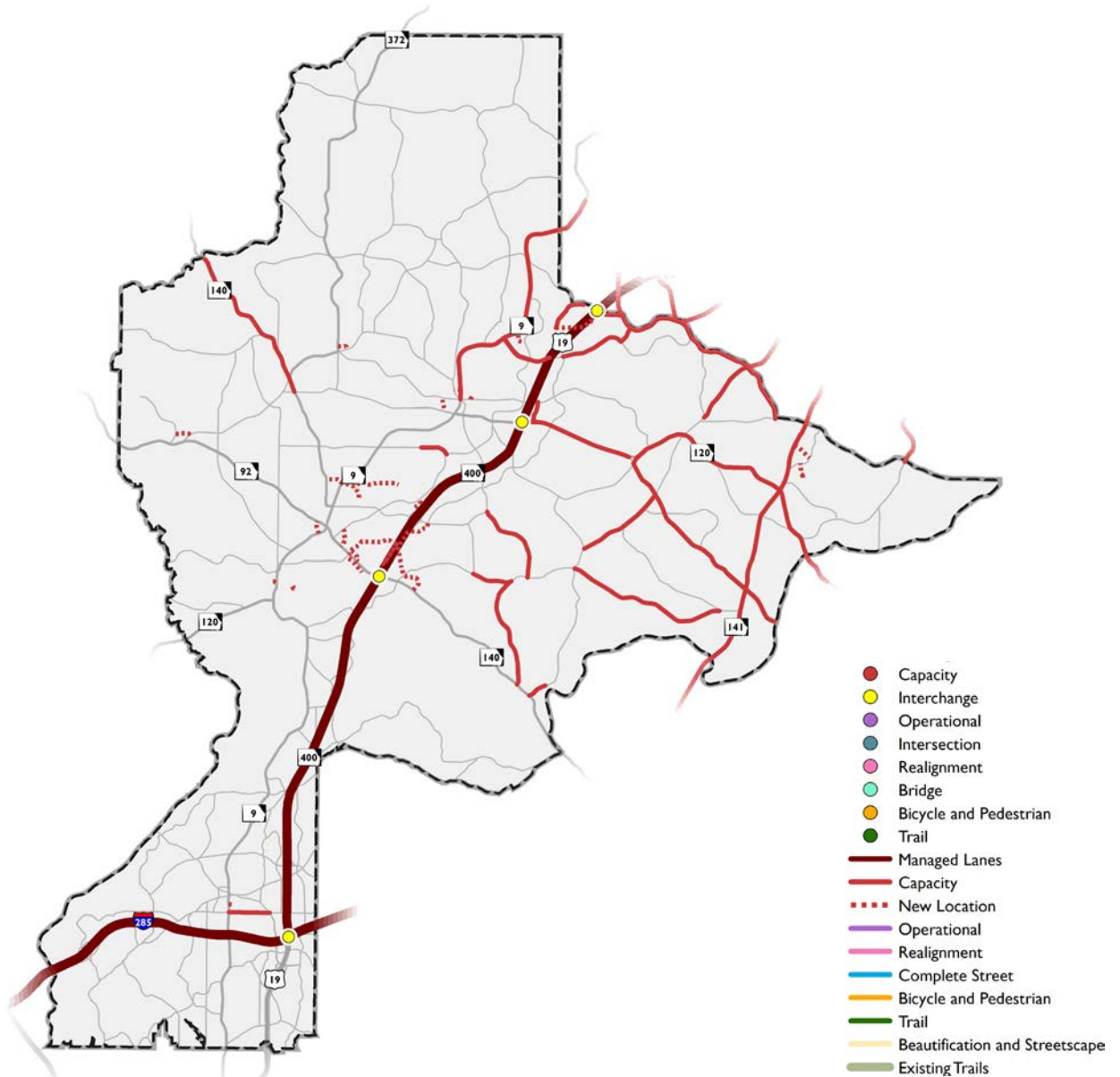
62 PROJECTS

in Levels 1, 2 & 3

\$336M

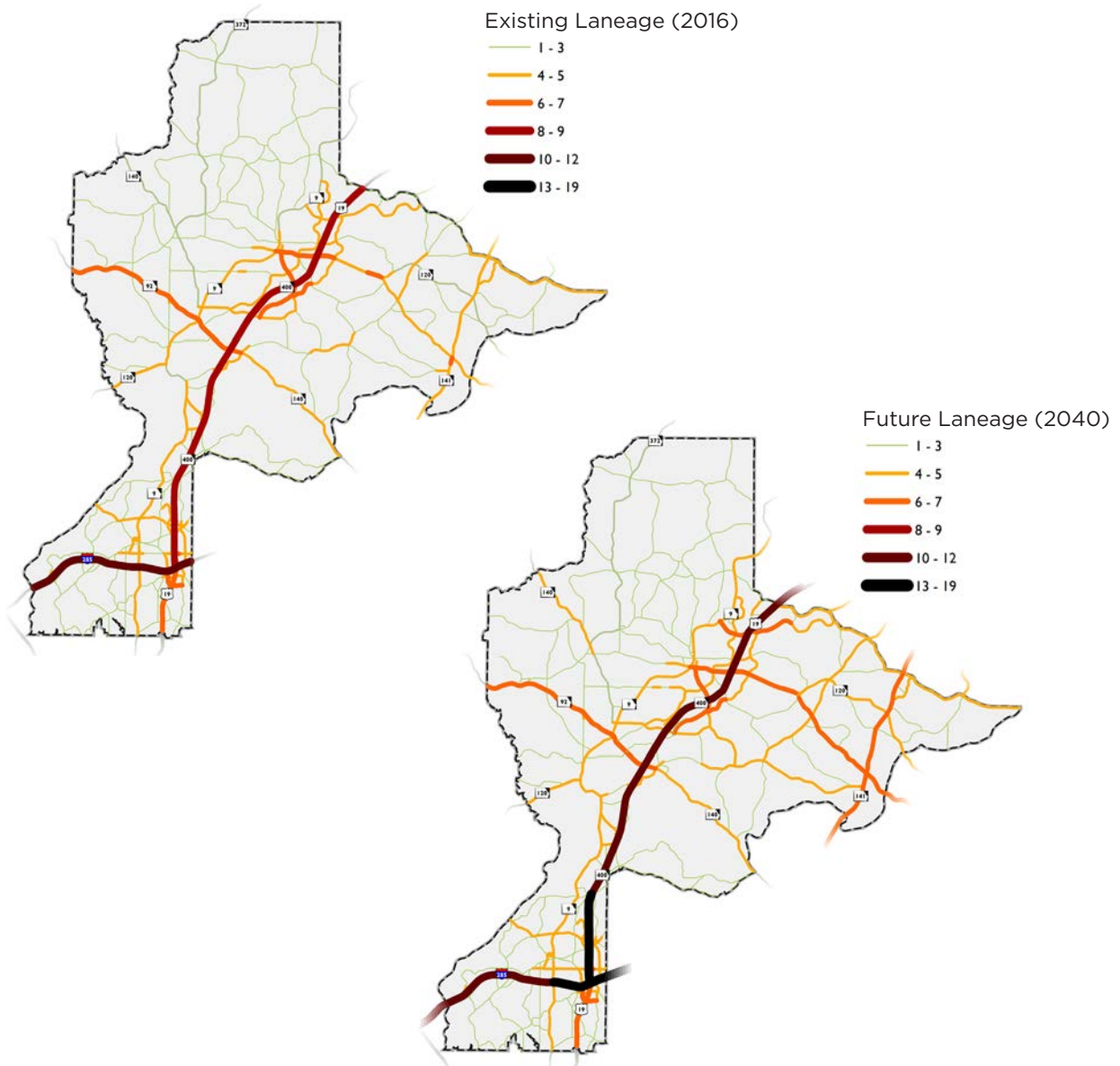
in Levels 1, 2 & 3

Capacity projects widen existing roads while New Location projects extend existing roads or construct new roads altogether. These projects support regionally significant projects, while alleviating potential bottlenecks and allowing for local traffic to be diverted onto alternative roadways. Capacity projects will ultimately make laneage consistent along North Fulton roadways (and in some cases, to surrounding counties) to facilitate vehicular movement.



LANEAGE CHANGES

The projects in NFCTP streamline the laneage of many of the major corridors in North Fulton including SR 9 having consistent 4 to 5 lanes throughout North Fulton, SR 141 widening from Gwinnett County through Forsyth County, Arnold Mill Road improvements from Cherokee County to Rucker Road, and SR 120 widening from State Bridge Road through Gwinnett County. State Bridge Road is also improving lane consistency from SR 9 in Alpharetta to Gwinnett County.



OPERATIONAL PROJECTS

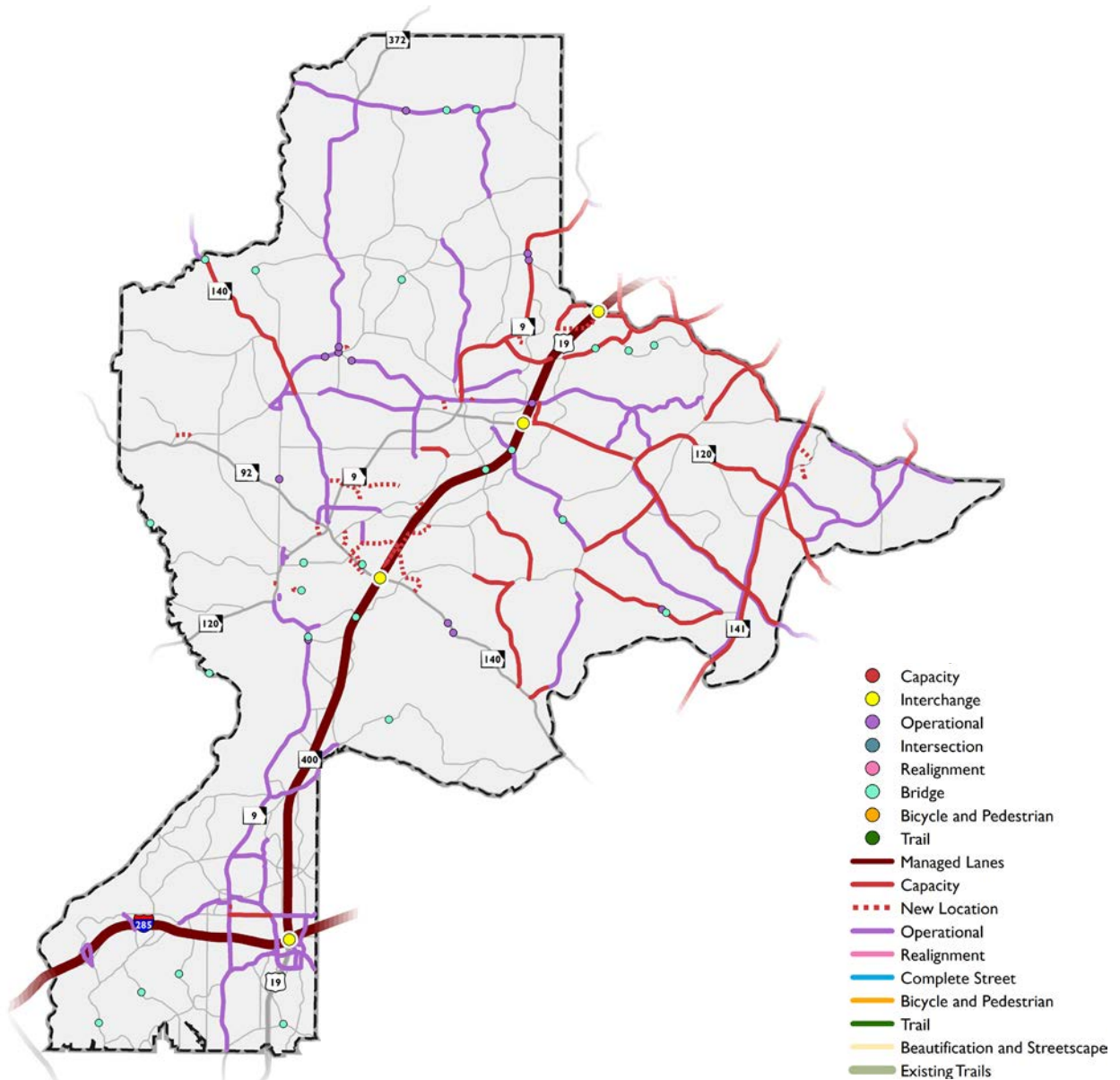
89 PROJECTS

in Levels 1, 2 & 3

\$182M

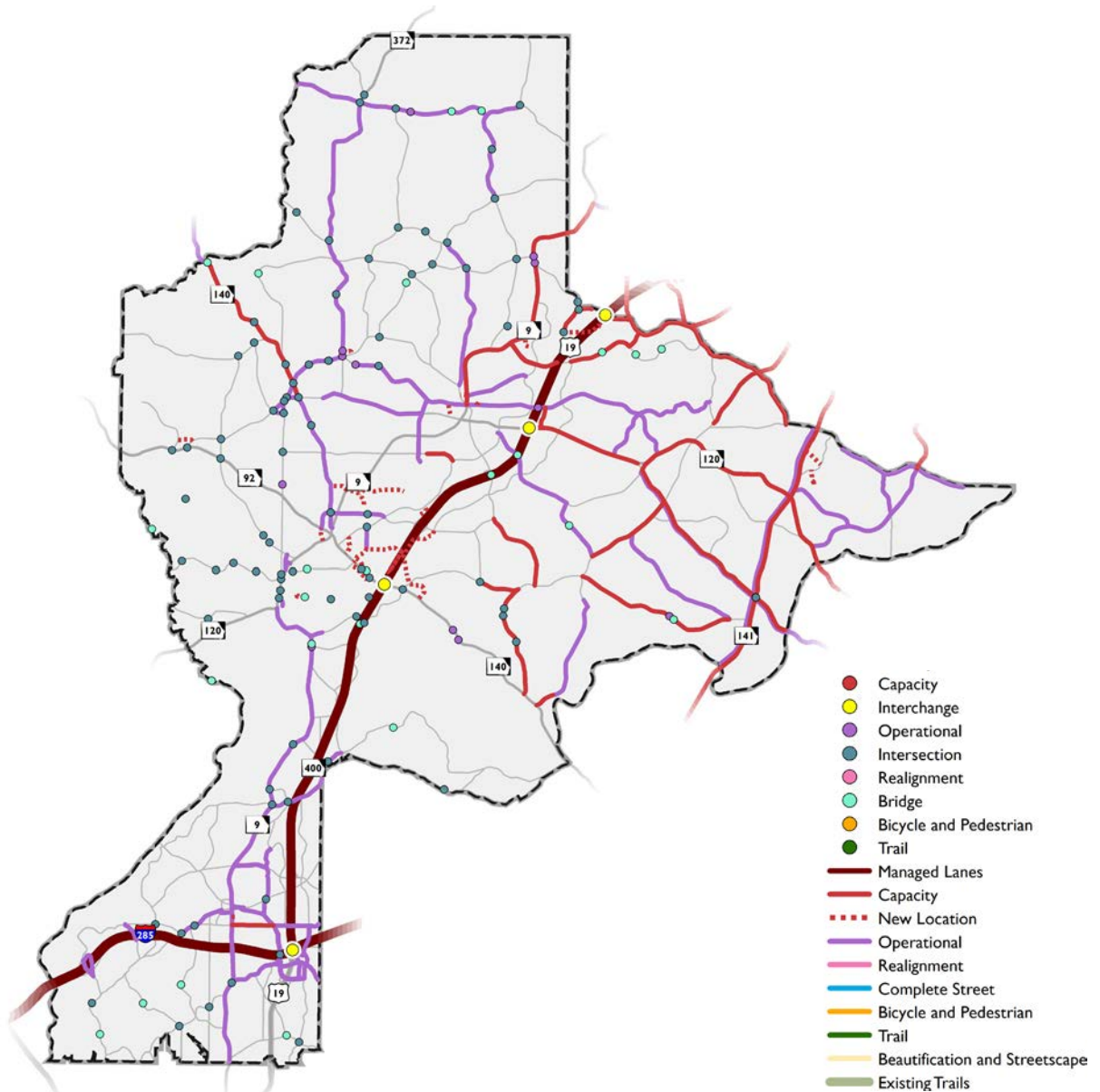
in Levels 1, 2 & 3

Operational projects are those that largely work within the existing right-of-way to optimize the performance of the roadway. These projects include improvements such as signal timing, roadway restriping, addition of turn lanes, and geometric realignments. These types of projects help to better the performance of a given roadway to show how the operational projects work in tandem with capacity projects to increase system efficiency.



\$95M
in Levels 1, 2 & 3

16



OTHER ROADWAY PROJECTS

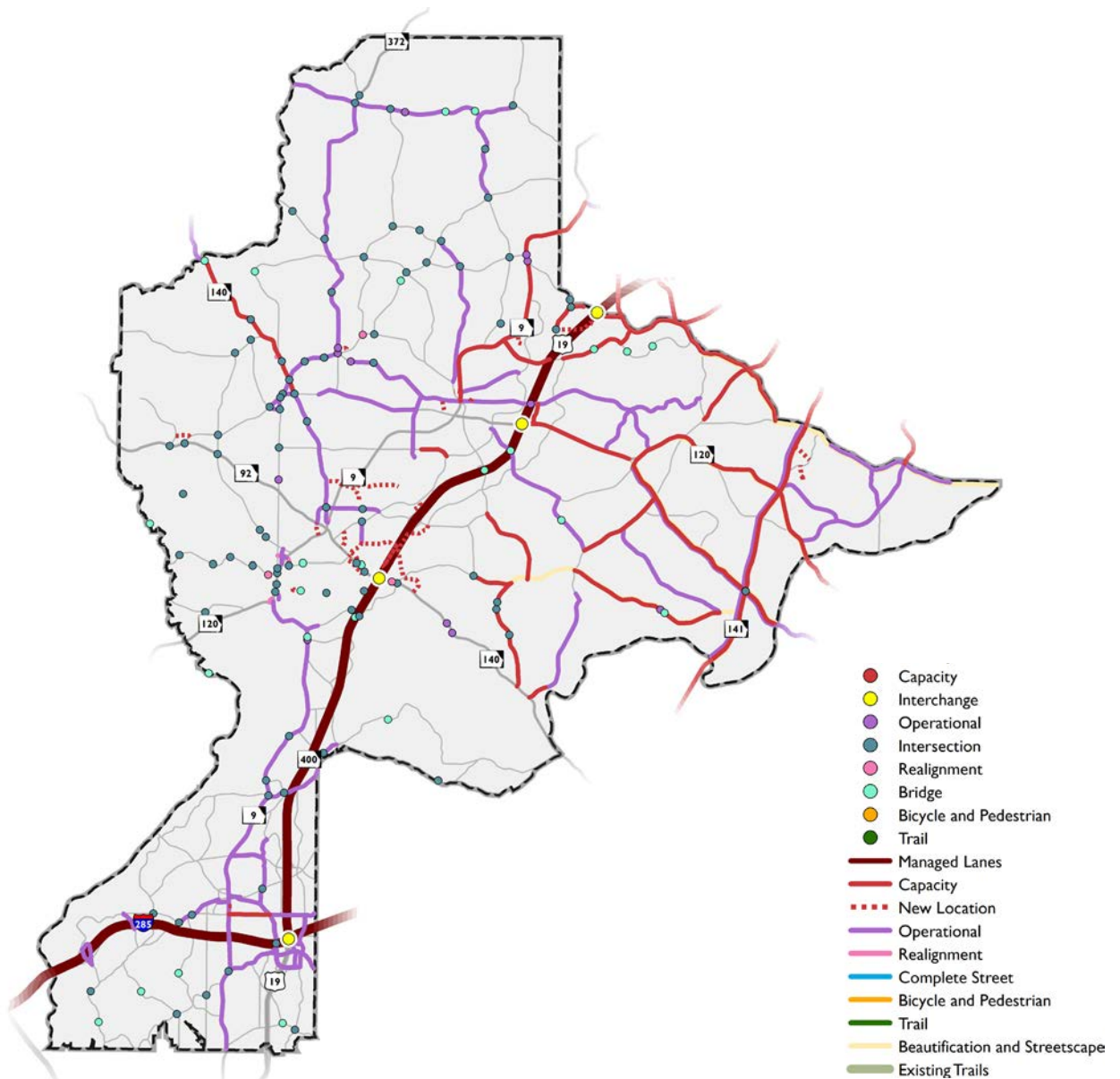
13 PROJECTS

in Levels 1, 2 & 3

\$15M

in Levels 1, 2 & 3

The map below layers the remaining roadway projects such as beautification and streetscape projects. These projects may not directly contribute to the avoidance of bottlenecks or travel flow but are crucial in placemaking and creating vibrant communities.



BIKE, PED, TRAIL PROJECTS

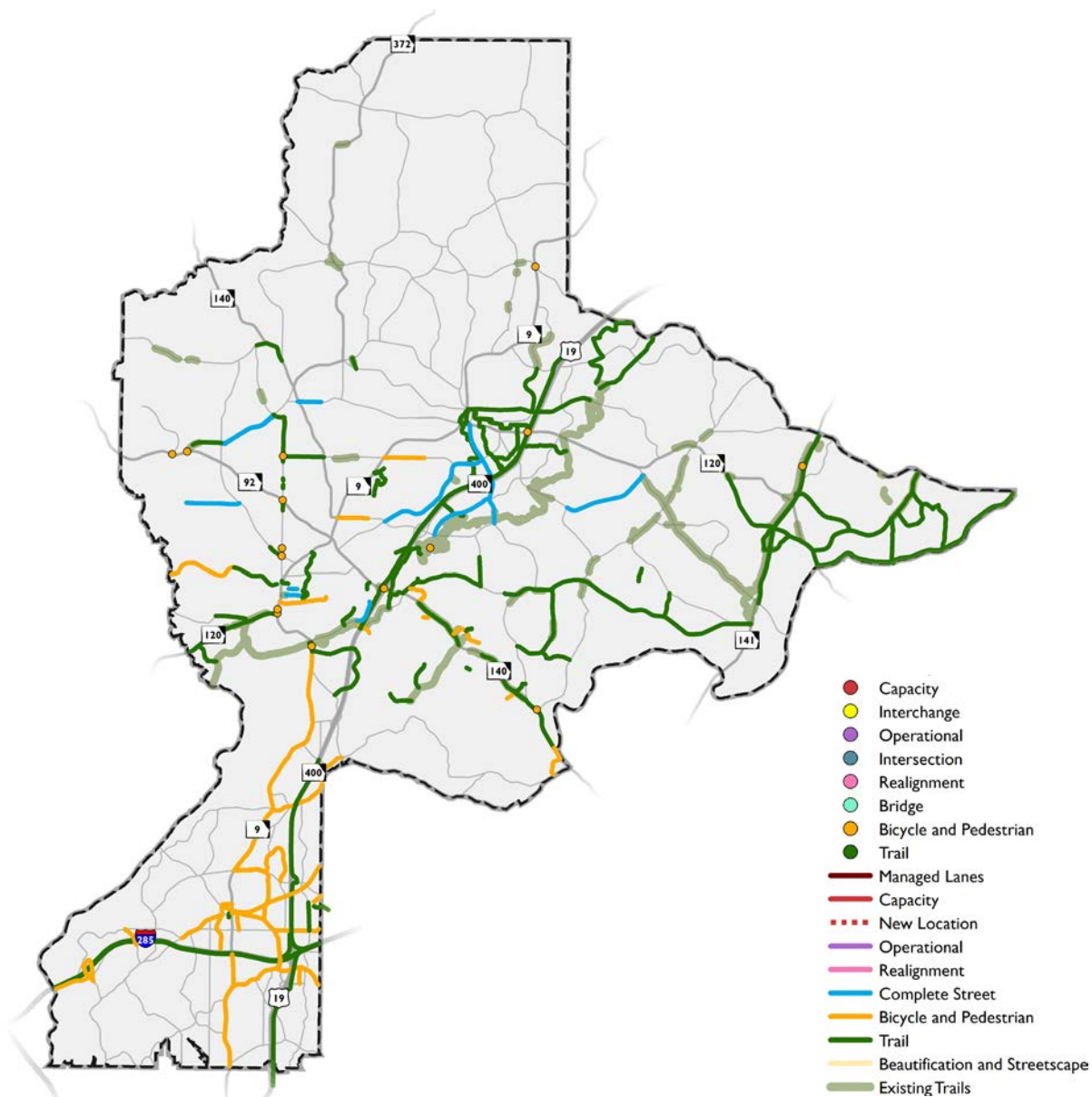
138 PROJECTS

in Levels 1, 2 & 3

\$303M

in Levels 1, 2 & 3

Bicycle, Pedestrian, and Trail projects are active transportation improvements that enhance access for those who choose to walk or bike. These projects are critical to creating a balanced transportation system. These strive to improve connectivity of these facilities and at times, include coordinated roadway improvements.





ACTION PLAN

The NFCTP includes projects and programs through the 2040 horizon year. To jumpstart these efforts, the NFCTP includes a Five-Year Action Plan that details the steps necessary to move implementation forward for projects across the levels.

1

COORDINATION

Continue coordination with ARC and GDOT to leverage state and federal funding for projects

2

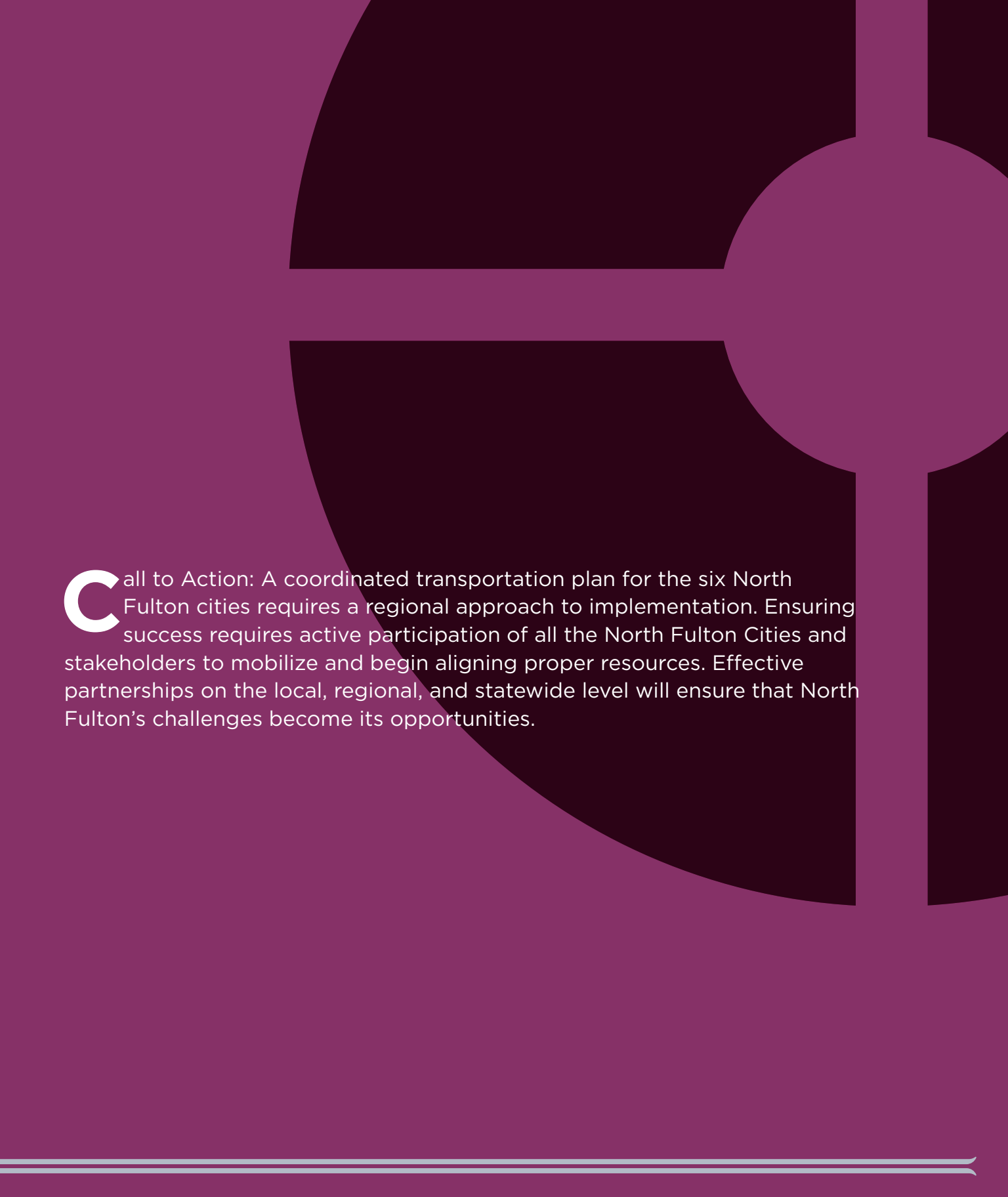
PARTNERSHIP IDENTIFICATION

Identify partnership opportunities and engage project leads to work towards setting a timeline for completion based on funding

3

PROJECT PHASING

Identify potential funding schedules and initiate project phasing to create “shovel-ready” projects



Call to Action: A coordinated transportation plan for the six North Fulton cities requires a regional approach to implementation. Ensuring success requires active participation of all the North Fulton Cities and stakeholders to mobilize and begin aligning proper resources. Effective partnerships on the local, regional, and statewide level will ensure that North Fulton's challenges become its opportunities.

ACKNOWLEDGMENTS

PROJECT MANAGEMENT TEAM

ALPHARETTA | Eric Graves
JOHNS CREEK | Chris Haggard and Nick Stahl
MILTON | Sara Leaders
ROSWELL | Dave Cox, Mark Dana, and Meagan Winchester
SANDY SPRINGS | Kristen Wescott and Ruben Hovanesian
ATLANTA REGIONAL COMMISSION (ARC) | David Haynes and Patrick Bradshaw

STAKEHOLDER COMMITTEE

CITY-APPOINTED REPRESENTATIVES

ALPHARETTA | Joe McGorrey; John McIlwan; Frank Wingate
JOHNS CREEK | Joe Englert; Daryl Fleming; Chip Floyd; Maureen Giannone; Sameer Patharkar
MILTON | Peyton Jamison; Rich Johnson
ROSWELL | Don Conaughty; Chris Foley; Tom LaDow; Jason Sabatino; Steve Stroud
SANDY SPRINGS | Sherwin Clemons; Dr. Sandra Jewell; Graham McDonald;
Al Pond; Van Westmoreland

AT-LARGE REPRESENTATIVE AGENCIES

Atlanta-Fulton County Emergency Management Agency (AFCEMA) | Bicycle
Alpharetta | Bicycle Roswell | Chattahoochee River National Recreational
Area | Fulton County Division of Aging Services | Fulton County Schools | Georgia
Commute Options | Georgia Department of Transportation (GDOT) - District 7 |
GDOT - Office of Planning | Georgia State University, Perimeter College | Georgia
Regional Transportation Authority (GRTA) | Gwinnett Technical College, Alpharetta-North
Fulton Campus | Metropolitan Atlanta Rapid Transit Authority (MARTA) Office of
Planning | North Fulton Community Improvement District (CID) | Perimeter CIDs |
Roswell, Inc. | Sandy Springs/Perimeter Chamber of Commerce | North Fulton
Chamber of Commerce

CONSULTANT TEAM

Kimley-Horn
Jacobs Engineering
Cambridge Systematics
Perez Planning + Design
Transport Foundry
Debra Semans





2018

RECOMMENDATIONS REPORT

NORTH FULTON

COMPREHENSIVE TRANSPORTATION PLAN



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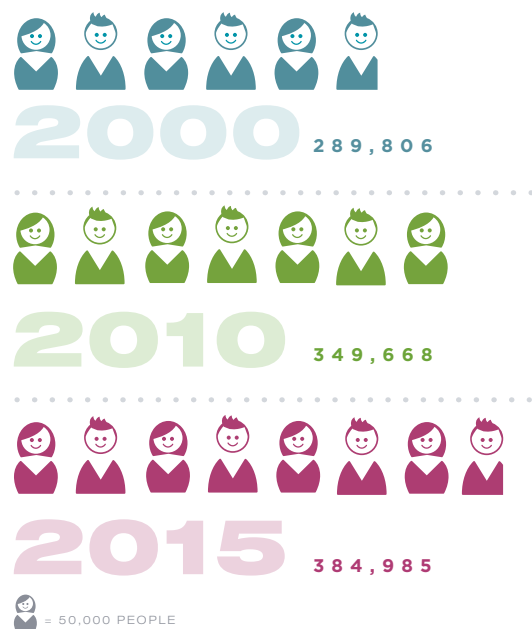
INTRODUCTION

The North Fulton Comprehensive Transportation Plan (NFCTP) seeks to address economic prosperity, quality of life, and cross-jurisdictional collaboration through a variety of transportation solutions, including roadway, bicycle, pedestrian, and transit. An update to the initial CTP completed in 2010, this plan is a joint effort between the Atlanta Regional Commission (ARC) and the six North Fulton cities: Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs. The NFCTP provides an opportunity for the municipalities to plan together while informing the regional transportation planning process. The NFCTP ultimately establishes a vision for North Fulton's transportation future.



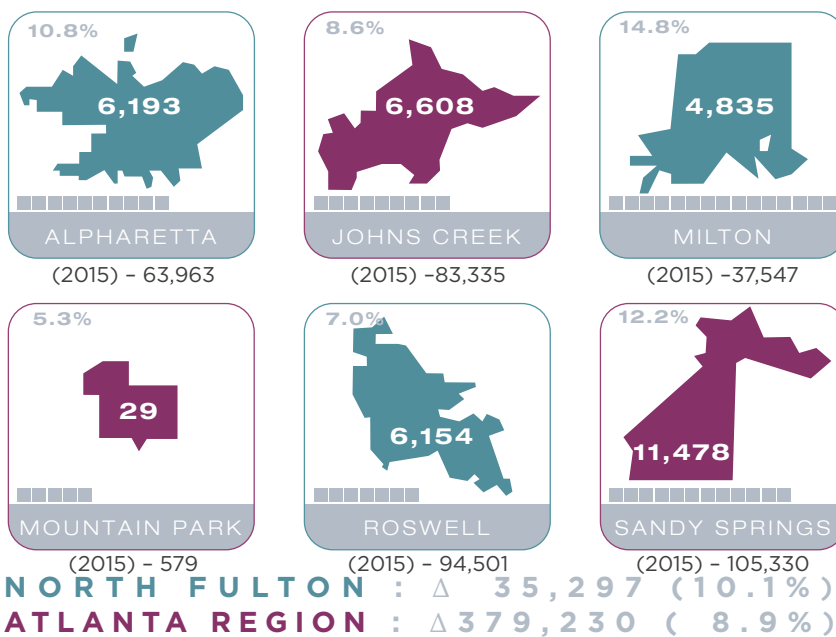
The North Fulton area is experiencing a period of growth and change. Between 2010 and 2015, the population in the area grew by more than 35,000, an increase of over 10%. During the same time period, the 10-county Atlanta Region grew at a rate of just under 9%. Similarly, between 2009 and 2014, the North Fulton area grew to represent a total of 34% of Fulton County's employment, an increase of 17%. This growth, coupled with growth in other areas of the metropolitan region, has led to added pressure on the transportation network. The NFCTP explores these changes and the strategies needed to address them.

POPULATION GROWTH (2000-2015)



Source: U.S. Census

POPULATION GROWTH FROM 2010-2015 (BY CITY)



The NFCTP represents a collaborative effort to establish a transportation vision for North Fulton County that leverages a combination of technical analyses, public engagement, and committee involvement. The plan responds to existing needs and anticipated concerns for quality of life, mobility, congestion, safety, access, and connectivity. Designed to begin an open dialogue among the larger community, the NFCTP aims to create an adaptable plan for the future.

The update to the NFCTP is well-positioned to take advantage of recent regional, state, and federal legislative changes. Through federal legislation, such as the Fixing America's Surface Transportation Act (FAST Act), and state legislation, such as the Transportation Funding Act of 2015 (TFA), there is a more refined understanding of future levels of federal and state funding. Local funding gathered through the Fulton County Special Purpose Local Option Sales Tax for transportation purposes (TSPLOST) will provide a reliable and significant funding source for the next five years. The NFCTP explores the types of projects that can be advanced with these funding sources, as well as how best to prioritize and implement those projects.

PLAN ORGANIZATION

Transportation has long been a driving force behind economic and population growth in North Fulton. Today more than ever, citizens, elected officials, staff, and community stakeholders must work together to plan a transportation system that guides growth in a way that empowers the local economy and enhances quality of life. The NFCTP blends the area's vision for transportation, a review of existing conditions, and future needs with a realistic set of priorities, recommendations, and supporting policies. The following describes the chapters and the content included in each.

Chapter 2 – Project Vision and Goals

Chapter 2 introduces the planning process, outlines the vision and goals for the plan, and documents public engagement efforts.

Chapter 3 – Project Development and Evaluation

Chapter 3 outlines the full universe of projects identified through the NFCTP and introduces a mode neutral project evaluation process based on project scale.

Chapter 4 – Transportation Funding and Level Structure

Chapter 4 explains transportation funding in North Fulton and how it can be leveraged through the establishment of project priority levels.

Chapter 5 – Policy Guidance

Chapter 5 explores the supporting policies that can help to advance the recommendations of the NFCTP.

Chapter 6 – Regional Connections

Chapter 6 highlights how the NFCTP recommendations focus on multimodal mobility and improve overall regional connectivity.

Chapter 7 – Priority Projects for North Fulton

Chapter 7 provides an inventory of the committed Level 1 projects and the prioritized Level 2 and Level 3 recommended projects.

Chapter 8 – Action Plan

Chapter 8 provides an action plan for leveraging the NFCTP to move high priority recommendations forward during the next five years and beyond.

Chapter 9 – Acknowledgments

Chapter 9 acknowledges the Cities, stakeholders, and partner agencies that played a critical role in the planning process.

Chapter 10 – Appendix

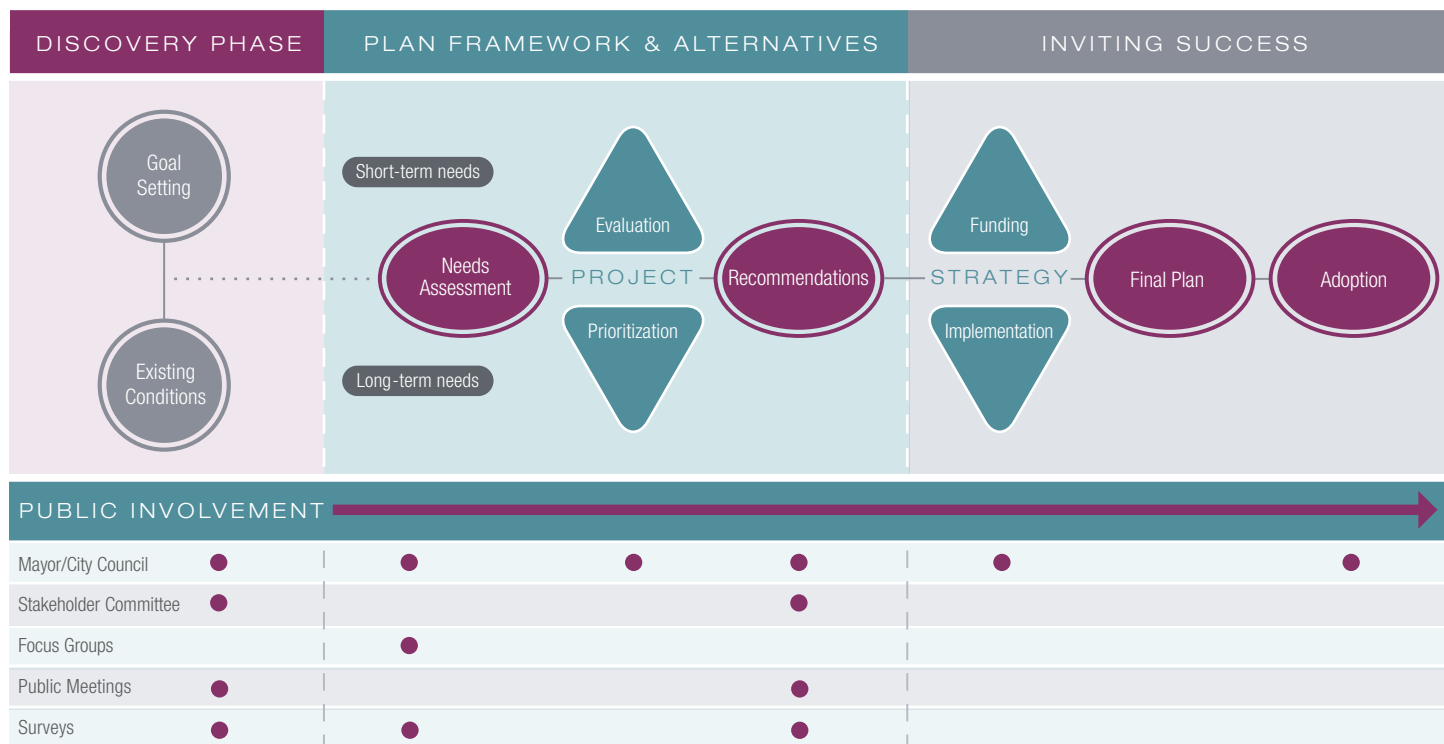
Chapter 10 includes two appendix items, one that addresses Connected and Autonomous Vehicles and another that addresses Bicycle Facilities.



2 VISION AND GOALS

SCHEDULE

The NFCTP embraces a planning process that prioritizes community-level input to the regional role and strategy of the plan. The plan responds to existing needs and anticipated concerns to address community values. The chart below describes how the plan's elements (Existing Conditions, Needs Assessment, Project Recommendations, and Final Plan) were integrated with public outreach efforts. The NFCTP outreach approach offers a variety of methods for the community to engage and provide input throughout the duration of the plan.



VISION AND GOALS

The transportation priorities for the NFCTP reflect the community's vision for a future transportation system as well as the planning factors from the Federal FAST Act, ARC's Regional Plan, and the Georgia Department of Transportation's (GDOT) Statewide Transportation Plan. The guiding principles below help identify ways to prioritize potential recommendations. The NFCTP's priorities were further vetted to include supporting statements to clarify the vision for the plan. Combined, the statements outline strategies that guide the NFCTP planning process.



PUBLIC ENGAGEMENT

Public outreach—whether through direct engagement or by the input of community proxies—is an important part of a successful transportation plan. The objective of engagement for the NFCTP was to offer a flexible, community-focused process and a variety of methods for public input. The menu of participatory opportunities ensured that the plan could truly reflect the values and priorities of North Fulton County.

PROJECT COMMITTEES

Stakeholder Committee



- FIRST MEETING – FALL 2016
- 50 STAKEHOLDERS INVITED
- 30 ATTENDED

PUBLIC WORKSHOPS

2 ROUNDS OF 5 PUBLIC WORKSHOPS HELD AT EACH OF THE MAJOR CITIES



*MOUNTAIN PARK INCLUDED IN SECOND ROUND OF WORKSHOPS

FOCUS GROUPS

5 ROUNDS OF MEETINGS

HELD WITH LOCAL GROUPS & STAKEHOLDERS ACROSS THE 6 CITIES TO TALK ABOUT THEIR



VISION FOR TRANSPORTATION IN NORTH FULTON

AND DISCUSS MUCH NEEDED MULTIMODAL IMPROVEMENTS

PHONE SURVEY

CONDUCTED STATISTICALLY VALID SURVEY ACROSS NORTH FULTON

- 1000 COMPLETED SURVEYS
- 50/50 CELL PHONE AND LANDLINE SPLIT



ONLINE SURVEYS (2)

Responses

HELLO

1,807

Written Comments

2,116



Individual Data Points

11,365

Places Needing Improvement



3,130

- 1,484 roadway
- 801 transit
- 845 active transportation



PROJECT WEBSITE

MAINTAINED FOR THE **PLAN** WITH A PROJECT SUMMARY, RESOURCES, FAQs, AND SEVERAL HELPFUL LINKS

COMMUNITY EVENTS

5 COMMUNITY EVENTS TO “MEET THE PEOPLE WHERE THEY ARE”



ALIVE IN ROSWELL



ALPHARETTA SCARECROW FESTIVAL



CRABAPPLE FESTIVAL



JOHNS CREEK ARTS FESTIVAL



SANDY SPRINGS FARMERS MARKET

Outreach tools for the NFCTP included the following:

- **Public meetings**
- **Focus group meetings**
- **Online survey**
- **Phone survey**
- **Email blasts**
- **Project website**
- **Social media (by Cities)**

Public Meetings

Five of the major cities that make up North Fulton underwent two rounds of public meetings. The first round occurred at the end of September 2016, and the second round occurred at the end of August 2017. Mountain Park, the sixth city that makes up North Fulton, had one public meeting on October 23, 2017*. These public meetings provided the North Fulton residents with the opportunity to meet the project team and offer feedback throughout the process. The input gathered helped to guide the project team's prioritization of the plan's vision and goals as well as the multimodal transportation recommendations.

Focus Group Meetings

To conduct a more thorough discussion of the public input, focus groups were held to obtain feedback from various groups representing different interests in the North Fulton community. Below are the dates and times of each focus group:

- **Business and Medical Focus Group**
February 28, 2017
- **Multimodal Summit**
(Bicycle, Pedestrian, Transit)
March 1, 2017
- **Cultural and Diversity**
March 14, 2017
- **Youth and Educators**
(conducted as a concurrent meeting)
April 29, 2017

MetroQuest Online Survey

Two MetroQuest online surveys were conducted concurrently with both rounds of public meetings. The first round of the online questionnaire and interactive map allowed participants to provide responses on the guiding principles and comment on location-specific areas of transportation need with a map marker. The second round of the online questionnaire and interactive maps allowed participants to provide input on the funding exercises and various recommended projects. The survey generated responses, written comments, and individual data points.

Phone Survey

A statistically valid telephone survey (50% landlines, 50% cell phones) was completed in February 2017 with residents of Alpharetta, Johns Creek, Milton, Roswell, and Sandy Springs. Two hundred interviews were completed in each city, for a total of 1,000 completed surveys. City results were weighted by age to ensure the respondents accurately represent each city's population. Total results are weighted by age and city population to ensure respondents were representative of North Fulton.

Project Website

The NFCTP project website (<http://northfultonctp.com>) was maintained for the duration of the study. The site provided relevant maps, documents, and meeting materials as well as an update of events for members of the public to stay informed on the project's process. The website also provided a link to subscribe to the NFCTP mailing list, through which the project team disseminated reminders about major project milestones and events.

Social Media (By Cities)

Each of the cities also maintained their individual social media platforms to advertise whenever the plan had a major event. These updates included posts to all major social media platforms, including Twitter, Facebook, and Instagram using the #NFCTP2017 hashtag.

STAKEHOLDER ENGAGEMENT

A group of key stakeholders were selected to aid in the public outreach process. Many of these individuals brought a wide variety of local knowledge and technical expertise to the project team, especially regarding concerns and opportunities unique to certain areas of North Fulton. There were two rounds of public meetings where the stakeholders attended committee meetings to understand the outreach material before it was presented to the general public. The 40 stakeholders shaped the public activities and provided valuable input. There were 20 city-appointed representatives proportional by population. The remaining 20 stakeholders were considered at-large and represented the following agencies:

- Atlanta-Fulton County Emergency Management Agency (AFCEMA)
- Bicycle Alpharetta
- Bicycle Roswell
- Chattahoochee River National Recreational Area
- Fulton County Division of Aging Services
- Fulton County Schools
- Georgia Commute Options
- Georgia Department of Transportation (GDOT) – District 7
- GDOT – Office of Planning
- Georgia State University, Perimeter College
- Georgia Regional Transportation Authority (GRTA)
- Gwinnett Technical College, Alpharetta-North Fulton Campus
- Metropolitan Atlanta Rapid Transit Authority (MARTA) Office of Planning
- North Fulton Community Improvement District (CID)
- Perimeter CIDs
- Roswell, Inc.
- Sandy Springs/Perimeter Chamber of Commerce
- North Fulton Chamber of Commerce





3 PROJECT DEVELOPMENT AND EVALUATION

INTRODUCTION

It is no surprise that there is a gap between projected funding and the cost to plan, design, and construct all of the projects that were identified as needs in the NFCTP. Only a portion of the needs identified in this plan can be addressed with the remainder to be considered and reevaluated in future plans. Determining project priority required the identification of several criteria, based on significant input from stakeholders and a thorough evaluation of available data. Each of the evaluation criteria addresses one or more of GDOT, ARC, and FAST Act's planning factors as well as one or more of the NFCTP goals described in Chapter 2. This chapter describes the development of the evaluation criteria and the subsequent evaluation of the full universe of projects.

The Universe of Projects

The full universe of projects considered for inclusion in the NFCTP covers a variety of project types and was compiled through various review of local, regional, and statewide initiatives. Beyond projects created through the Needs Assessment, the remainder of the projects were identified through a variety of sources including stakeholder and community input and previous planning efforts.



Evaluation Criteria

To most accurately account for the benefits and challenges of projects of varying scales, unique prioritization processes were developed for community-level and regional-level projects. Community-level projects generally describe those that were city-specific and have a small-to-medium impact on local transportation infrastructure. Regional-level projects describe cross-jurisdictional projects or those that significantly impact the network in North Fulton. Mega-regional projects, or projects with statewide or regional agency sponsorship, also were included in the project universe, but were not evaluated in this process. Their exclusion is not a reflection of a lack of interest or level of importance. Rather, the exclusion of these projects recognized that they are likely to be funded through mechanisms outside of the control of the North Fulton cities. Each of the evaluation criteria are displayed on the table below.

	Evaluation Criterion*	Definition	NFCTP 2017 Goals
A	Connects to Existing/ Planned Facilities	The project connects to or fills in gaps within a multimodal network.	Multimodal, Quality of Life, Economic Vitality
B	Serves Community Activity Centers	The project provides connections to civic uses, including but not limited to, schools, parks, trails, etc.	Mobility, Quality of Life, Economic Vitality
C	Safety Improvement	The project includes a location or locations that have been identified as having safety concerns.	Safety
D	Natural Environment	The project has limited impacts to sensitive natural environmental features	Environment
E	Growth Center	The project is located in or in proximity to a development node.	Quality of Life, Economic Vitality, Land Use and Transportation Integration
F (Option 1)	Complete Streets (used for non-roadway, non-capacity, non-new roadway projects)	The project offers multimodal options.	Mobility, Multimodal Options, Quality of Life, Economic Vitality
F (Option 2)	Efficiency (used for roadway projects related to capacity and new roadway locations)	The project leads to a network reduction of Vehicle Hours Traveled divided by Vehicles Miles Traveled.	Safety, Mobility, System Preservation
G	Supportive of Alternate Modal Priorities	The project increases alternative mode travel sheds in underserved areas.	Multimodal, Mobility, Quality of Life, Land Use and Transportation Integration
H	Maximize Existing Infrastructure	The project maximizes use of existing infrastructure by optimizing system reliability and balancing supportive enhancements.	Safety, Mobility, System Preservation

*The order of the evaluation criterion do not indicate level of priority.





4

TRANSPORTATION FUNDING AND LEVEL STRUCTURE ══

INTRODUCTION

The ARC offers financial assistance to counties and associated municipalities to conduct long-range transportation planning through its Comprehensive Transportation Plan program. This is the primary way in which the recommendations of The Atlanta Region's Plan (RTP) are shaped to address transportation issues at a local level; the CTPs help the RTP to fulfill the federally required elements of the Code of Federal Regulations (CFR; Title 23 CFR 450.306; CFR 450.322). Participation in the CTP program is not a requirement to be eligible for federal funding through regional and state agencies but it is an accepted practice that helps to identify and develop multijurisdictional solutions that support local community visions and create a platform to better articulate priorities when funding becomes available. Currently, the RTP is informed by 18 CTPs.

The NFCTP's recommendations were created in a variety of ways including a robust community engagement process, an identification of needs and deficiencies across the transportation system, and a thorough review of previous planning efforts. These projects and programs were then prioritized and financially constrained. Ensuring that these steps are taken to move proposed projects into implementation is a crucial step in long-range transportation planning because of the limited availability of funding for projects. The core of the financially-constrained plan is the ability to pair a reasonable expectation of future funding levels with a series of estimated project costs and to maintain consistent assumptions across all travel modes. This chapter discusses the process used to determine the financial constraints including estimated revenues.



FUNDING SOURCES

Transportation funding in North Fulton comes from a variety of sources including federal, state, and local programs. At the federal level, funding that begins with the Highway Trust Fund is allocated by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to all states across the country. Both GDOT and ARC have the authority to make initial funding recommendations over specific pots of federal money for Metro Atlanta, but they coordinate on programming those projects in their federally required documents (the State Transportation Improvement Program (STIP) and the Regional Transportation Plan (RTP)/Transportation Improvement Program (TIP), respectively).

Beyond the formula funding from FHWA/FTA, additional grant opportunities may exist such as INFRA grants for highways and bridges and New Starts/Small Starts funding for major transit capital. Improving access to federal lands (such as National Parks) can qualify for special grant programs like the Federal Lands Access Program (FLAP) as well. Also included is state transportation funding that depends largely on the state motor fuel tax but also includes other sources such as hotel lodging, alternative fuel and heavy vehicle taxes, and the general fund. GDOT allocates state funds and coordinates with ARC for project inclusion in the RTP/TIP. Separate state funding opportunities exist through the grant and loan programs of the Georgia Infrastructure Bank (GTIB) operated by the State Road and Tollway Authority (SRTA). Finally, various local opportunities exist including city and county funds (taxes, bond programs, general fund, etc.) and partnerships with Community Improvement Districts (CIDs) or other quasi-private or private organizations.

On November 8, 2016, Fulton County residents voted to approve on a 0.75-cent TSPLOST that is projected to result in approximately \$380 million for North Fulton cities from 2017 through 2022. This is a new source of local transportation funding that did not exist at the time of the 2010 North Fulton CTP and will provide tremendously valuable local dollars to advance smaller projects and to use as leverage for state and federal funds towards larger capital projects.

FUNDING NFCTP 2017

Funding constraint within a CTP process can be done either by local funding or by overall funding (local, state, and federal combined). Because control of local dollars and availability of local match are such important parts of project implementation, the team focused primarily on local funding as the constraining component with a check of historic state and federal matches as a supplement to the analysis. The local funding assumed in this plan can be used to fund local projects or programs in their entirety or it could be used as leverage for state and federal funding matches on much larger projects.



**STATE
FUNDING**



**LOCAL FUNDING
TSPLOST
BOND PROGRAMS
GENERAL REVENUE
OTHER SOURCES**

**NORTH FULTON
CITIES**

**NORTH FULTON CITY
SPECIFIC TRANSPORTATION
FUNDING**

CONSTRAINING PROJECT LEVELS

Project funding for the CTP was broken out into three levels. The first level represents funding for the short-term program of projects expected to be implemented over the next five years. The core of the assumption for Level 1 is the TSPLOST within North Fulton County that will generate revenues between 2017 and 2022. Committed funding for other projects already underway are included in this level as well.

The following two levels of projects are not constrained to specific time frames but instead represent the next two levels of project priorities identified for implementation by the plan horizon of 2040. A conservative estimate was made to assume an amount equivalent to two additional iterations of the TSPLOST program through the year 2040. This conservative approach only assumes funding for two-thirds of the timeframe through 2040, recognizing that future TSPLOST referenda are not certain and opportunities for future transit funding are being discussed.

The total available local funding anticipated for the plan horizon is \$1.135 billion.



Total Projected Funding per Level (in millions)			
City	Level 1*	Level 2	Level 3
Alpharetta	\$62.7	\$62.7	\$62.7
Johns Creek	\$82.0	\$82.0	\$82.0
Milton	\$37.0	\$37.0	\$37.0
Roswell	\$93.0	\$93.0	\$93.0
Sandy Springs	\$103.7	\$103.7	\$103.7
Total	\$378.4	\$378.4	\$378.4

*The City of Mountain Park is not included in the table but has an estimated \$550,000 per level for local transportation projects.

*Not shown in the table are the previous committed projects that are funded from non-TSPLOST sources.



5

POLICY GUIDANCE

INTRODUCTION

Policy coordination amongst government agencies and stakeholder groups (e.g., advocacy, nonprofits, etc.) remains an important charge of the NFCTP. The NFCTP is a living document and will be updated every five-to-seven years as the opportunities for information and resource sharing continue. As collaboration increasingly becomes a shared responsibility for all jurisdictions, this chapter highlights policy recommendations that could prove pivotal for success.



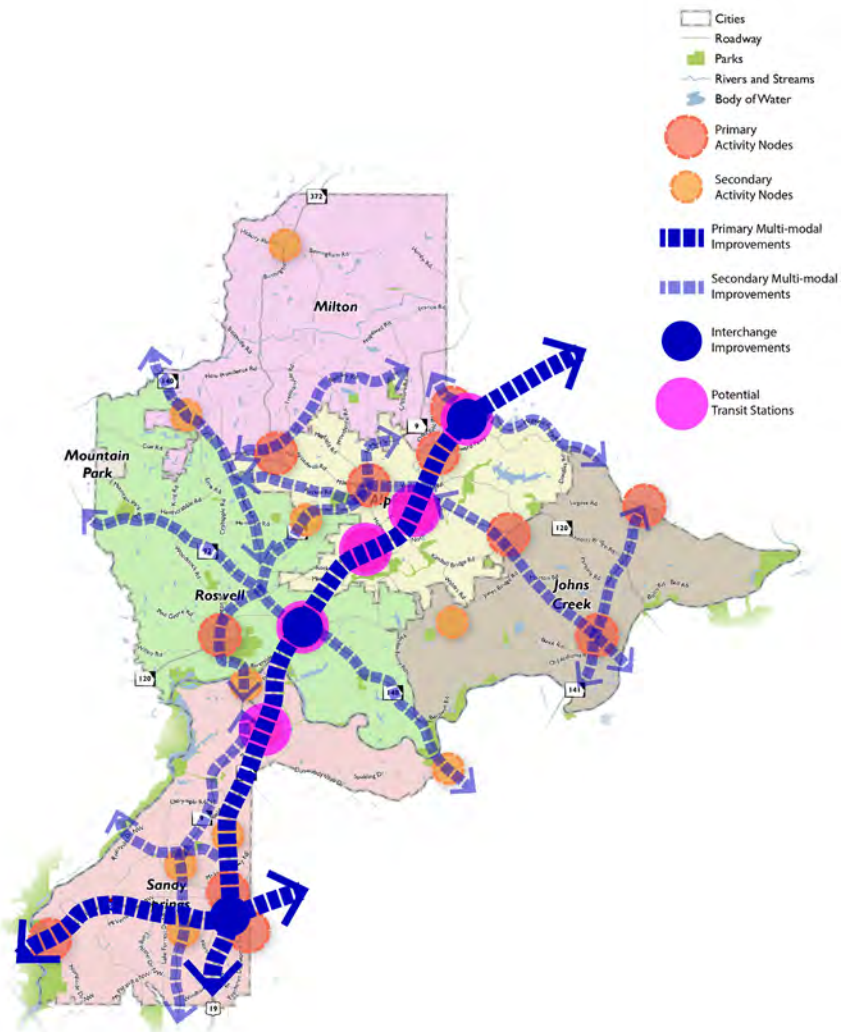
LAND USE AND TRANSPORTATION

To create a transportation network that effectively and efficiently moves people and goods throughout the North Fulton community and beyond, it is important to consider the impact and influence of surrounding land uses. Strategic policies aimed at reconciling various land use patterns that make up North Fulton County with planned transportation infrastructure can help guide and influence demand of these public investments. As identified in the Existing Conditions Assessment, several key corridors will drive mobility and future success in North Fulton. Thus, these corridors and the region's activity centers are the focus of the NFCTP land use recommendations.

Implement A Balanced Approach To Transportation Investments

Investment in transportation infrastructure should hierarchically correspond to the places and destinations the infrastructure serves. As defined in the Existing Conditions Assessment, activity nodes in North Fulton have been classified as primary and secondary, and this designation should be used when determining the level of investment that should be made in the transportation network within and surrounding the area. Additionally, key corridors were identified by the planning team to serve these nodes. These key corridors should be the focus of future transportation investments to ensure that existing and future activity centers can adequately connect to, from, and between one another. Generally, corridors should focus on connecting activity centers, with a focus on limiting access and supporting efficient movement of people and goods, while improvements in activity centers should focus on slowing traffic and providing a multimodal environment. These types of improvements include urban design features and enhancements, such as identity-building landscaping, sidewalks, bicycle amenities, and other streetscaping facilities.

For successful implementation, primary nodes should not only be served by key corridors, but also should be defined by utilizing placemaking practices to create a greater sense of connectivity, walkability, and a valued place. Connectivity and enhancements within activity centers should not be sacrificed at the expense of creating thoroughfares to and through the places people want to be and spend time. Secondary nodes should prioritize connectivity within their activity centers and then focus on connectivity to nearby arterials.



Align Development/Area's Character With Functional Street Classification

The appropriate scale and density of development relative to the available infrastructure. This balance will ensure that the transportation network in North Fulton County and planned investments meet the demands of the activity centers they serve. If not already in place, all North Fulton cities should develop design standards within priority activity centers that encourage and reinforce the symbiotic relationship between the public right-of-way and the places we live, work, and play.

Create Grid Networks Where Appropriate To Enhance Connectivity And Provide For Network Resiliency

A robust network of grid or grid-like streets should be fostered as much as possible, particularly around concentrations of activity and density. This network of connections is not only good for efficient mobility to, through, and around an area, but also enables network resiliency if a corridor or thoroughfare becomes inoperable. Where a grid-like network does not currently exist, new connections should be considered and prioritized as areas redevelop or as new development comes into an area.

Strengthen Bike/Pedestrian Amenities Through Appropriate Land Uses To Provide Multimodal Options and Last Mile Connections

Accessing places and areas through non-vehicular means should become an increased focus of the North Fulton cities. By providing supportive amenities such as bicycle lanes, sidewalks, bicycle racks, bicycle sharing programs, multi-use trails, and other similar facilities, the North Fulton area can provide greater options and serve non-automobile-oriented trips and travel. Aside from amenities, bicycle/pedestrian connections in North Fulton also can be strengthened by encouraging compact mixed-use developments at strategic nodes, which lend themselves to non-vehicular transportation means. These alternative modes not only offer the opportunity to reduce vehicular traffic in the region, but also provide health benefits and recreational opportunities.

Direct Future Growth Through Coordinated Policies And Decision-Making

By actively coordinating land use and transportation policies and decisions, the North Fulton cities can work toward future development patterns that are better served by their transportation networks. This coordination also may help to direct future growth in the North Fulton communities to strategic areas that not only are able to better leverage limited transportation dollars but also serve to help preserve and protect established neighborhoods and vital greenspaces or environmentally-sensitive areas. Each of the cities' comprehensive plans and other guiding documents lay a foundation for building a sustainable and integrated transportation and land use future.

Support A Transit-Oriented Future At Locations Identified In The Fulton County Transit Master Plan

Described later in greater detail, the North Fulton cities should use the Fulton County Transit Master Plan to identify the locations that will be served by transit in the future and to strategically develop those areas to take advantage of likely transit opportunities. It will also be necessary to pair transit recommendations with roadway strategies such as utilizing corridors more efficiently to maximize person throughput on constrained corridors. A sustainable transit system is built from an appropriate mix of uses and densities and can result in more vibrant places and reduced demand as well as congestion along major corridors.

Prioritize Regional Connections

As a major economic hub of the metropolitan Atlanta area, North Fulton cities are a critical component in regional transportation connectivity and vitality. To continue to prosper and support the region, both economically and via transportation-based decisions, North Fulton County should consider overall regional connectivity and travel when investing in major transportation infrastructure. Partnering with ARC, GDOT, and surrounding counties, municipalities, and other jurisdictions will be critical to supporting regional connectivity that is beneficial to all parties.

BICYCLE AND PEDESTRIAN

Introduction

Planning, designing, and implementing high-quality bicycle infrastructure requires the consideration of a variety of different elements – establishing a high-quality bicycle network, considering that target bicycle rider, and identifying the appropriate bicycle facility for the target user. The following bicycle facility implementation guidelines provides considerations for these three elements within the context of one of the transportation priorities identified by residents during the NFCTP was providing Multimodal Options. This transportation priority suggests creating streets that can safely and conveniently accommodate multiple modes of travel and promote an environment where alternative transportation can thrive. Achieving this may require that cities reconsider traditional roadway standards (e.g., traditional travel lane widths, posted speeds for major corridors, etc.) to current best practices that facilitate the implementation of truly quality multimodal corridors. Some of the cities already have a policy in place that promotes multimodal enhancements; this toolkit can aid in the decision-making process when deciding what types of facilities are most appropriate.

Establish a High-Quality Bicycle Network

Developing a high-quality bicycle network consider five fundamental elements (1). Considering these five elements through the design and implementation process will be critical to developing a high-quality bicycle network throughout North Fulton.

COHESION

Cohesion is the most elemental of the five requirements yet also the most challenging. A cohesive network has to consider a user's origin and destination points as well as connections to other bicycle networks. The more points the network connects, the more reliable and usable the network can be and the higher the chance people will use the network.

DIRECTNESS

Directness can be viewed in two ways-directness in terms of distance and directness in terms of time. Distance directness is providing users with the most direct route as possible from their origin to their destination point. Time directness describes routes that allow users to get to their destination in the least amount of time. This considers the directness of the routes as well as the number of interruptions and detours. The more direct a route can be and the quicker users can get from their origin to their destination, which means the network is both more reliable and usable.

SAFETY

Safety can be viewed in five different ways: avoiding conflicts with crossing traffic; separating cyclists from vehicles; reducing speeds at points of conflict; ensuring recognizable bicycle facility types that bicycle users understand and can use with confidence; and ensuring the consistent application of appropriate bicycle and vehicular traffic conflict solutions that are appropriate per roadway type.

COMFORT

Comfort can be viewed in three ways: preventing traffic nuisance by minimizing encounters between vehicles and bicycles; finding destinations; and developing a comprehensive network that is intuitive and allows users to create a clear mental map of the network.

ATTRACTIVENESS

Attractiveness deals with creating an environment that feels welcoming to users through the use of hardscapes, landscapes, signage and wayfinding, lighting, and amenities.

1 H. Talens, et al., "Design manual for bicycle traffic" CROW (2007), The Netherlands.

Consider the User

In addition to understanding the elements of implementing a high-quality bicycle network, it is also important to understand the preferences of existing and potential cyclist. Understanding their preferences associated with safety, comfort, and attractiveness facilitates that development of bicycle infrastructure that may influence their desire to ride. According to a study completed by Portland State University (2), the general population can be organized into four bicycle user groups:

STRONG AND FEARLESS

This group represents 1% of the population and describes cyclists who are comfortable sharing the road with vehicles and do not need bicycle lanes.

CONFIDENT AND ENTHUSED

This group represents 7% of the population and describes bicyclists who are comfortable riding alongside vehicles but need bicycle lanes.

INTERESTED BUT CONCERNED

This group represents 60% of the population and describes users who are interested in biking more but are not very comfortable riding on bicycle lanes, have greater concerns about safety, traffic, and ease, and require protected bicycle infrastructure.

NO WAY, NO HOW

This group represents 33% of the population and describes users who are not interested in riding bicycles.

Based on this study, many agencies and municipalities have focused on developing bicycle infrastructure for the “Interested, But Concerned” group. This group offers the highest potential for increasing the number of people riding bicycles. The criteria mimics Dutch standards for bicycle traffic facilities acceptable to the mainstream population, which attracts male and female shares equally and have high levels of bicycle use for all age groups (3).

Select the Appropriate Bicycle Facility Type

Selecting the appropriate bicycle facility type begins by considering the various types of bicycle facilities used by bicyclist. There are four primary types of bicycle facilities: neighborhood greenways/shared-use streets; bicycle lanes; cycle tracks; and multi-purpose trails. Variations exist within these four primary types of facilities. The following section provides an overview of these facilities. Additional information can be found in engineer and design reference books such as the Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. Additional detail on the third element (Selecting the Appropriate Bicycle Facility Type) can be found in the Technical Appendix.

2 Dill, Jennifer, and Nathan McNeil. “Four Types of Cyclists?.” Transportation Research Record: Journal of the Transportation Research Board 23871 (2013): 129-138.

3 John Pucher and Lewis Dijkstra, “Making Walking and Cycling Safer: Lessons from Europe,” Transportation Quarterly 54, vol. 3 (2000): 25-50.

TRANSIT

Following the approval of the 2017 0.75-cent TSPLOST effort in Fulton County, the Mayors of the 14 cities outside of Atlanta and the Fulton County Commission affirmed that a plan was needed to determine potential expansion of transit services in Fulton County. The Mayors and County approached ARC to help fund and manage the study—the Fulton County Transit Master Plan—a collaboration of Fulton County, ARC, MARTA, and the 14 participating cities.

This effort first included a robust public engagement process to understand each community's and the County's transit priorities. For North Fulton County, the following order of priorities was determined through discussions with community leaders and public input:

North Fulton Transit Priorities



Provide faster, more reliable mobility and mitigate congestion

- Identify transit enhancements and extensions that provide fast, efficient, and reliable service
- Prioritize transit services along heavily traveled corridors to reduce highway demand
- Focus investments on frequency of service and improved travel times



Provide greater access to employment centers and destinations

- Identify transit improvements and extensions that better connect Fulton County citizens to jobs and economic opportunity
- Prioritize transit services that interconnect existing and emerging Fulton County job centers
- Enhance last-mile connectivity within employment areas and regional destinations



Enhance transportation options and access

- Identify improvements that enhance transit access and quality of life for seniors, mobility-challenged populations, and by-choice transit users
- Prioritize transit routes and services that provide mobility options for populations with a greater need and likelihood to utilize transit



Catalyze economic development, investment, and placemaking

- Consider enhancements and extensions that advance economic development, investment, and job growth
- Prioritize transit services in areas that have significant growth and investment potential
- Focus investments in activity centers that mix transit access, jobs, entertainment, and residential uses



Establish a framework for greater regional connectivity

- Identify transit enhancements and extensions that not only meet the needs of Fulton County, but also enhance potential regional connections
- Prioritize transit routes that address critical regional linkages

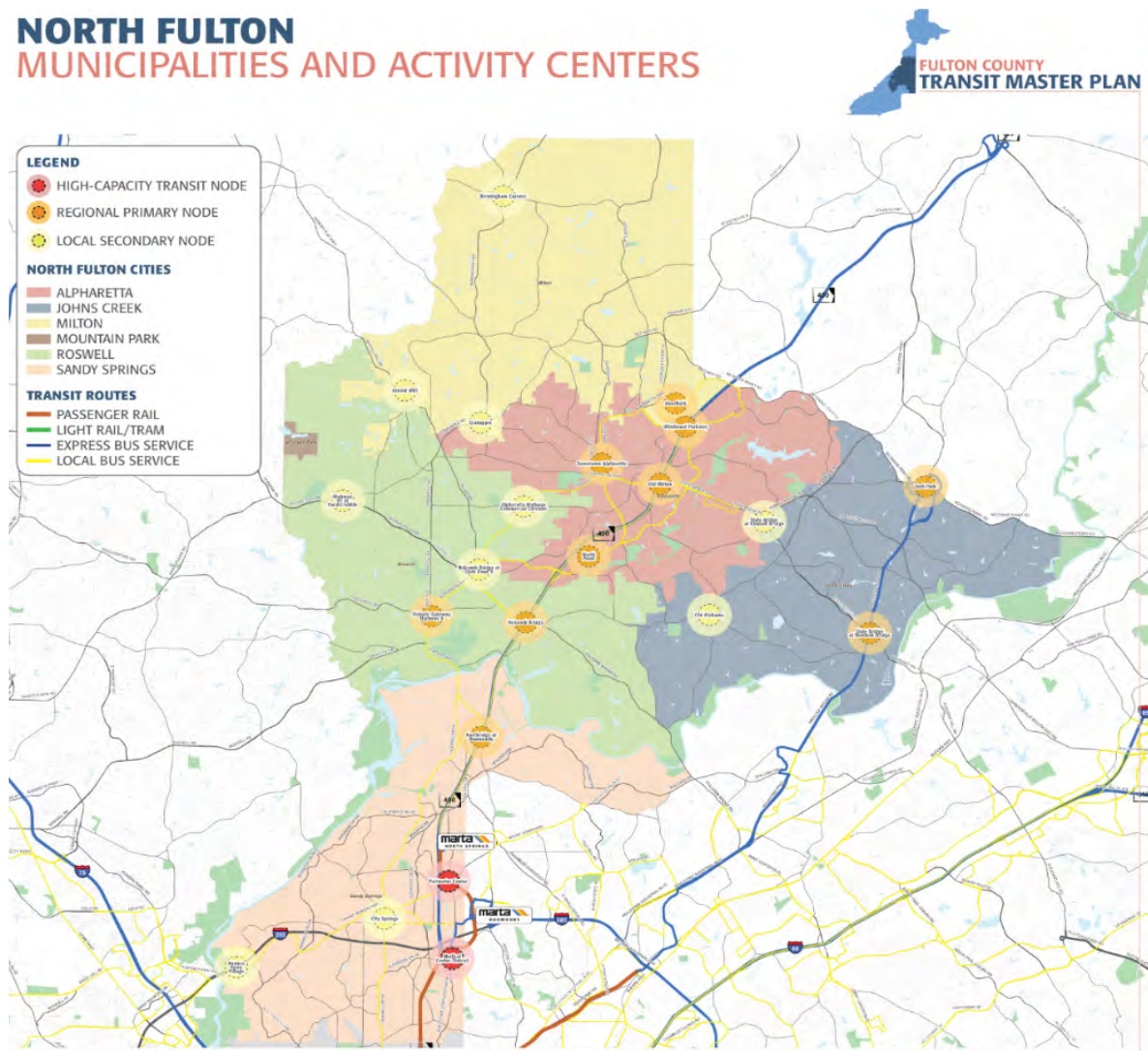


Maximize the return on investment

- Focus on transit improvements that provide the greatest ridership and alternatives along congested corridors for the dollars invested
- Prioritize transit services that will provide the greatest return on investment within the County

Transit Connections

The transit planning team identified and confirmed the major activity centers to connect via future transit investments. The map below illustrates North Fulton's current and planned activity centers, which largely mirror the activity centers defined by the NFCTP. To connect these activity centers, priority corridors were identified and the feasibility of corresponding transit mode types were determined and presented as a first-cut into potential transit recommendations.



To connect these activity centers, priority corridors were identified:

- Georgia 400/SR 19
- I-285
- Holcomb Bridge Road/SR 92
- Old Milton Parkway
- SR 141
- Windward Parkway
- Segments of SR 9
- Johnson Ferry Road/Abernathy Road

The Fulton County Transit Master Plan will ultimately determine short-term, mid-term, and long-term projects not limited to: transit expansion; existing service and last mile connectivity improvements; and safety improvements.

As of January 2018, the Transit Master Plan has defined a market-based vision for the future of transit in Fulton County and four potential implementation scenarios that align to various levels of funding. The market-based scenario is a vision and projection that identifies the appropriate mode of transit along major corridors that connect Fulton County's employment and activity centers, determined through extensive data analysis, needs assessment, and community input. The corridors were identified through public input and analyzed regarding their level of congestion and need, transit feasibility, and guiding principles established by community leaders and residents.

The four scenarios illustrate the degree to which the market-based plan could be implemented at various funding levels, if Fulton County and its cities chose to self-fund the improvements primarily by a 40-year transit sales tax. While a transit sales tax was used to establish potential funding levels, it is not assured that future transit improvements will be funded or under what timeframe. Any progress toward implementation of the transit plan will require modifications to state law to allow for a funding mechanism of at least 20 to 40 years, a likely referendum of Fulton County voters, identification of the implementation agency and operator for transit services, and additional design and engineering. The list below outlines the modes of transit along priority North Fulton corridors the scenarios considered if expanded and enhanced transit services are funded in the future:

- **GA 400/SR-19: Heavy Rail and/or Bus Rapid Transit in managed express lanes**
- **I-285: Light Rail**
- **Holcomb Bridge Road: Bus Rapid Transit**
- **Old Milton Parkway: Arterial Rapid Transit**
- **Highway 141: Bus Rapid Transit or Arterial Rapid Transit**
- **Roswell Road/Highway 9: Arterial Rapid Transit**

Non-Connection-Based Transit Considerations

In addition to increasing transit connections through fixed route services, North Fulton cities should continue to partner with regional service providers, including MARTA, to improve and enhance local service. This partnership may include enhancing last-mile connectivity through transit means that are city-led as opposed to provider-operated, including shuttle or transit-lite options, as well as providing transit-supportive amenities, such as sidewalks, multi-use paths, or other bicycle-related infrastructure. Additionally, the cities should collaborate with service providers to identify essential short-term improvements to local transit connectivity and operations. For example, as an early result of the Fulton Transit Master Plan, MARTA is establishing a new local service bus route from the Mansell Park-and-Ride to East Holcomb Bridge Road to Spalding Drive. Other modifications to existing service could enhance ridership, create synergy with new development, and improve quality of life for North Fulton residents and workers.

HUMAN SERVICES TRANSPORTATION/PARATRANSIT

Human services transportation provides non-emergency transportation options to typically underserved populations. These populations usually include older adults, persons with disabilities, persons with Limited English Proficiency (LEP), and persons with lower incomes.

Metro Atlanta, as it exists today, has five public transportation operators: MARTA, GRTA Xpress, Cobb County Transit, Gwinnett County Transit, and Cherokee County Transit. In terms of fixed route service, MARTA serves North Fulton County largely on and along the SR 9 and GA 400 corridors. For those who are unable to ride or disembark the fixed route services, MARTA Mobility provides ADA Complementary, shared-rides in an ADA-designated service area within Fulton, DeKalb, and Clayton Counties along a $\frac{3}{4}$ mile corridor on each side of all fixed bus routes and each station.

In addition to MARTA Mobility, Fulton County Department of Senior Services offers a program through Mobility Options for Senior Transport (MOST), that provides shared-ride transportation to seniors and to individuals with disabilities through a Coordinated Transportation System. Separately, the County also offers a Dial-a-Ride Transportation System (DARTS) for those 55 years and older who meet certain criteria.

The counties surrounding Fulton County typically either have a demand response system (serving all residents who need assistance through the existing transit system) or operate services under the Human Services department serving older persons within each individual county. There are also nonprofits, like the Center for Pan Asian Community Services, that operate express bus services to certain communities in DeKalb County.

With the multitude of services being provided within and around North Fulton, it becomes crucial to begin assessing potential overlaps and discuss coordination opportunities for serving trips when possible.

Although much of the coordination must happen at the transit operators level, the Cities can aid in better serving those who need human services transportation by:

- **Promoting Livable Center Initiatives studies and the projects that come out of the studies**
- **Coordinating land use and transportation decisions to focus on infill development along existing and planned transit infrastructure**
- **Installing transit-promoting infrastructure such as sidewalks, ADA accessible curb ramps, safe crossings, and bus shelters/concrete pads where needed**
- **Continue ongoing maintenance of transit-promoting infrastructure, such as repairing and replacing broken and uneven sidewalks and non-compliant curb ramps**
- **Consider adding ADA accessible curb ramps and making sure that ongoing maintenance is prioritized (repairing and replacing broken and uneven sidewalks and non-compliant curb ramps)**

ASSET MANAGEMENT

The North Fulton cities and Fulton County have an extensive amount of infrastructure that requires regular maintenance. It includes elements like roadways, bridges, and signal systems. Proper and timely maintenance of such assets allows for a longer lifecycle of use. An important part of asset management includes ensuring that adequate funding is set aside for proper maintenance. This can be accommodated by something as simple as accounting for an operations and maintenance budget for each planned and programmed project.

Pavement Conditions

On roadways that are owned and maintained by the individual North Fulton cities, the cities handle repaving schedules on their own based on available funding. North Fulton maintains a high number of regionally significant roadways. Maintaining and operating the existing roadway system at its highest possible efficiency will be critical to the success and growth of North Fulton. It is recommended that the North Fulton cities work with each other and with GDOT to continue maintaining a database of pavement conditions and ratings, particularly on roadways where funding partnerships (e.g., local maintenance and improvement grant (LMIG) funds) are applicable.

Signals

Currently, North Fulton cities manage signals from separate traffic control centers (TCC). Because of this separation in operation, the NFCTP recommends that the cities properly allocate funding to signal system maintenance and upgrades. Where cross-jurisdictional roadways are concerned, the cities should work together to coordinate and maintain control. During this process, ideas for creating a unified, coordinated TCC for the entire North Fulton County area were discussed. It is recommended that discussions regarding this topic continue particularly as North Fulton continues to grow.

Automated Traffic Signal Performance Measures (ATSPM) help gather high-resolution data from advanced signal controllers and detection devices in the field. ATSPM is a relatively new effort through GDOT to collect data on a regular basis to better regulate, manage, and evaluate the system. Through consistent data collection, the performance metrics alert users when operational changes are necessary. North Fulton cities should coordinate efforts with GDOT to use similar, if not the same, performance metrics to regulate infrastructure.

Bridge Network

According to Transportation For America, about 70,000 bridges across the United States (11% of total highway bridges in the United States) are classified as structurally deficient. These bridges have been noted as needing significant maintenance, rehabilitation, or replacement. There also are bridges that have exceeded an expected 50-year lifecycle. This backlog in maintenance has pushed the mindset of promoting a state of good repair of transportation infrastructure nationwide.

GDOT is responsible for the following bridge maintenance activities:

- **Inspection of all bridges and bridge culverts within a two-year cycle**
- **Underwater bridge inspection every five years**
- **Determination of a bridge's ability to carry a load (load rating)**
- **Routing of permit loads (including superloads)**
- **Assisting counties with solutions to bridge and bridge culvert problems**
- **Design and detail bridge repairs**

During inspection, GDOT measures the rate sufficiency of bridges for structural deficiencies and whether the bridge structure is functionally obsolete. It should be noted that a bridge can be structurally deficient and functionally obsolete and still operate safely for travel if loads and posted vehicle types and weight limits are observed. Bridges with a low sufficiency rating and/or a structural classification should be considered for rehabilitation or replacement and may be eligible for federal funding.

GDOT uses Transportation Asset Management (TAM) principles to guide decision-making for the monitoring and rehabilitation of transportation infrastructure. A good majority of bridge funding comes from the FHWA National Highway Performance Program (NHPP), which consolidates

funding for bridges that lie on the National Highway System. The NHPP mandates specific spending amounts if USDOT-set standards for bridge structures are not met. For bridges that lie in local jurisdictions, LMIG funds can be leveraged to improve bridges among other project types. The North Fulton cities should coordinate with GDOT to leverage state and federal dollars to replace the bridges that are ready for rehabilitation and/or replacement.

STREETSCAPE AND BEAUTIFICATION

Streetscape and beautification investments play a strategic role in creating and maintaining placemaking in our local communities. Streetscaping can also improve walking conditions, including increased shade for pedestrians. These projects are typically funded by a local jurisdiction's general revenue fund. In the case of North Fulton, a Special Purpose Local Option Sales Tax (SPLOST) can serve as a funding mechanism for this purpose. SPLOST monies, in some cases, can be set aside as a separate funding program—which can be leveraged to address needs that may arise separately from projects that are being implemented. In general, good practice in coordination allows for these types of projects to move forward. Working with planning and zoning departments to leverage both public and private funds to create a transportation-supportive streetscape can promote placemaking in communities. Lastly, remaining intentional with coordination of scheduled maintenance improvements, such as a paving schedule, can be cost-efficient and beneficial.

RESILIENCY

As extreme weather, sea level change, and changes in environmental conditions threaten transportation investments, the FHWA is working to do the following to better overall system resiliency:

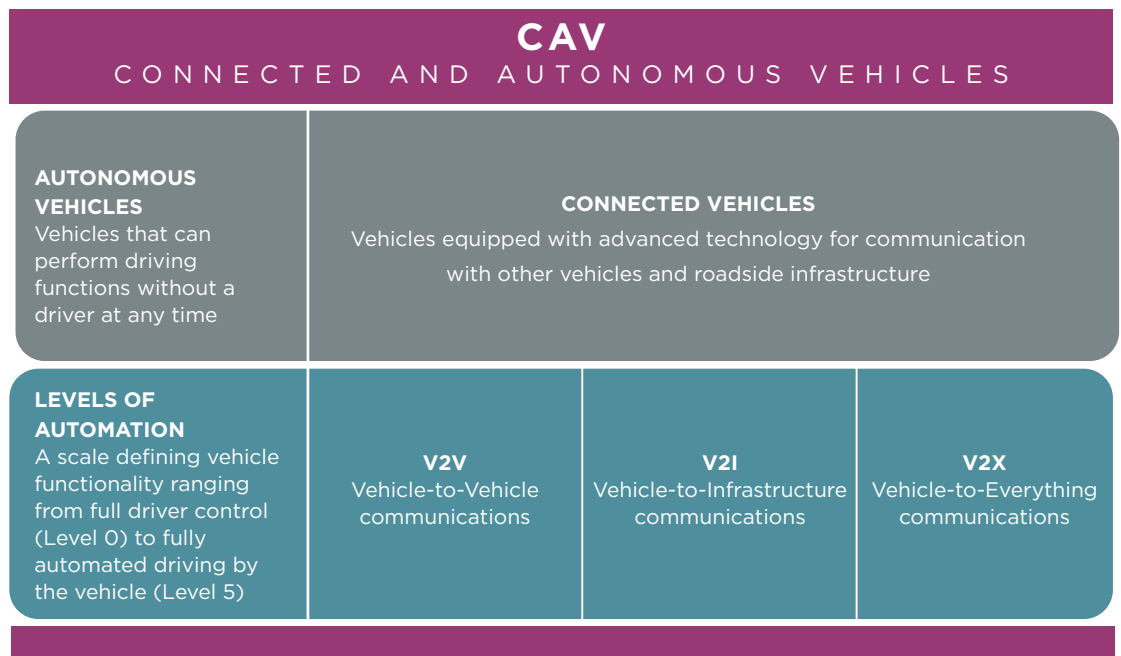
- **Assess network vulnerabilities**
- **Consider resilience in the transportation planning process**
- **Incorporate resilience in asset management plans**
- **Address resilience in project development and design**
- **Optimize operations and maintenance practices**

As an effort to include resiliency in the plan, critical bridge crossings in North Fulton were studied. The plan looked at four strategic Chattahoochee River crossings: I-285, SR 400, SR 140, and SR 141. As part of this analysis, the project team modeled the effects on infrastructure across the metro Atlanta area if each bridge crossing was compromised (details can be found in the technical appendix of the NFCTP Needs Assessment).

At the regional level, the ARC, through a Strategic Highway Research Program 2 (SHRP2) Implementation Assistance Program (IAP) provided through the FHWA, looked at possible futures for Atlanta (e.g., Green Growth, Full Steam Ahead, Technology Reigns, Fierce Headwinds). Although the actual future of Atlanta will include elements from all the possible futures, looking at each one's relation to transportation infrastructure needs can provide valuable insight in creating a well-prepared, adaptable, resilient system. It is important that the North Fulton cities remain active participants in regional initiatives, particularly those that study different transportation alternatives. Staying at the forefront of transportation technologies will allow the cities to better assess network vulnerabilities and incorporate resilience into managing the North Fulton transportation system.

CONNECTED AND AUTONOMOUS VEHICLES

While the impacts of some technological developments are limited to their field, there are others—like the printing press, the telephone, and the computer—that have the capacity to introduce a much more significant impact and transform the lifestyle of a generation. The introduction and advancements of connected and automated vehicles (CAV) is one such development.



As CAV advancements expand daily and are introduced into existing transportation systems, it becomes more challenging for agencies to prepare and plan for these advancements. CAV will introduce changes in the way states and local agencies implement transportation projects and future developments. With the development and introduction of CAV technologies, the infrastructure, investments, and planning to support CAV's increasing presence will need to be thoroughly strategized for the future. Within each travel mode, there are potential strategies and challenges that can be considered now to help facilitate the eventual incorporation of CAV technologies. In many instances, these planning issues will need to be assessed at a regional level to make their implementation feasible. The North Fulton cities can serve as advocates to encourage consideration of these issues. Future updates to the Comprehensive Transportation Plan should continue and address, where appropriate, CAV and other emerging transportation technologies. A toolkit was created to consider CAV in the CTP process. Please see the report's technical appendix for more information.



ATMS/ITS

Congestion is one of the most pressing concerns for residents of North Fulton. Optimizing the existing multimodal transportation network is critical to providing an environment for an ideal quality of life.

The inclusion of technology to support transportation continues to present opportunities to benefit the traveling public. Transportation Systems Management and Operations (TSMO) consists of multimodal strategies to optimize the efficiency and effectiveness of the transportation system, increasing the safety, mobility, and reliability of the transportation network. TSMO strategies comprise a broad range of deployments and solutions, including, but not limited to: traffic incident management, traffic signal coordination, freeway management, transit signal priority, bus rapid transit, freight management, work zone management, special event management, road weather management, surveillance and monitoring, connected vehicle technology, and collaboration.

Advanced Traffic Management Systems

Active management of vehicular traffic and dissemination of traffic related information in the North Fulton area is essential to the traveling public. Advanced Traffic Management Systems (ATMS) are TSMO strategies that allow government agencies to better manage the traffic and to disseminate traffic information to drivers for their use.

Several cities already have mature ATMS programs in place, and still others have systems that are monitored and managed by GDOT. While they currently work together, there is no formal overarching system in place that ties the individual systems together and optimizes the management of traffic across all of North Fulton. With numerous major routes that cross multiple municipalities, such as SR 92, SR 120, and SR 140, there is a significant need and potential benefit of having a cohesive ATMS network. The adaptive signal control system (i.e. SCOOT) along SR 9 extending from City of Atlanta to Forsyth County is an example of how cities in North Fulton are collaborating to optimize and manage traffic throughout North Fulton.

Traffic Signals

For signals to operate together in an efficient manner, it is preferred that the signals be coordinated and all be operating on the same hardware and software platform. The signals within the North Fulton area are currently running a variety of different hardware and software applications. The state has selected new signal system software and is actively converting signals to a new software platform (not every local maintaining agency will convert its signals to the new software). While the preferred alternative might not always be achievable, communication and collaboration across agency

boundaries to establish signal systems that are in sync, regardless of the type of hardware and software, is essential to efficient operations.

Traffic signal timing has long been used to improve mobility and safety throughout the U.S. Varying levels of system sophistication and application have been deployed throughout North Fulton, including signal system timing plans, responsive and adaptive traffic signal systems. Regardless of the advanced systems deployed, coordination and collaboration between neighboring cities is imperative to successful active management and traffic operations. Programs like Regional Traffic Operations Program (RTOP) provide a model for how active management can be successful and traffic operations can be improved along regionally significant corridors in multijurisdictional environments.

Currently, six corridors (SR 9, SR 92, SR 120, SR 140, SR 141, and State Bridge Road) of regional significance are managed through RTOP in coordination with the local maintaining agencies. The success of this program not only allows for the reallocation of resources by local agencies, but it also highlights the opportunities for expansion of the program. Non-state routes present opportunities for additional multijurisdictional corridors of significance within North Fulton.

Closed Circuit Television Cameras (CCTV)

CCTV cameras allow municipalities to observe traffic on the roadways. Images from the CCTV cameras are brought back to a traffic control center where operators monitor traffic conditions, evaluate congestion, verify incidents, and can manage the traffic system to address any issue that is observed.

The images or video clips can also be made available to the public through the municipalities' websites or local television affiliates. The cities of Alpharetta, Johns Creek, Roswell and Sandy Springs all have existing CCTV cameras along several major corridors that they use to assist in actively managing traffic. Expansion of the system will allow these municipalities and others greater access to information and to be able to better manage and provide information to the traveling public.

Dynamic Message Signs (DMSs)

DMSs allow operators to provide information directly to drivers while they travel a route. Information can be given as to downstream congestion, incidents, expected travel times, etc. Typically, DMSs are deployed on interstate systems, but arterial applications are more prevalent in recent years and are proving to be extremely beneficial for successful arterial management. Deploying several DMSs along key routes will allow system operators to provide travel information, detour opportunities, etc. to allow for improved active management of the traffic network.

Communications Infrastructure

A robust, reliable, and redundant communication network is essential for all ITS device applications, including emerging technologies such as connected and automated vehicles (CV and AV). The communications infrastructure allows access to ITS devices from a central location (i.e. Traffic Control Centers (TCC)), which can be used for active management, collection of high resolution data, incident management, etc. Communications to modern ITS devices are provided through either wireless, cellular, or fiber optic cabling. As technology has improved, fiber optic cabling has become the most prevalent form of communications. Fiber optic communications is economical and provides greater bandwidth and reliability for devices such as CCTV cameras. With the introduction of advanced technologies, such as CV and high-definition CCTVs, reliability is critical. Slow or unreliable communications can cause latency in critical information being transmitted from vehicle to infrastructure (V2I), which can cause both safety and mobility concerns. Therefore, municipalities should strive to provide reliable and redundant communications to all ITS devices. Alpharetta, Johns Creek, Roswell, and Sandy Springs all use some form of communications to access their traffic devices

along most of their major routes. In many locations, however, communication is either not present or needs to be upgraded to achieve greater coverage and allow for reliability and redundancy. Likewise, a robust network also includes the ability to manage devices that are typically excluded from the overall communications network. Devices such as school beacons and radar speed feedback signs can be monitored and managed through the network instead of manual operations. A comprehensive evaluation of each agency's current communications infrastructure and ITS devices will support the present needs of the system and allow for future expansion.

Traffic Control Center Monitoring Equipment and Software:

TCCs are the heart of an ATMS. All data and video from field devices are integrated through the communication network to the TCC for operators to actively manage traffic. Information from the TCC is sent out to the traffic management devices, web, and media services to provide active traffic management and improved travel information. Alpharetta, Johns Creek, Roswell and Sandy Springs all have operational TCCs. Since traffic does not stay within the physical boundaries of a municipality, but rather travels across those boundaries, it is important to manage traffic between the various municipalities. Therefore, center-to-center communication is essential to managing regional traffic patterns. Currently center-to-center communication does not exist between the municipalities in North Fulton. To accomplish this, an evaluation of hardware, software, and communication equipment would need to be performed to determine how center-to-center communication could be achieved. The municipalities would also have to determine what information they would share among centers. Not only is it important to establish communications between municipal TCCs, but it is equally important to provide statewide access by establishing a center-to-center fiber link directly to the GDOT TMC. As TSMO strategies continue to be implemented through programs such as RTOP, access and sharing of information for active management become even more critical.

Focused Coordination and Collaboration

Communication is key in successful traffic operations, particularly in multijurisdictional environments. It is important to establish and

maintain inter-agency relationships such that opportunities can be leveraged, problems can be efficiently solved, and challenges can be foreseen. Coordination with private entities that have significant influence within the area can also be supportive in effective operations. It is critical for public agencies and private entities to coordinate and collaborate to fully understand the environment such that key events can be prepared for, managed and monitored to most effectively and safely manage traffic operations.

Each local maintaining agency within the North Fulton area coordinates with GDOT and its neighboring agencies on several opportunities ranging from shared infrastructure, CCTV camera viewing from Georgia Navigator, software upgrades, RTOP, ramp metering, and overall funding mechanisms for additional infrastructure. Traffic operations between arterials and interstate ramps within North Fulton are critical operations that require consistent coordination and collaboration for effective management of traffic. Ramp metering is one example of an opportunity for further partnership between local municipalities and GDOT. RTOP is one of many examples where multijurisdictional collaboration produces effective results by sharing information and managing traffic across municipalities. The relationships are strong and should be maintained and further developed for the success of future collaboration efforts.

Third party applications, such as Google and Waze are managed by private entities but coordinated with public agencies for more efficient traffic operations. These applications can be used during periods of peak congestion, special events, or work zone management to provide alternative routes that save time and resources. The applications not only provide user navigation, but also real-time data that is shared with public agencies to proactively manage the traffic network.

Performance Measures and the Importance of Data

Traditionally, signal timing is most often based on citizen complaints or predefined life cycles rather than signal performance at the intersection or along a corridor (e.g. split failure, phase terminations, etc.). Retiming efforts should not be solely based on complaints or a predefined lifecycle, but rather dependent upon collected and measurable data. To improve on traditional retiming, states and local governments are beginning to implement metrics to measure the performance of an intersection or corridor by peak period. As more and more data becomes available from connected devices within a signal system, the ability to evaluate and manage the system based on this data becomes a reality. Automated Traffic Signal Performance Measures (ATSPMs) gather high-resolution data from the advanced signal controllers and from various detection devices in the field to be analyzed as listed below.

- **Phase Terminations**
- **Split Monitoring**
- **Pedestrian Delay**
- **Preemption Details**
- **Turning Movement Counts**
- **Purdue Coordination Diagram**
- **Approach Volume**
- **Approach Delay**
- **Arrivals on Red**
- **Arrivals on Green**
- **Approach Speed**
- **Yellow and Red Actuations**
- **Split Failures**

This data can then be used to both actively manage and evaluate the system to determine where operational changes need to be made.

Recommendations

It is recommended that North Fulton consider their existing TSMO strategies and approach. As funding allows in the short-term,, it is recommended that a comprehensive and coordinated inventory be compiled of all of the existing ITS devices within North Fulton. This inventory would then set the stage to determine future needs of the system. Based on the level of investment sought by each of the cities, preliminary goals for future expansion could include their existing TSMO strategies and approach. This could be the form of a formal plan or a less formal approach such as a coordinated effort through a dedicated County Committee. It is recommended that as funding allows, a comprehensive look at existing, planned, and needed TSMO efforts should be investigated in order to provide an overall direction for coordination and collaboration within North Fulton municipalities and agencies. It is anticipated that this effort may be long-term and may lead to a shift in process. Based on the level of investment sought by each of the cities, preliminary goals for future expansion could include:

- **Expand communication to accommodate existing signal systems**
- **Coordinate signals and sync clocks across jurisdictional boundaries**
- **Expand CCTV coverage**
- **Evaluate the need and potential locations for DMS deployments**
- **Evaluate the need for expanded communications**
- **Provide center-to-center communication between local and state partners**
- **Establish protocols for sharing information and managing traffic across municipalities**
- **Evaluate other potential TSMO strategies (such as transit priority, integrated corridor management (e.g., ICM) that may be applicable within North Fulton**
- **Develop a strategy that is flexible and expandable that allows for future growth as development continues to occur**
- **Develop a system that minimizes recurring costs**
- **Use the CAV toolbox created for the NFCTP to assess which steps can be taken at what timeframe**

TRANSPORTATION SAFETY

With thousands of fatal and serious injury crashes occurring within the state of Georgia each year, and fatal crashes statewide trending upward between 2014 and 2016, it is recommended that the Cities within North Fulton develop policies to support the national movement and the Georgia Department of Transportation (GDOT)'s focus of moving towards zero deaths. The Cities should align their efforts with the emphasis areas defined in the state's most recent Strategic Highway Safety Plan (SHSP), published by the Governor's Office of Highway Safety (GOHS) in 2015. The following emphasis areas have been identified:

- **Aggressive Driving**
- **Impaired Driving**
- **Occupant Protection**
- **Serious Crash Type**
 - **Intersection Safety**
 - **Roadway Departure Safety**
- **Age-Related Issues**
 - **Young Adult Drivers**
 - **Older Drivers**
- **Non-Motorized users**
 - **Pedestrian**
 - **Bicyclists**
- **Vehicle Type**
 - **Heavy Trucks**
 - **Motorcycles**
- **Trauma Systems / Increasing EMS Capabilities**
- **Traffic / Crash Records Data Analysis**
- **Traffic Incident Management Enhancement Task Team**

While engineering improvements can make the roadways safer, engineering improvements alone cannot prevent all motor vehicle crashes. According to the National Highway Traffic Safety Administration (NHTSA), over 90% of all crashes are a result of driver-related factors. Because such a high percentage of crashes are a result of driver-related factors, making roadways safer requires more than just engineering solutions - it requires involvement from the four E's of safety (engineering, education, enforcement, and emergency medical). Therefore, Georgia's SHSP emphasis areas span more than items that can be addressed through engineering alone.

Vision Zero

Vision Zero is a policy-driven strategy to help cities reduce fatal and serious injury crashes through the acknowledgment that roadway deaths and serious injuries are preventable and that no loss of life is acceptable. In addition, the strategy incorporates a multidisciplinary approach that includes the involvement of government bodies in addition to the four E's of safety and roadway users to reduce roadway risk factors. Atlanta Regional Commission's document Walk. Bike. Thrive! Included a recommendation for ARC to lead the region towards implementing "Vision Zero" policies for all roadways and incorporating safety elements into roadway design efforts. Where supported by local officials, the Cities should consider making a

commitment to Vision Zero, which would to help prioritize funding for roadway safety improvement projects.

Distracted Driving

A strategy to address growing distracted-driving safety concerns is to implement city-wide hands-free driving ordinances. The Cities could also consider establishing a hands-free driving policy for its employees to reduce distracted driving. Currently, 15 states, D.C., Puerto Rico, Guam and the U.S. Virgin Islands, as well as and numerous municipalities around the country, have primary-enforcement hands-free laws for all drivers. In response to increasing fatal crashes in Georgia, the Georgia House of Representatives passed Resolution 282 in 2017, creating the House Committee on Distracted Driving. It is expected that the committee will introduce hands-free legislation for consideration in 2018, which would prohibit motorists from touching their cell phone while driving. In December of 2017, the City of Smyrna, Georgia will vote on a hands-free ordinance to be applied within their city limits. The Cities should continue to monitor new legislative efforts at the state and national level, and if needed consider establishing a hands-free driving policy for its employees and constituents to reduce distracted driving.

Designing for Desired Travel Speeds

The Georgia SHSP states that 90 percent of pedestrian fatalities occur when people are in the street. Therefore, the design of roadways can contribute significantly to reducing pedestrian fatalities. Where vulnerable users are present, the design of the roadway should encourage vehicles to travel the desired speed. It is known that vehicle speed is a major contributor to fatalities caused by vehicle collisions, the SHSP states that the chance of a pedestrian fatality after a collision with a vehicle traveling at 40 mph is 85 percent. Where reductions in vehicle travel speeds are desired, North Fulton cities should encourage the implementation of Complete Streets roadway design features/principles that support slower travel, such as the installation of curb extensions and medians to reduce the traveled way, providing narrower travel lanes, adding design elements that add friction such as on-street parking, providing raised crosswalks, textured pavement, or raised intersections, and modifying signal timings to provide moderate progression between intersections. In addition, for those Cities without a City-wide speed limit, a default speed limit of 25 mph (unless otherwise posted) could be considered, which is consistent with recent efforts by Vision Zero Cities such as New York, Los Angeles, and Washington, D.C. If a City-wide speed limit is implementation or if a City-wide policy already exists, City roadways should be examined to ensure the roadway design and features are appropriate to facilitate the desired travel speeds.

Hot-Spot Analysis

Engineering countermeasures can be planned, designed, and implemented to help address intersection and roadway departure safety. To help identify and prioritize roadway corridors and/or intersections in need of safety improvements, the traditional “hot spot” analysis methodology could be used. This type of analysis identifies high-risk crash locations through the examination of past crash history. The highest ranking hot-spot locations typically have geometric or operational features that contribute to crashes. Once the high-risk locations are identified, each is evaluated and potential improvements are identified to reduce crashes. Often Road Safety Audits, a formal examination of the roadway or intersection by a team including representatives from the four E’s of safety, are performed for the identified hot-spot locations. Some North Fulton cities currently conduct hot-spot analyses and attempt to accelerate projects planned to improve safety at the identified high-risk locations. In addition, the analysis results are utilized to review short-term solutions, including increased police enforcement, signal improvements, and/or other engineering-based solutions.

Local Road Safety Plan

The Federal Highway Administration (FHWA) recommends a systemic and proactive to look at safety, which could be implemented in the Cities through a Local Road Safety Plan (LRSP). The LRSP concept is designed to build on the foundation established by the SHSP and to provide the basis for proactive implementation of safety countermeasures specific to a jurisdiction. The plans can address both engineering and driver-

related safety concerns. This allows the jurisdiction to leverage the road safety planning process to meet their specific needs. An LRSP is a document that provides a basis for systemic safety improvements along local roads. Rather than reactively addressing hot spots, the LRSP identifies systemic safety improvements along the roadway based on a risk factor analysis of the roadway. LRSPs not only assist local practitioners in understanding the types of crashes occurring on local roadways, but they also define a locally focused plan for practitioners to make informed, prioritized safety decisions. Additional benefits of LRSPs include:

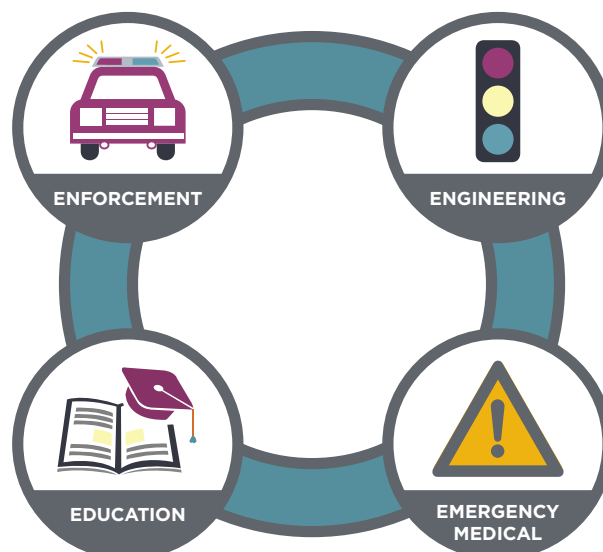
- **Analysis of risk, not just crash history**
- **Coordination between various agencies**
- **Use of the results of the analysis to leverage and apply for funding**
- **Focus on all the four E's of safety (engineering, education, enforcement, and emergency medical)**

The LRSP process has been successfully initiated for counties within several states including Minnesota, North Dakota, and Iowa.

Funding

Each year, the GOHS awards grants to develop and implement innovative programs addressing highway safety related to alcohol/impaired driving, pedestrian and bicycle safety, motorcycle safety, occupant protection, traffic records/data programs and distracted driving. For fiscal year 2018, the grant range was defined as between \$10,000 and \$300,000 for the general application. The Cities should encourage local organizations to apply for funding from the GOHS to implement educational programs to address safety concerns specific to their drivers.

Once engineering safety improvements are identified, the Cities may be able to access funding for safety-related improvement's through GDOT's Highway Safety Improvement Program (HSIP). The Federal-aid program offers funding to projects that are anticipated to have a positive impact on existing safety concerns. Several pre-approved categories are available for HSIP funding, including most intersection operational improvements, guardrail, traffic signals, railroad crossing warning devices, as well as for improvements on High Risk Rural Roads. In addition, projects that remove hazards, such as a traffic calming project or pedestrian and bicycle facilities may also be eligible for the funding. Though most of the funding is dedicated to rural roadways, because rural areas in Georgia have higher fatality rates than urban areas, funding is also available through GDOT through the Off-System Safety program, which is aimed at enhancing safety on local roadways through low-cost safety improvements. In the future, the Cities could consider including identified safety improvement projects as part of their SPLOST project lists.



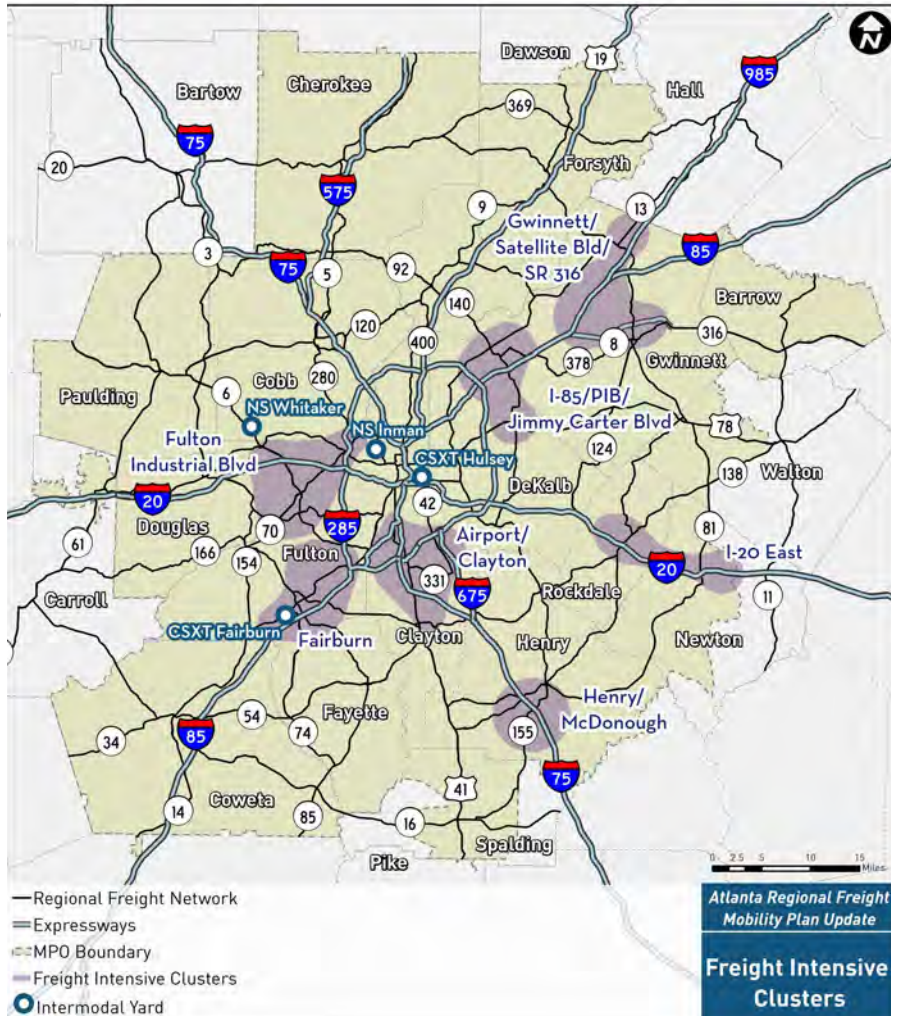
FREIGHT

Throughout the state of Georgia, metro Atlanta, and Fulton County, the freight industry is a driving factor in today's economy and will continue to grow due to the increase of activity at the Port of Savannah. Based on the 2013 Transearch Database, Fulton County is the number one county in the metro Atlanta region to receive the most imports by truck from Savannah. While the Port of Savannah is the primary international gateway for the region, the roadways in North Fulton must sustain the volume of trucks in the area. The primary truck routes in North Fulton are I-285, GA 400, SR 9, SR 140, SR 92, and SR 120. According to the Georgia Department of Transportation Designated Freight Corridor map, GA 400 and I-285 are the main state freight routes in North Fulton. Many major regional projects are accounting for the increase of truck traffic in the future such as the managed lanes projects along GA 400 and I-285. Other roadway projects are catering improvements to fit the need for freight travel throughout the region.

Freight Intensive Clusters and Region Centers

The ARC Freight Mobility Plan Update identifies two freight intensive clusters to the east of North Fulton in Gwinnett County: I-85/Peachtree Industrial Boulevard/Jimmy Carter Boulevard (including parts of DeKalb County) and the Gwinnett/Satellite Boulevard/SR 316 area.

There are two regional centers near/ in North Fulton in Buckhead and Alpharetta that contain industrial land uses attracting more intensity of truck traffic. North Fulton and its partners should work to study impacts of nearby freight intensive clusters and regional centers and consider partnership opportunities to facilitate safe and efficient truck mobility where it is most needed.



Truck Parking

Through the ARC Freight Mobility Plan Update, ARC initiated the Atlanta Regional Truck Parking Assessment Study to analyze the regional truck parking conditions. The study inventoried existing public and private truck parking locations and potential areas for additional parking, conducted a parking demand assessment with innovative and cost-effective planning recommendations, and will develop recommendations comprised of infrastructure and policy components in the metro Atlanta. While there is no existing truck parking in North Fulton, a high number of trucks travel along I-285, I-85, and I-75 that need access to parking facilities. As freight movement in the region continues to grow, the Cities in North Fulton should consider where freight activities are highest and consider if a need exists to provide strategic truck parking locations along critical corridors.

TRANSPORTATION DEMAND MANAGEMENT

Introduction

The Atlanta Regional Transportation Demand Management Plan (TDM) completed in 2013 provides a contemporary approach which considers both commute-based and non-commute based travel as well as the mode, time of day, route and location choices available to individual travelers. While many TDM approaches lend themselves to localized implementation, the intent of the Regional TDM Plan is to support and advance a regionally coordinated effort of demand management strategies. It will be increasingly important to promote non-single occupancy vehicle (SOV) travel and coordinate TDM strategies to ensure that the limited future transportation funding can keep up with the travel needs of a growing population. The following are the primary goals of the Regional TDM Plan:

- **Improve customer convenience and user experience**
- **Increase transportation connectivity, mode choice and access**
- **Streamline regional coordination of policies, programs, services, and investments**
- **Leverage and diversify funding sources for program sustainability**
- **Pursue continuous performance and operations improvements**

Although regional TDM programs such as Georgia Commute Options (GCO) help reduce congestion and greatly benefit the region, it can be leveraged further. Success of TDM strategies within North Fulton County are dependent upon the efforts of the individual cities and the Community Improvement District Transportation Management Associations (TMAs). Sandy Spring, Dunwoody, and Brookhaven can greatly benefit from these efforts as they can help to reduce congestion and promote mode shift. All cities in North Fulton County can benefit from similar TDM programs to meet the above regional TDM goals.

Customer Convenience and User Experience

Improved marketing of the existing TDM and commuter incentive program, Georgia Commute Options is a very simple and cost-effective way to reduce SOV travel. North Fulton County cities should consider including links to the Georgia Commute Options website on all city websites (if they have not already) and actively engaging their communities by promoting Georgia Commute Options events and programs through social media.

Multimodal supportive improvements can happen in both the public and private built environment. New developments that provide amenities for people who bike, such as showers, lockers, and convenient, safe bicycle parking are just as important as building protected bike facilities. The Cities should consider implementing incentives for new developments to provide alternative transportation programs and amenities that would improve the user experience of taking transit, walking or biking and increase alternative mode share. These improvements can complement the discounted transit pass program already provided through CIDs/TMAs.

Regional Coordination of Policies, Programs, Services, and Investments

Although each city in North Fulton County has its unique transportation challenges, users of the transportation network do not pay attention to jurisdictional boundaries. Therefore, regional coordination of policies, program, services, and investments are integral. The Cities should continue, at the minimum, quarterly coordination meetings to align their goals and share recent successes and challenges to ensure their projects provide benefits across city lines.



6

REGIONAL CONNECTIONS=

INTRODUCTION

The Comprehensive Transportation Plan has been a valuable opportunity for the six Cities of North Fulton to come together to plan for the mobility of the County while closely considering the individual characteristics of each of the respective communities. The projects described in the following chapter are broken down by City and by Level to provide detail and local context. This chapter presents the cumulative impact of those projects throughout North Fulton on multimodal mobility for residents, employees, and visitors of the County. Vehicular projects are layered to tell a story of how regional mobility projects like freeway express lanes connect to arterial capacity projects and operational improvements throughout North Fulton and into neighboring communities. New active transportation projects such as bicycle and pedestrian infrastructure also connect to existing systems to provide people with transportation alternatives that have recreational benefits as well. The projects included in Levels 1, 2, and 3, work together in combination with larger regional projects to begin to create a more cohesive, balanced network that accommodates for all modes.



REGIONALLY SIGNIFICANT INITIATIVES

North Fulton roadways support local travel as well as regional and statewide travel. Specifically, major corridors like I-285, GA 400, and SR 9 are part of the regional system which serves the local, regional, and statewide traffic. These roadway facilities generally require higher levels of investment than the North Fulton cities can provide alone. While North Fulton may contribute some funds to strategic corridors, the interstate and state route systems are largely owned and maintained by GDOT. Regional investments include projects such as the Transform 285/400 project, a complete reconstruction of one of the most critical interchanges in North Fulton as well as projects in the Major Mobility Investment Program (MMIP) such as the SR 400 Express Lanes and the Revive 285 Express Lanes projects. As currently planned, the managed toll-lanes provide two additional lanes in each direction managed to operate at a minimum of 45 mph. The projects provide a more reliable trip for those who need it and create a transit advantage for buses moving in express lanes.



Interchange Reconstruction:

1. I-16/I-95 Interchange
2. I-285/I-20 West Interchange
3. I-285/I-20 East Interchange

Express Lanes:

4. Revive 285 Express Lanes
I-75 to I-85
5. SR 400 Express Lanes
I-285 to McFarland Rd.
6. I-285 East Wall Express Lanes
I-85 to I-20
7. I-285 West Wall Express Lanes
I-20 to I-75

Interstate Widening:

8. I-85 North Widening
Hamilton Mill Rd. to SR 211
9. I-16 Widening
I-95 to I-516
10. I-85 North Widening
SR 211 to US 129

Commercial Vehicle Lanes:

11. Commercial Vehicle Lanes
SR 155 to I-475

REGIONALLY SIGNIFICANT PROJECTS

SR 400 MANAGED LANES* \$3.2B

TRANSFORM 285/400 \$557M

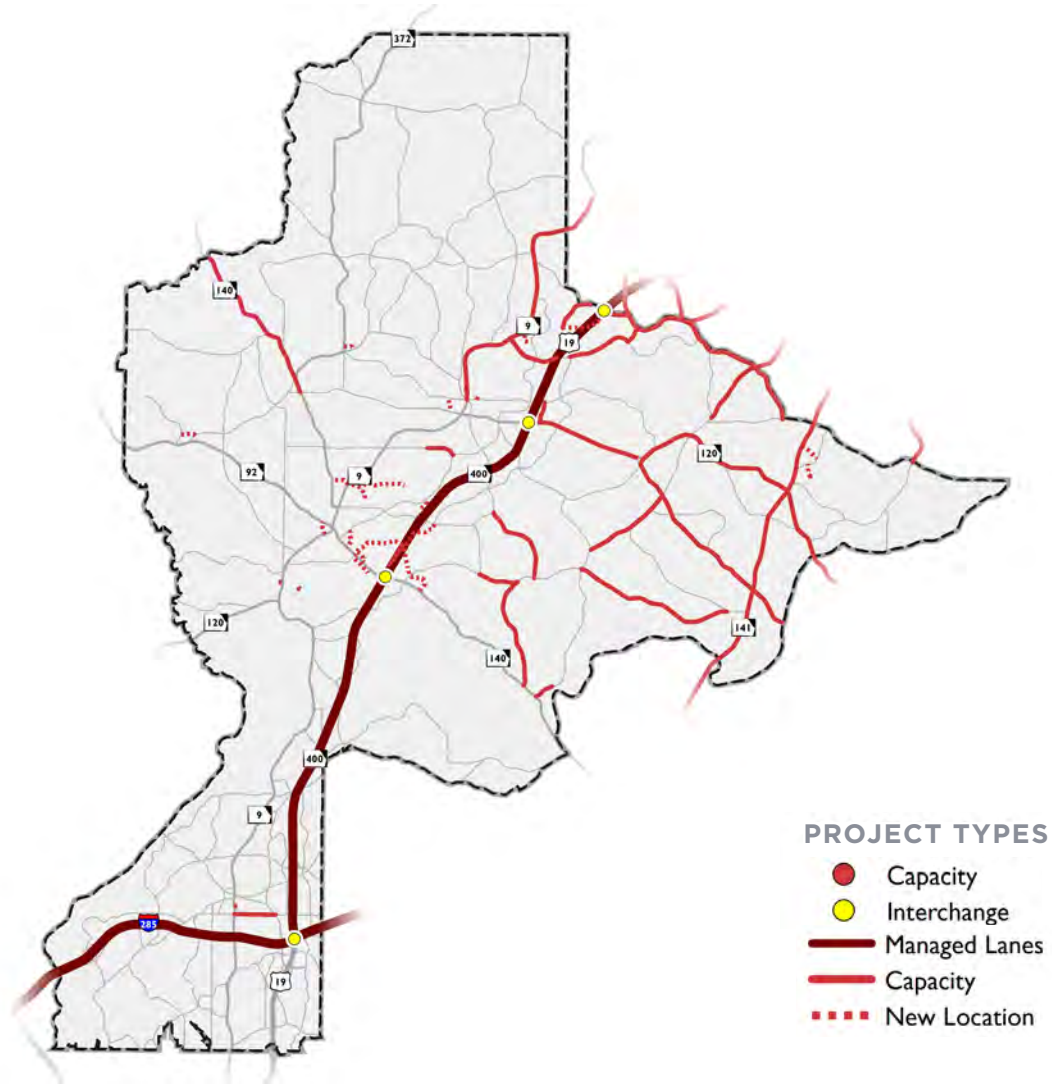
REVIVE 285 MANAGED LANES* \$12.8B

*INCLUDE PORTIONS NOT IN NORTH FULTON STUDY AREA



CAPACITY AND NEW LOCATION

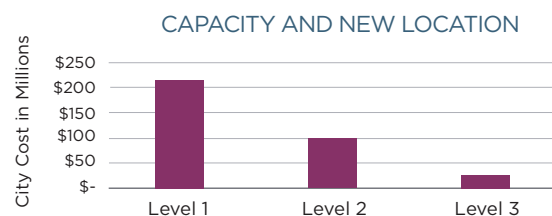
Capacity projects are defined as those that widen existing roads. New Location projects are those that either extend major roads or construct new roadways altogether. Across the three funding levels, North Fulton includes \$321M for Capacity and New Location projects. These projects not only help to support regionally significant projects, but they also help to alleviate potential bottlenecks or allow for local traffic to be diverted onto alternative roadways. Many of the Capacity projects will ultimately make laneage consistent along North Fulton roadways (and in some cases, to surrounding counties) to facilitate vehicular movement.



CAPACITY
PROJECTS

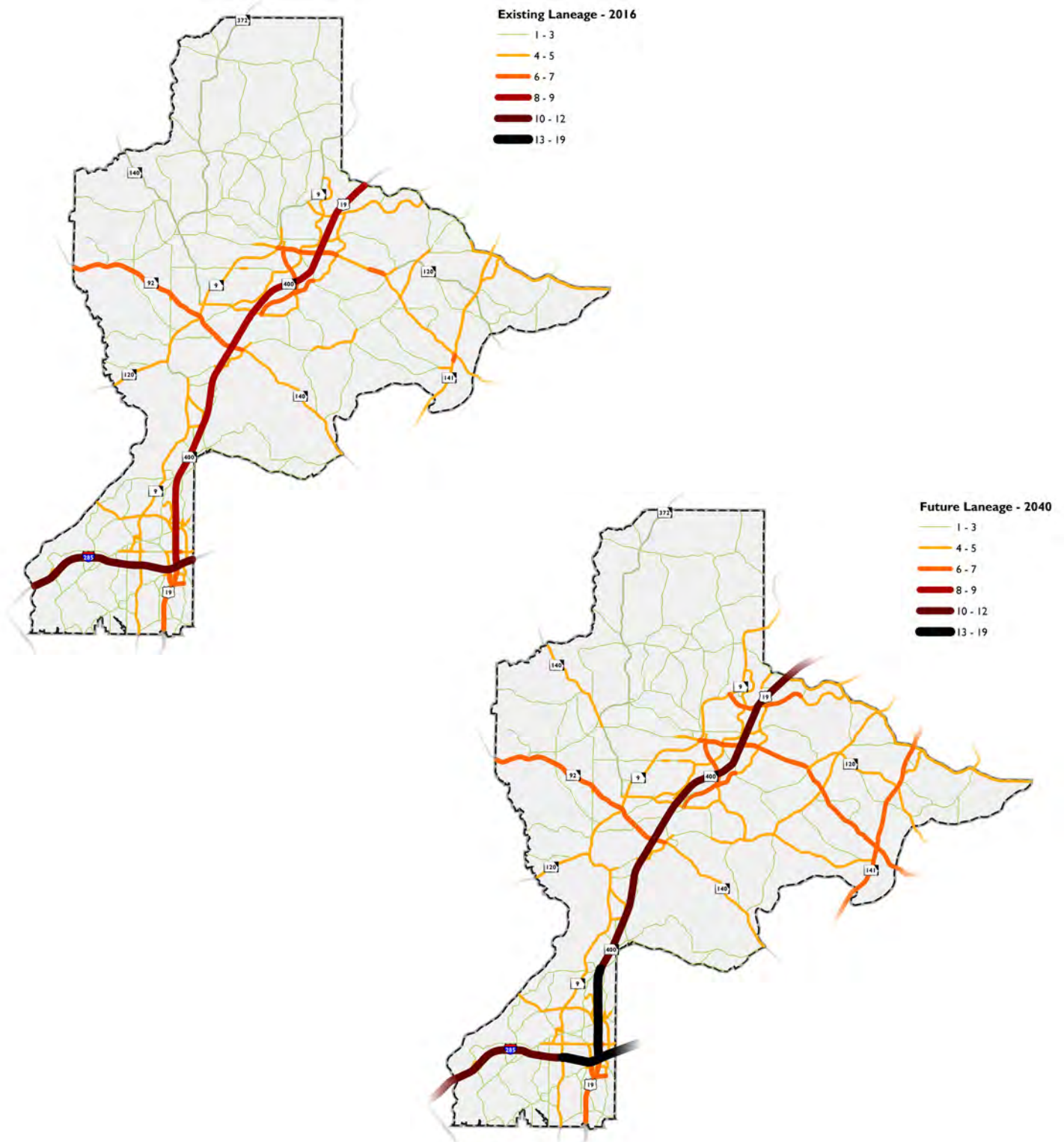
62 PROJECTS
in Levels 1, 2 & 3

\$336M
in Levels 1, 2 & 3



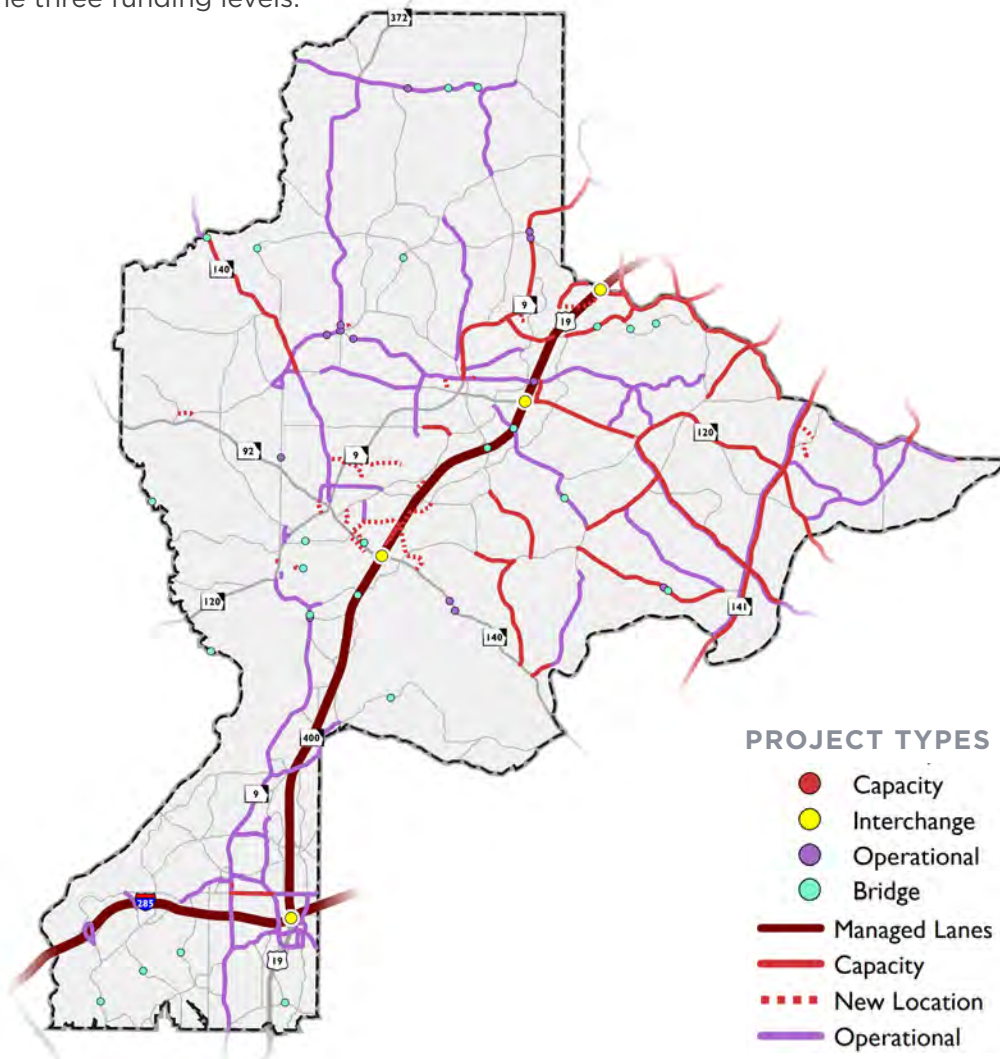
LANEAGE

The maps below illustrate changes in laneage of the NFCTP roadway network provided the recommended projects are implemented. The projects in NFCTP streamline the laneage of many of the major corridors in North Fulton including SR 9 having consistent 4 to 5 lanes throughout North Fulton, SR 141 widening from Gwinnett County through Forsyth County, Arnold Mill Road improvements from Cherokee County to Rucker Road, and SR 120 widening from State Bridge Road through Gwinnett County. State Bridge Road is also improving lane consistency from SR 9 in Alpharetta to Gwinnett County. It also takes into account the connections to bordering counties. As noted in the introduction, the adoption of express lanes on SR 400 and I-285 allow for a more reliable trip to better facilitate movement in North Fulton.



OPERATIONAL

Operational projects are those that largely work within the existing right-of-way to optimize the performance of the roadway. These projects include improvements such as signal timing, roadway restriping, addition of turn lanes, and geometric realignments. A report by FHWA highlights that management and operations strategies address at least 60% of congestion issues seen across the nation (Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Mitigation, 2005). Operational projects can also address North Fulton's most critical roadways, such as fixing structural issues of elements, like bridges, and improving where there are functional obsolescences. These types of projects help to better the performance of a given roadway to show how the operational projects work in tandem with capacity projects to increase system efficiency. The map below layers the projects on top of each other and works in coordination with larger-scale capacity improvements to increase system efficiency. The NFCTP includes \$192M across the three funding levels.

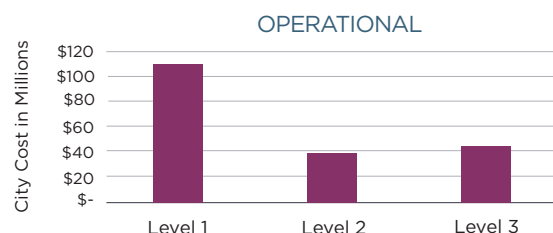


OPERATIONAL PROJECTS

89 PROJECTS
in Levels 1, 2 & 3

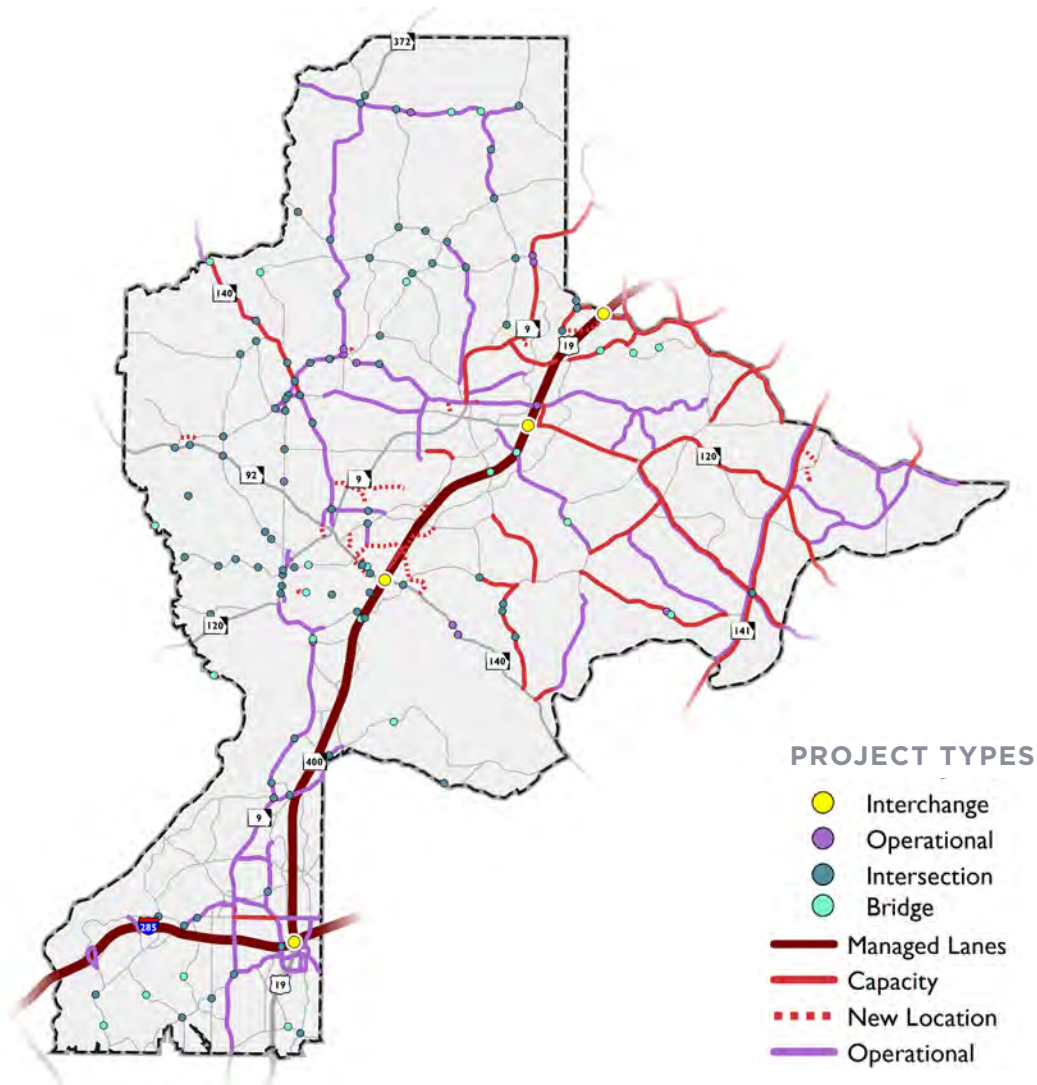
\$182M

in Levels 1, 2 & 3



INTERSECTION

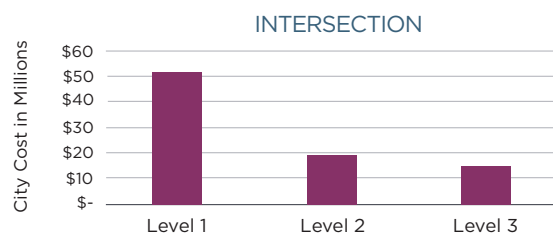
Intersection projects address a variety of modes including roadway, bicycle, and pedestrian. These true intersection projects work to increase safety and operational issues of specific locations instead of along an entire roadway. For the NFCTP, these recommendations improve vehicular, bicycle, and pedestrian access at specific intersections and include \$85M across the three funding levels.



INTERSECTION
PROJECTS

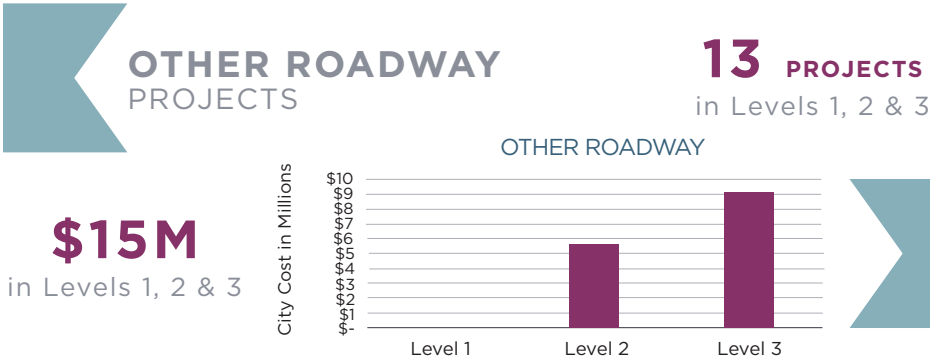
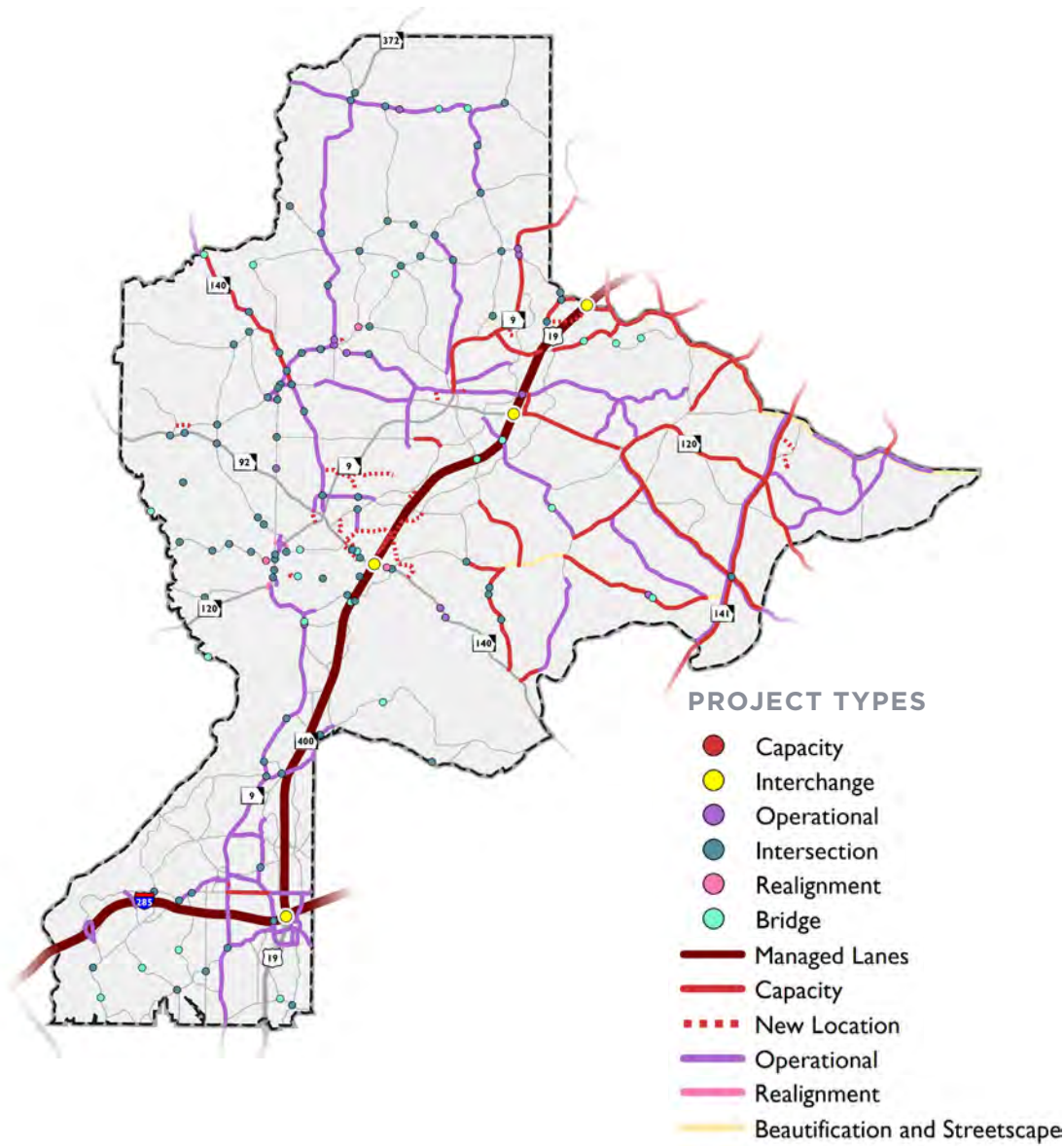
\$95M
in Levels 1, 2 & 3

90 PROJECTS
in Levels 1, 2 & 3



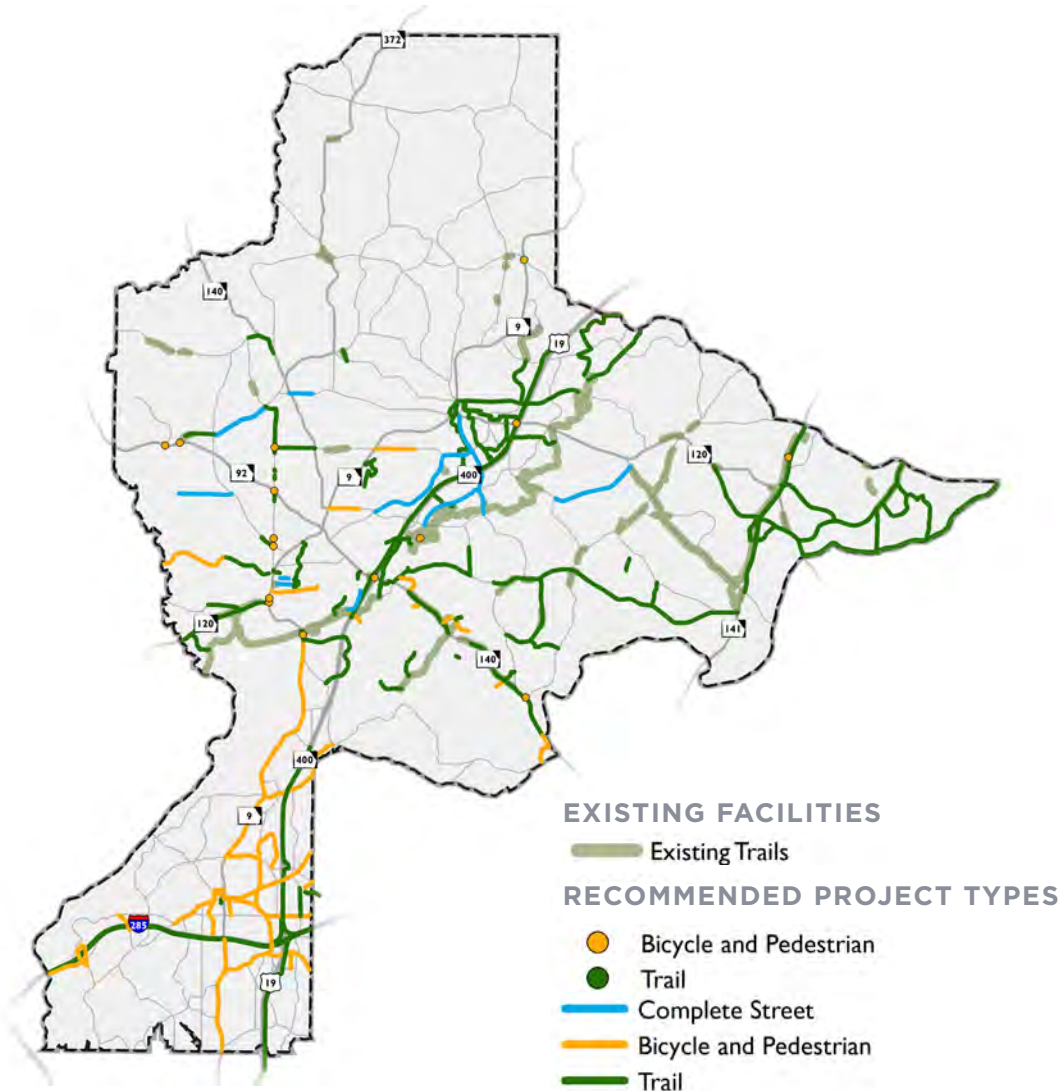
OTHER ROADWAY PROJECTS

The map below represents the remaining roadway projects such as beautification and streetscape projects. These projects may not directly contribute to the avoidance of bottlenecks or travel flow but are crucial in placemaking and creating vibrant communities. The NFTCP includes \$15M across the three funding levels.



BICYCLE, PEDESTRIAN, AND TRAIL

Bicycle, Pedestrian, and Trail projects are active transportation improvements that enhance access for those who choose to walk or bike. These projects are critical to creating a balanced transportation system. The projects included in NFCTP strive to improve connectivity of these facilities and at times, include coordinated roadway improvements. The NFCTP includes \$303M across the three funding levels. Complete Streets projects have been shown here to show the entirety of the multimodal network.

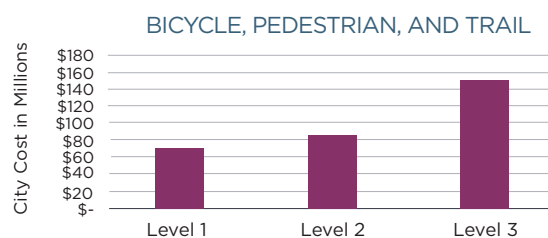


BICYCLE, PEDESTRIAN, AND TRAIL PROJECTS

138 PROJECTS
in Levels 1, 2 & 3

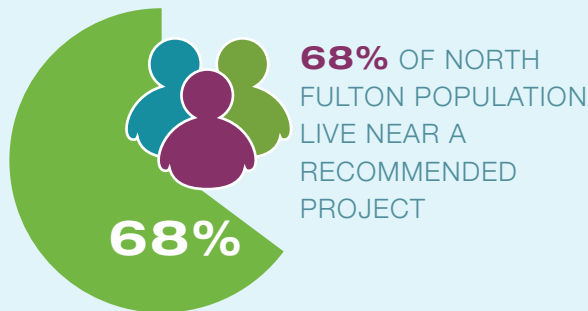
\$303M

in Levels 1, 2 & 3



PROJECTS AS A WHOLE

POPULATION AND JOBS NEAR PROJECTS



69% OF NORTH FULTON JOBS ARE LOCATED NEAR A RECOMMENDED PROJECT



ACTIVITY CENTERS

ALL IDENTIFIED NORTH FULTON ACTIVITY CENTERS HAVE A PROJECT WITHIN A ½ MILE



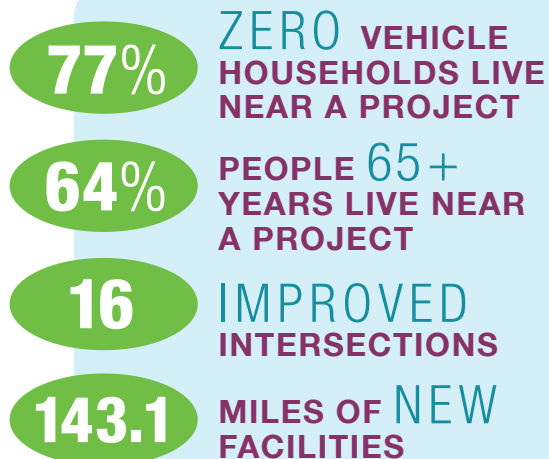
PROJECT STATS

PROJECTS ADDRESS CORRIDORS WHERE **48% OF CRASHES** OCCURRED IN NORTH FULTON (2013-2015)

81% OF PUBLIC COMMENTS RECEIVED ABOUT SPECIFIC ROADWAYS ARE COVERED BY PROJECTS



ACTIVE TRANSPORTATION



ROADWAY



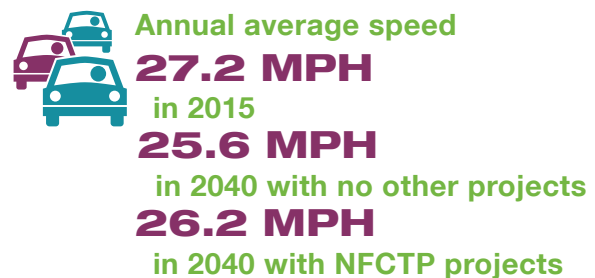
274 MILES of additional lanes



13.2 MILES of new roads



TRAVEL DEMAND MODEL



*TRAVEL DEMAND MODEL: Level 1 projects were included in the 2040 "Existing + Committed" baseline (2040 with no other projects), and therefore their relative impacts are not completely captured in the 2040 "Build" scenario (2040 with NFCTP projects) which includes Levels 1, 2, and 3 projects.

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intentionally left blank.*



7

PRIORITY PROJECTS FOR NORTH FULTON



INTRODUCTION

The previous chapters introduced the plan's methodology for project evaluation as well as the NFCTP project funding structure. This chapter includes projects and program recommendations that were evaluated based on community-based metrics and went through a rigorous vetting process, including input from City Councils, North Fulton Mayors, stakeholders, and the public, for inclusion in the financially-constrained list. This chapter presents a flexible but prioritized group of projects that indicate the first, second, and third levels of importance. As indicated in Chapter 4, the level-based structure allows a degree of flexibility for North Fulton cities to implement projects despite funding uncertainties.

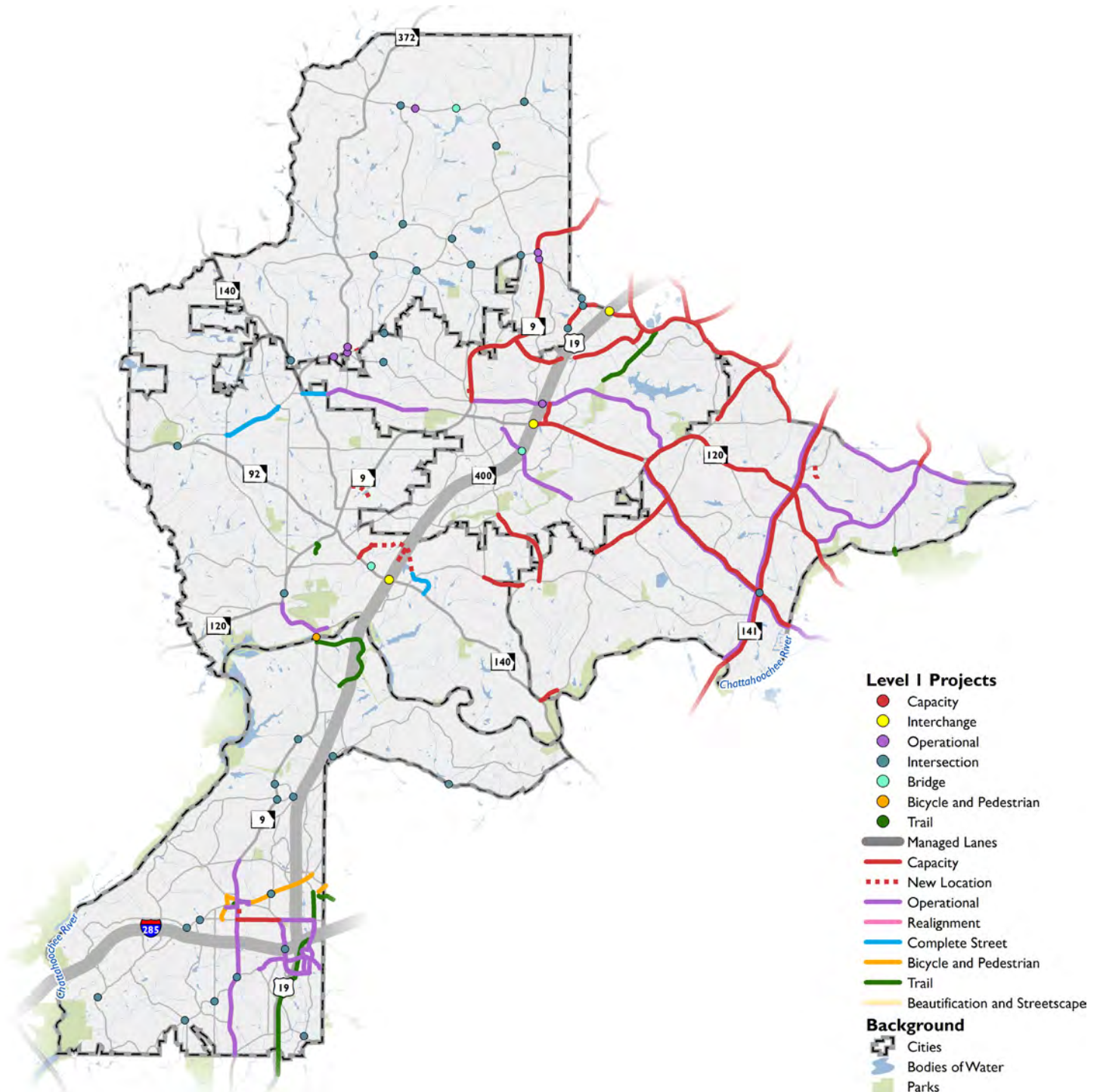


PROJECT TYPES

The previous chapter highlighted how project types interact with each other in order to create a more connected, efficient network. This chapter goes through the three levels of projects and offers a city-by-city breakdown of projects.

LEVEL 1 PROJECTS

Level 1 projects are those that have committed funding in the first five years of the NFCTP in North Fulton. These projects already have designated funding through the TSPLOST, bond, or city-specific capital improvement programs. The maps on the following pages illustrate all the Level 1 projects with corresponding project identification numbers categorized by project type. More information is provided for each project in the table of Level 1 projects by city.



*The NFCTP did not evaluate mega-regional projects that are sponsored by regional and/or statewide agencies.

For more information about projects sponsored by GDOT, please visit www.garoads.org.

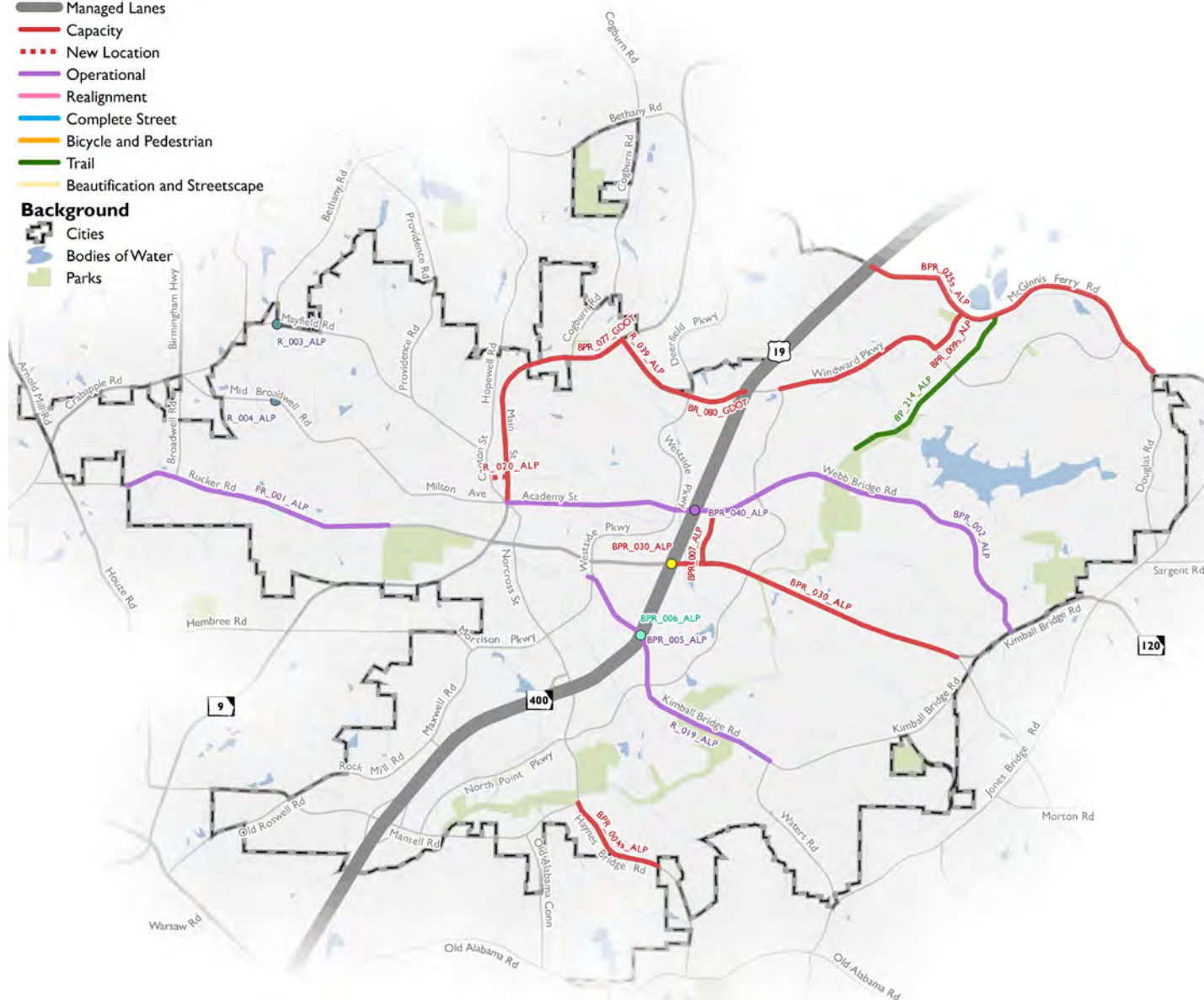
Alpharetta Level 1 Projects

Level I Projects

- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail
- ▬ Managed Lanes
- ▬ Capacity
- ▬ New Location
- ▬ Operational
- ▬ Realignment
- ▬ Complete Street
- ▬ Bicycle and Pedestrian
- ▬ Trail
- ▬ Beautification and Streetscape

Background

-  Cities
 Bodies of Water
 Parks



Alpharetta Level 1 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BPR_600_ALP	City of Alpharetta Sidewalks/Greenways (ALP-011)	\$1,000,000
CAPACITY		
BPR_004a_ALP	Haynes Bridge Road Capacity Improvements (ALP-002)	\$5,000,000
BPR_007_ALP	Morris Road Operational Improvements (ALP-006)	\$2,700,000
BPR_009a_ALP	Windward Parkway Business District/Union Hill Road Capacity Improvements (ALP-005)	\$19,248,000
BPR_025a_ALP	McGinnis Ferry Road Capacity Improvements (ALP-004)	\$18,000,000
BPR_030_ALP	Old Milton Parkway Capacity Improvements (ALP-003)	\$28,000,000
BPR_077_GDOT	SR 9 (North Main Street/Cumming Highway) Widening (FN-067A)	\$44,685,000
BR_080_GDOT	Windward Parkway Westbound Auxiliary Lane (FN-278)	\$5,321,000
R_039_ALP	Windward Parkway Corridor Improvements (Alph-BND-03)	\$19,748,000
INTERSECTION		
R_003_ALP	Bethany Road at Mayfield Road Intersection Improvements (ALP-007)	\$1,280,000
R_004_ALP	Bethany Road at Midbroadwell Road Intersection Improvements (ALP-008)	\$1,280,000
NEW LOCATION		
R_020_ALP	Lily Garden Extension (Alph-BND-04)	\$1,572,000
OPERATIONAL		
BPR_002_ALP	Academy Street/Webb Bridge Road Operational Improvements (ALP-001)	\$15,396,000
BPR_005_ALP	Kimball Bridge Road Bicycle/Pedestrian/Operational Improvements (ALP-009)	\$4,907,000
BPR_006_ALP	Kimball Bridge Road GA 400 Bridge Improvements (ALP-009a)	\$6,500,000
BPR_040_ALP	Academy Street/Webb Bridge Road: GA 400 Bridge Bicycle, Pedestrian, Operational Improvements	\$6,600,000
BPR_075_ALP	City of Alpharetta Debt Service (ALP-013)	\$1,000,000
PR_001_ALP	Rucker Road Operational Improvements (Alph-BND-01)	\$16,700,000
R_002_ALP	Adaptive Traffic Signals/ITS (ALP-010)	\$1,000,000
R_019_ALP	Kimball Bridge Road Operational Improvements (Alph-BND-02)	\$9,000,000
R_027_ALP	Alpharetta Milling/Resurfacing (ALP-012)	\$1,000,000
R_032_ALP	Alpharetta Operational Improvements (ALP-015)	\$1,000,000
TRAIL		
BP_214_ALP	Big Creek Greenway Forsyth County Connection	\$6,000,000

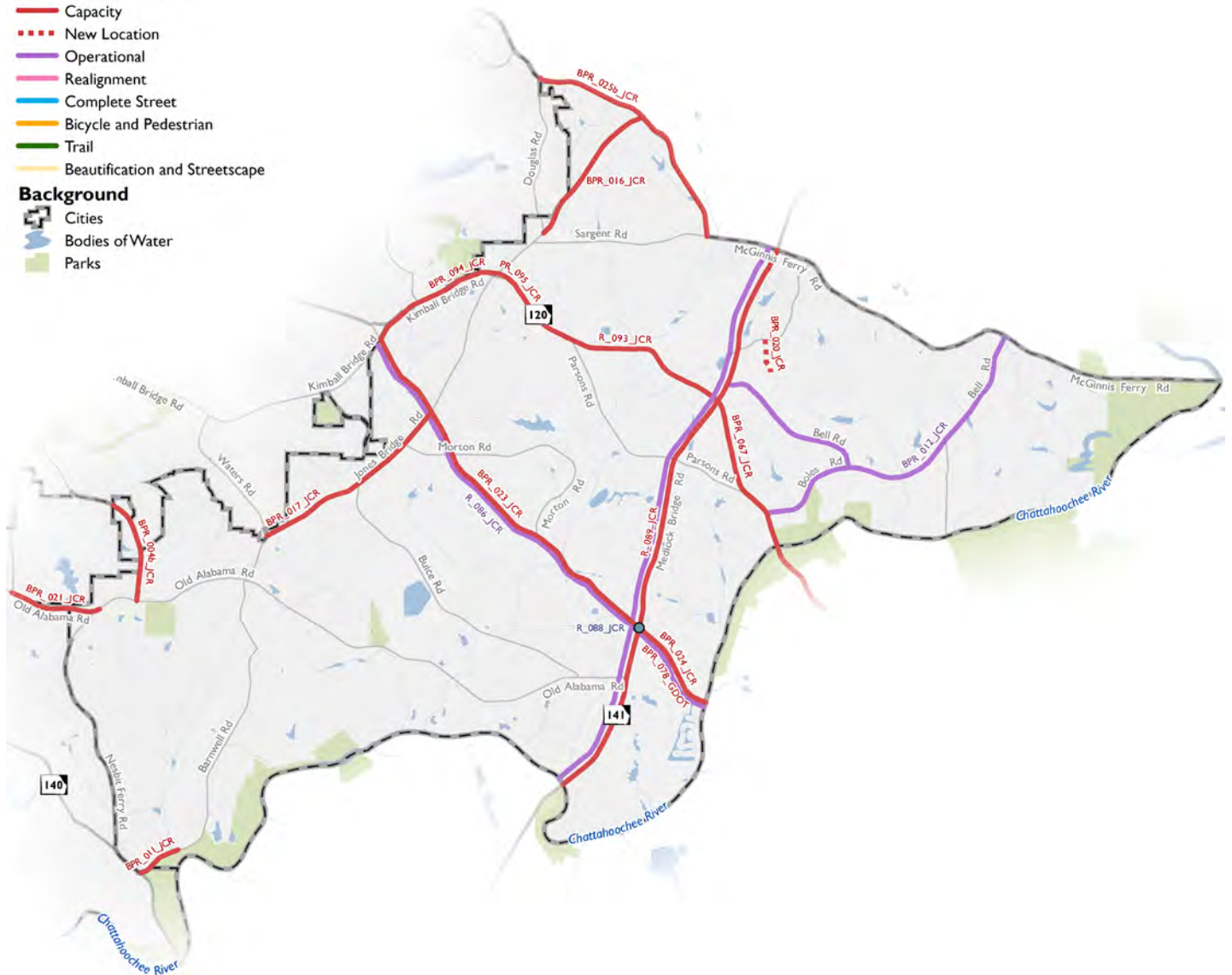
Johns Creek Level 1 Projects

Level I Projects

- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail
- ▬ Managed Lanes
- ▬ Capacity
- ▬ New Location
- ▬ Operational
- ▬ Realignment
- ▬ Complete Street
- ▬ Bicycle and Pedestrian
- ▬ Trail
- ▬ Beautification and Streetscape

Background

-  Cities
 Bodies of Water
 Parks

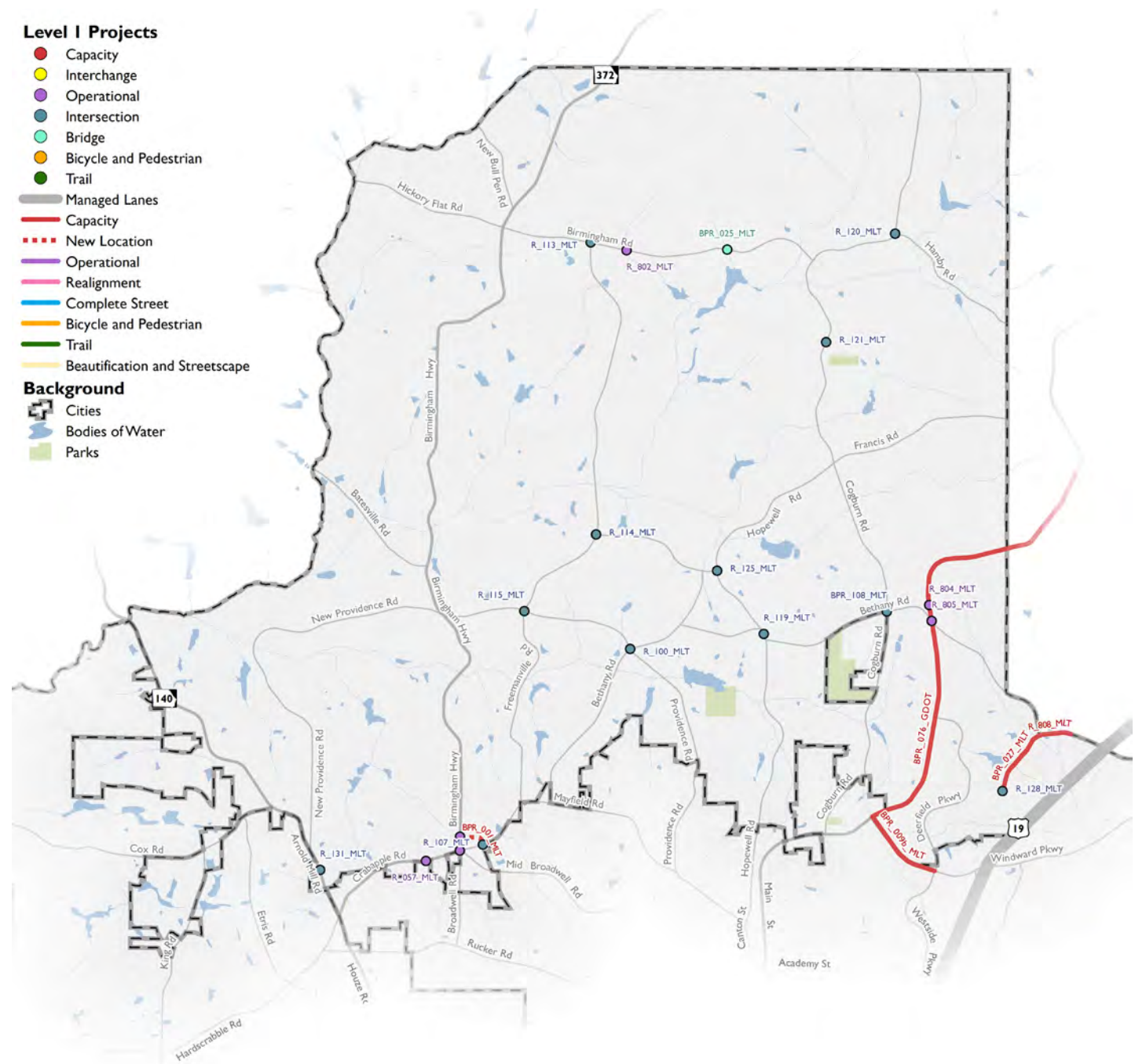


*The NFCTP did not evaluate mega-regional projects that are sponsored by regional and/or statewide agencies. For more information about projects sponsored by GDOT, please visit www.garoads.org.

Johns Creek Level 1 Projects

Project ID	Project Name	Cost
CAPACITY		
BPR_004b_JCR	Haynes Bridge Road Capacity Improvements (JCR-005)	\$5,000,000
BPR_011_JCR	Barnwell Road at Holcomb Bridge Road Intersection Improvements (JCR-009)	\$2,500,000
BPR_016_JCR	Jones Bridge Road Widening, Part 1 (JCR-002)	\$7,000,000
BPR_017_JCR	Jones Bridge Road Widening, Part 2 (JCR-003)	\$11,000,000
BPR_021_JCR	Old Alabama Road Widening (JCR-006)	\$3,000,000
BPR_023_JCR	State Bridge Widening (Medlock to Kimball), Part 1 (JCR-013)	\$8,000,000
BPR_024_JCR	State Bridge Widening (Medlock to Chattahoochee River), Part 2 (JCR-014)	\$4,000,000
BPR_025b_JCR	McGinnis Ferry Road Capacity Improvements (JCR-004)	\$18,000,000
BPR_067_JCR	SR 120 (Abbotts Bridge Road) Widening (FN-264)	\$37,983,000
BPR_078_GDOT	State Bridge Road/Pleasant Hill Road Widening (FN-225)	\$46,857,000
BPR_094_JCR	SR 120 (Kimball Bridge Road) Widening (FN-263)	\$20,446,000
PR_095_JCR	SR 120 (Kimball Bridge/Abbotts Bridge Road) Operational And Safety Improvements Including Pedestrian Connectivity (FN-290)	\$4,291,000
R_089_JCR	Medlock Bridge Capacity Project (Chattahoochee River to McGinnis Ferry) (JCR-001)	\$10,000,000
R_093_JCR	SR 120 (Abbotts Bridge Road) Operational And Safety Improvements Including Pedestrian Connectivity (FN-287)	\$15,000,000
INTERSECTION		
R_088_JCR	Medlock Bridge at State Bridge Improvements (JCR-020)	\$8,000,000
NEW LOCATION		
BPR_020_JCR	New Location Road from Bell Road to Johns Creek Parkway in Tech Park (JCR-012)	\$2,500,000
OPERATIONAL		
BPR_012_JCR	Bell/Boles Corridor Operational And Safety Improvements (JCR-008)	\$7,000,000
BPRT_076_JCR	City of Johns Creek Bridge Improvements (JCR-025)	\$2,000,000
R_086_JCR	Johns Creek Citywide ITS System Expansion (FN-297)	\$1,414,000

Milton Level 1 Projects

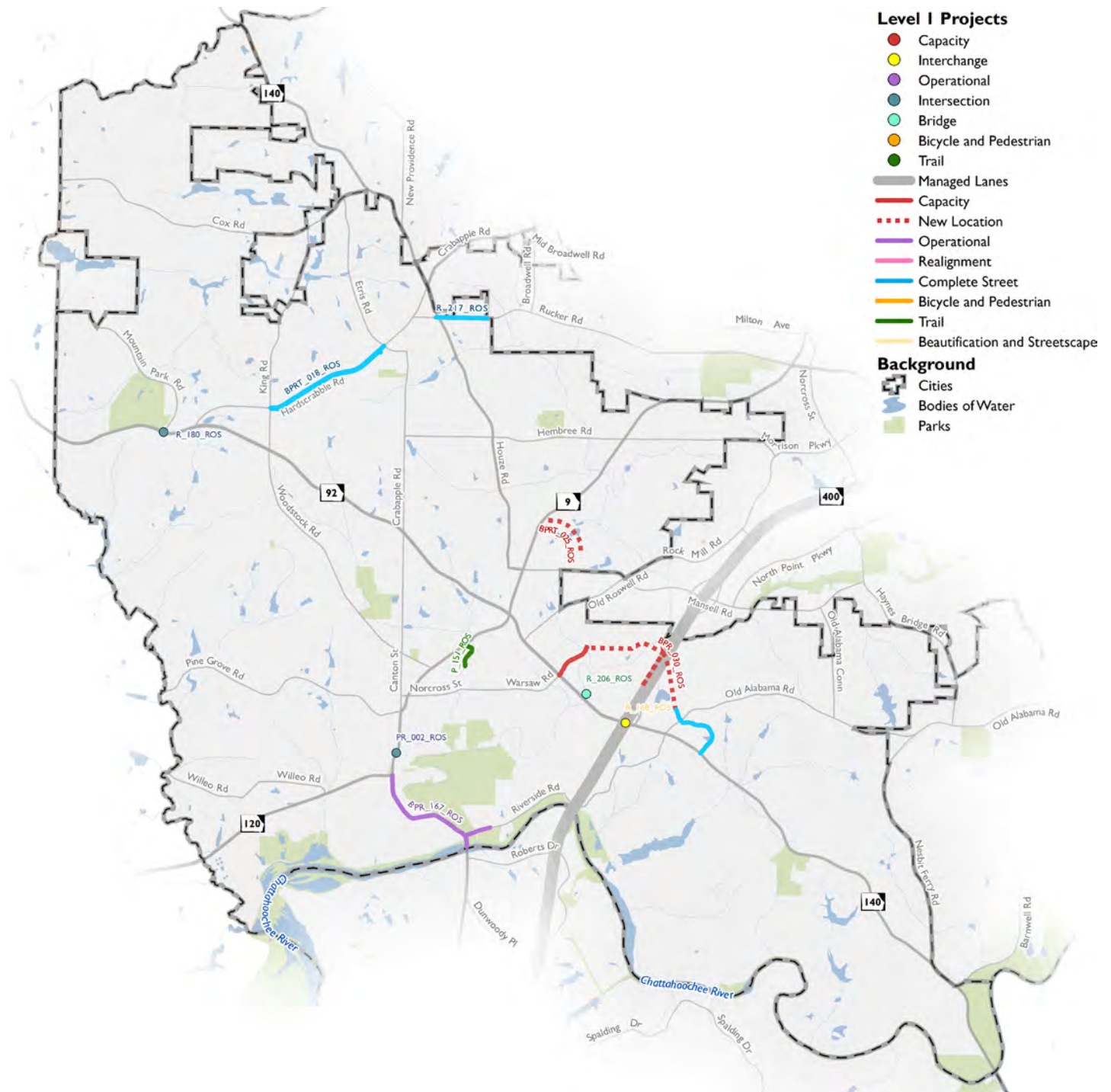


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Milton Level 1 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_601_MLT	Pedestrian Improvements (MIL-034)	\$3,372,000
BP_603_MLT	Pedestrian Improvements (MIL-037)	\$2,100,000
CAPACITY		
BPR_009b_MLT	Windward Parkway Business District/Union Hill Road Capacity Improvements (MIL-038)	\$500,000
BPR_027_MLT	Morris Road Widening (MIL-031)	\$5,440,000
BPR_076_GDOT	SR 9 (Cumming Highway) Widening (FN-222)	\$39,462,000
R_808_MLT	McGinnis Ferry Road Widening (PI 0007526)	\$3,641,000
INTERSECTION		
BPR_108_MLT	Cogburn Road/Bethany Bend Intersection Improvement	\$275,000
R_100_MLT	Bethany Road at Providence Road Intersection Improvements (MIL-002)	\$2,425,000
R_113_MLT	Freemanville Road at Birmingham Road Intersection Improvements (MIL-004)	\$1,990,000
R_114_MLT	Freemanville Road at Redd Road Intersection Improvements (MIL-010)	\$1,020,000
R_115_MLT	Freemanville Road at Providence Road Intersection Improvements	\$884,000
R_119_MLT	Hopewell Road at Bethany Bend/Way Intersection Improvements (MIL-001)	\$3,080,000
R_120_MLT	Hopewell Road at Hamby Road Intersection Improvements (MIL-008)	\$3,420,000
R_121_MLT	Hopewell Road at Thompson Road/South Thompson Road Intersection Improvements (MIL-006)	\$3,800,000
R_125_MLT	Hopewell Road at Redd Road Intersection Improvements	\$951,000
R_128_MLT	Morris Road at Webb Road Intersection Improvements	\$500,000
R_131_MLT	SR 140/Arnold Mill Road at Green Road Intersection Improvements (MIL-009)	\$1,010,000
R_806_MLT	Bethany Bend at McGinnis Ferry Intersection Improvements	\$500,000
R_807_MLT	Roundabout at Bethany Bend and Strickland Road	\$950,000
NEW LOCATION		
BPR_001_MLT	Crabapple Connector Road New Location (MIL-030)	\$7,000,000
OPERATIONAL		
BPR_025_MLT	Birmingham Road Bridge (East) (MIL-012)	\$1,610,000
R_057_MLT	SR 372 (Crabapple Road/Birmingham Highway) Intersection Improvements (PI 0007313)	\$8,000,000
R_802_MLT	Birmingham Road Bridge (West)	\$1,000,000
R_804_MLT (BPR_076_GDOT)	SR 9 at Bethany Bend West Operational Improvements (FN-222)	\$10,000
R_805_MLT (BPR_076_GDOT)	SR 9 at Bethany Bend East Operational Improvements (FN-222)	\$10,000

Roswell Level 1 Projects



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Roswell Level 1 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_606_ROS	Roswell Sidewalk Repair and Complete Streets Program (ROS-012)	\$7,000,000
COMPLETE STREETS		
BPRT_018_ROS	Hardscrabble Road Green Loop	\$2,789,000
BPRT_025_ROS	Sun Valley Phase 1	\$2,673,000
R_217_ROS	Rucker Road Reconstruction (ROS-016)	\$15,800,000
INTERSECTION		
PR_002_ROS	Oxbo Road/SR 9 Intersection Improvement (ROS-010)	\$7,000,000
R_168_ROS	Holcomb Bridge Interchange (ROS-014)	\$6,000,000
R_180_ROS	Woodstock Road (SR 92) at Bowen Road Intersection Improvements	\$116,000
R_183_ROS	Intersection and Corridor Improvements (ROS-014)	\$6,000,000
NEW LOCATION		
BPR_030_ROS	Big Creek Parkway Phase 1 And 2 (ROS-001)	\$58,500,000
OPERATIONAL		
BPR_167_ROS	Historic Gateway (SR 9) Operational Improvements (ROS-002)	\$24,000,000
R_206_ROS	Old Holcomb Bridge Road Bridge Replacement (ROS-009)	\$3,086,000
R_218_ROS	Roswell Safety Improvements And Maintenance (ROS-015)	\$6,956,000
TRAIL		
P_151_ROS	Hog Wallow Creek Trail, Part 1	\$170,000

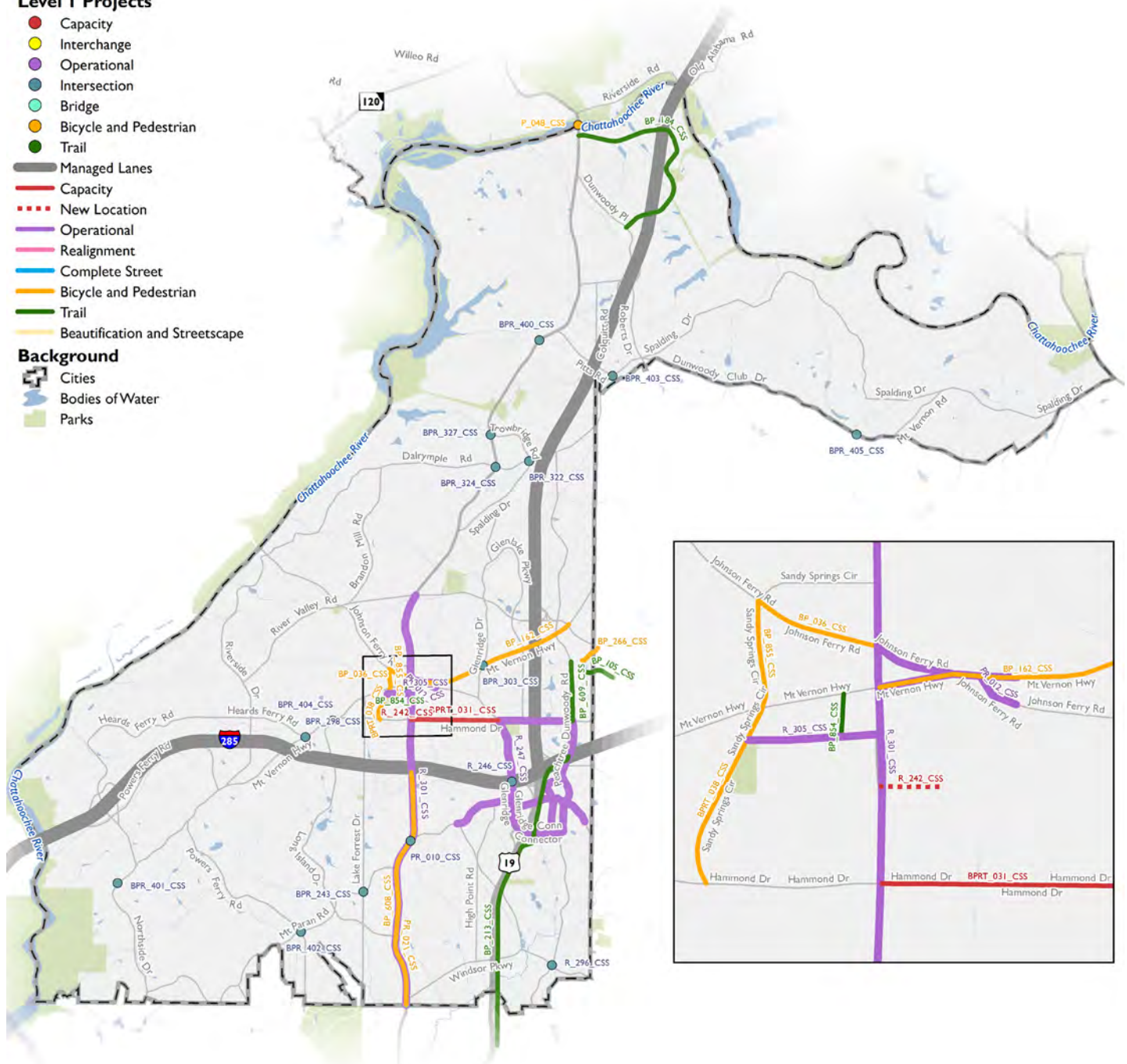
Sandy Springs Level 1 Projects

Level 1 Projects

- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail
- Managed Lanes
- Capacity
- New Location
- Operational
- Realignment
- Complete Street
- Bicycle and Pedestrian
- Trail
- Beautification and Streetscape

Background

- Cities
- Bodies of Water
- Parks



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Sandy Springs Level 1 Projects

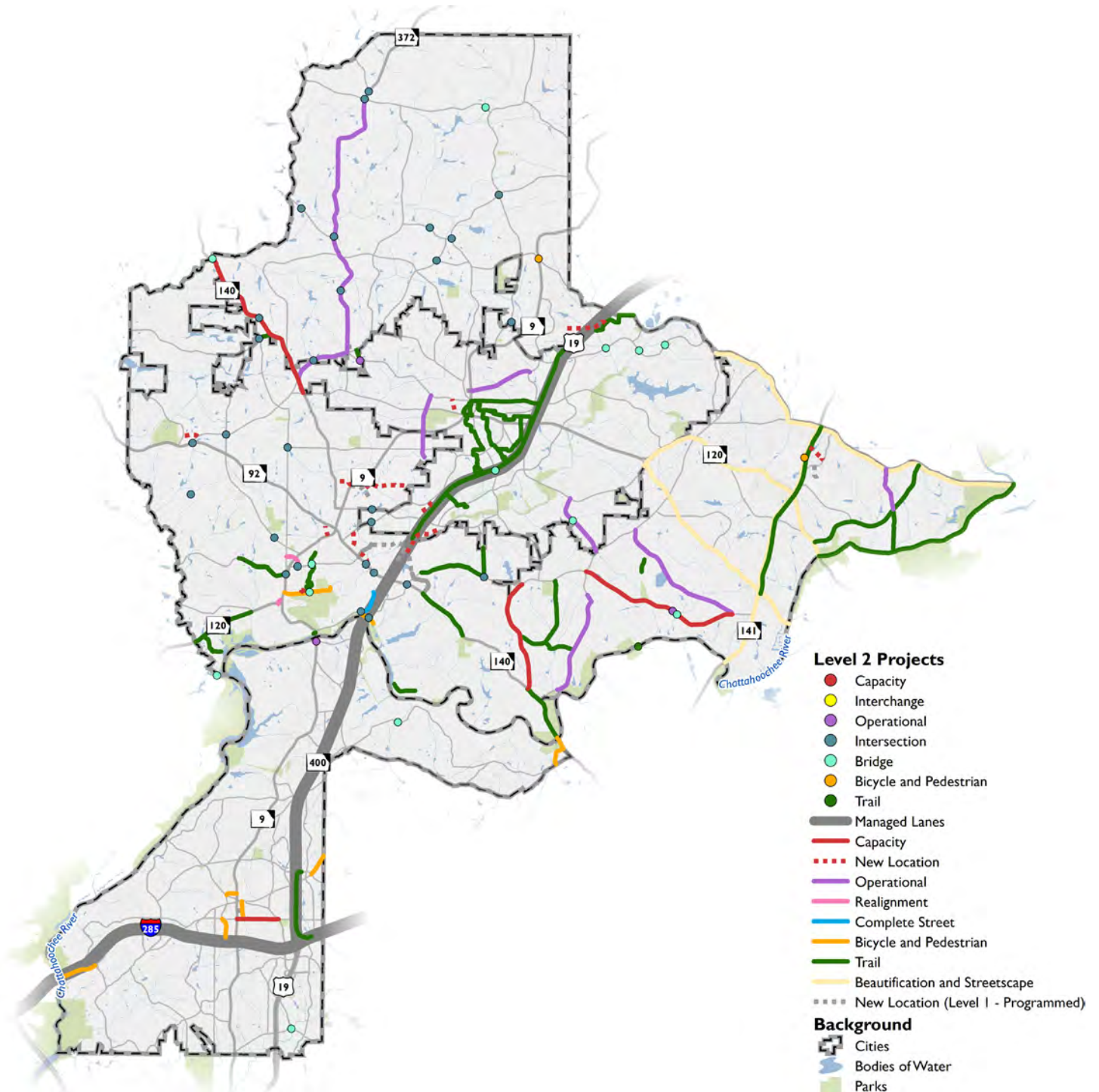
Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_036_CSS	Johnson Ferry Road Sidepath, Part 1 (T-0062-1)	\$694,000
BP_162_CSS	Mount Vernon Multimodal Corridor (TS192)	\$11,000,000
BP_266_CSS	Central Parkway Sidewalk Gap	\$70,000
BP_604_CSS	City of Sandy Springs Sidewalk Program (CSS-003)	\$10,500,000
BP_605_CSS	City of Sandy Springs Sidewalk Program (CSS-003a)	\$500,000
BP_608_CSS	SR 9/US 19 (Roswell Road) Transit Access Project	\$7,805,000
BP_855_CSS	Sandy Springs Circle Streetscape, Phase 1 (T-0062-2)	\$760,000
BPRT_038_CSS	Sandy Spring Circle Improvements, Phase 2 (CC-0010)	\$6,793,000
BPT_002_CSS	Perimeter Transit Last Mile Connectivity (TS131)	\$7,200,000
BPT_003_CSS	Perimeter Transit Last Mile Connectivity (T-0059)	\$500,000
P_048_CSS	SR 9 (Roswell Road/Atlanta Street) Pedestrian Improvements (FN-293)	\$3,961,000
PR_021_CSS	Roswell Road Transit Access Project	\$7,805,000
CAPACITY		
BPRT_031_CSS	Hammond Drive Phase 1 Efficiency Improvements (TS193)	\$60,000,000
INTERSECTION		
BPR_243_CSS	Lake Forrest Drive at Mount Paran Road Operational Improvements (TS113)	\$540,000
BPR_298_CSS	Mount Vernon Highway at Heard's Ferry Road (Phase 2) Intersection Improvements (TS114)	\$270,000
BPR_303_CSS	Mount Vernon Highway at Glenridge Drive Intersection Improvements (TS112)	\$255,000
BPR_322_CSS	Spalding Drive at Dalrymple Road/Trowbridge Road Operational Improvements (TS103)	\$1,350,000
BPR_324_CSS	Roswell Road at Dalrymple Road Operational Improvements (TS108)	\$540,000
BPR_327_CSS	Roswell Road at Trowbridge Road Operational Improvements (TS104)	\$1,800,000
BPR_400_CSS	Roswell Road at Grogans Ferry Road Intersection Improvements (TS105)	\$2,700,000
BPR_401_CSS	Riverview Drive at Northside Drive Intersection Improvements (TS106)	\$2,700,000
BPR_402_CSS	Mount Paran Road at Powers Ferry Road Intersection Improvements (TS110)	\$1,800,000
BPR_403_CSS	Spalding Drive at Pitts Road Intersection Improvements (TS111)	\$450,000
BPR_404_CSS	Mount Vernon Highway at Long Island Drive Intersection Improvements (TS115)	\$90,000
BPR_405_CSS	Dunwoody Club Drive at Jett Ferry Road Intersection Improvements (TS116)	\$900,000
PR_101_CSS	Roswell Road at Glenridge Drive Intersection Improvements (TS125)	\$2,587,000
R_246_CSS	Glenridge Drive and I-285 Intersection Improvements (TS102)	\$450,000
R_296_CSS	Peachtree Dunwoody Road at Windsor Parkway Intersection Improvement (TS109)	\$100,000
NEW LOCATION		
R_242_CSS	Denmark Drive Connector Street New Location (T-0055)	\$5,100,000
OPERATIONAL		
PR_012_CSS	Johnson Ferry/Mt. Vernon Efficiency Improvements (TS191)	\$25,649,000
R_247_CSS	Glenridge Drive, Hammond Drive, and Peachtree Dunwoody Road ATMS System Expansion (T-0054)	\$1,698,000
R_301_CSS	SR 9 (Roswell Road) - ITS System Expansion/Congestion Reduction and Traffic Flow Improvements (T-0061)	\$1,702,000
R_305_CSS	Hilderbrand Drive Streetscape Improvements (TS200)	\$250,000

Sandy Springs Level 1 Projects (Continued)

Project ID	Project Name	Cost
TRAIL		
BP_105_CSS	Cox Trail (L157)	\$513,000
BP_184_CSS	Roberts Drive Multi-use Path (TS202)	\$4,950,000
BP_213_CSS	SR 400 Trail System (PATH 400) (TS201)	\$4,950,000
BP_609_CSS	Peachtree Dunwoody Road Multi-use Trail	\$120,000
BP_854_CSS	Mt. Vernon Highway Trail (T-0062-2)	\$471,000

LEVEL 2 PROJECTS

Level 2 projects are the next highest priority once the Level 1 project list is complete. These projects anticipate the availability of future funding sources which may include local, state, and federal level funding. The map below shows the location of all the Level 2 projects with corresponding project identification numbers categorized by project type. More information is provided regarding each project in the tables of Level 2 projects. The funding sources for the projects in Level 2 have not yet been solidified. The North Fulton cities will continue to work with partner agencies to identify and secure funding for these projects and revisit them during future plan updates as needed. Level 1 projects that include new roadways have been added to this map series to illustrate new connections.



Alpharetta Level 2 Projects

Level 2 Projects

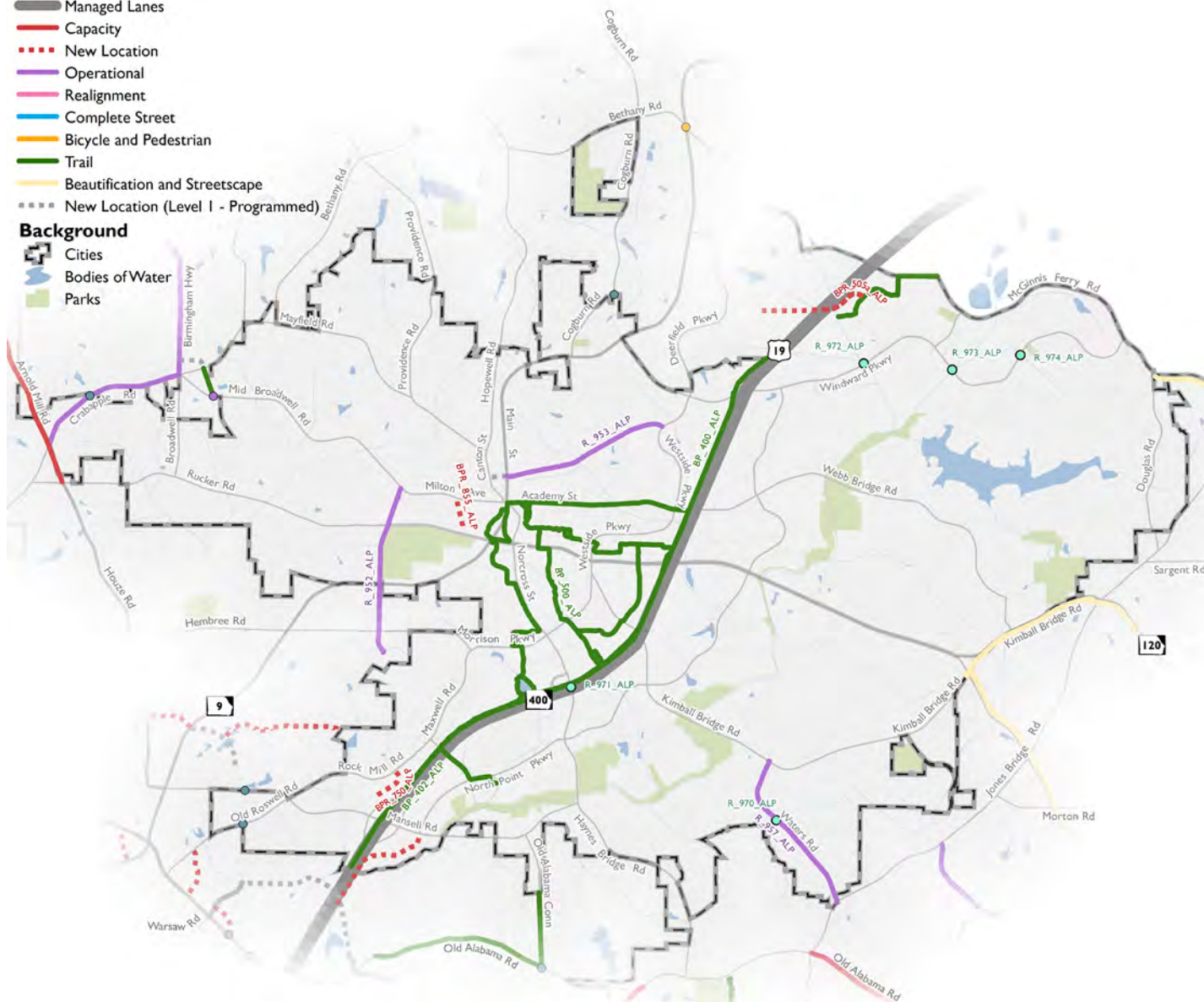
- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail

Managed Lanes

- Capacity
- New Location
- Operational
- Realignment
- Complete Street
- Bicycle and Pedestrian
- Trail
- Beautification and Streetscape
- New Location (Level 1 - Programmed)

Background

- Cities
- Bodies of Water
- Parks



Alpharetta Level 2 Projects

Project ID	Project Name	Cost
NEW LOCATION		
BPR_505a_ALP	Webb Road Overpass	\$20,000,000
BPR_750_ALP	Davis Drive Extension	\$3,908,000
BPR_855_ALP	New Connection From Marietta Street to Milton Avenue	\$3,500,000
OPERATIONAL		
R_952_ALP	Wills Road Operational Improvements	\$769,000
R_953_ALP	Cumming Street Operational Improvements	\$1,000,000
R_957_ALP	Waters Road Operational Improvements	\$741,000
R_970_ALP	Waters Road at Long Indian Creek Bridge Upgrade	\$1,500,000
R_971_ALP	Haynes Bridge Road at GA 400 Bridge Upgrade	\$4,868,000
R_972_ALP	Windward Parkway at Camp Creek Bridge Upgrade	\$412,000
R_973_ALP	Windward Parkway at Big Creek (West) Bridge Upgrade	\$904,000
R_974_ALP	Windward Parkway at Big Creek (East) Bridge Upgrade	\$885,000
TRAIL		
BP_400_ALP	PATH 400 from Webb Bridge Road to City Limits	\$6,900,000
BP_402_ALP	PATH 400 from City Limits to Encore Parkway	\$2,150,000
BP_500_ALP	Alpha Loop	\$20,000,000

Alpharetta Level 2 Programs

Project Name	Cost
Sidewalks	\$2,500,000
Resurfacing	\$5,000,000
Operational	\$2,500,000
Streetscaping	\$2,500,000
Transit	\$250,000

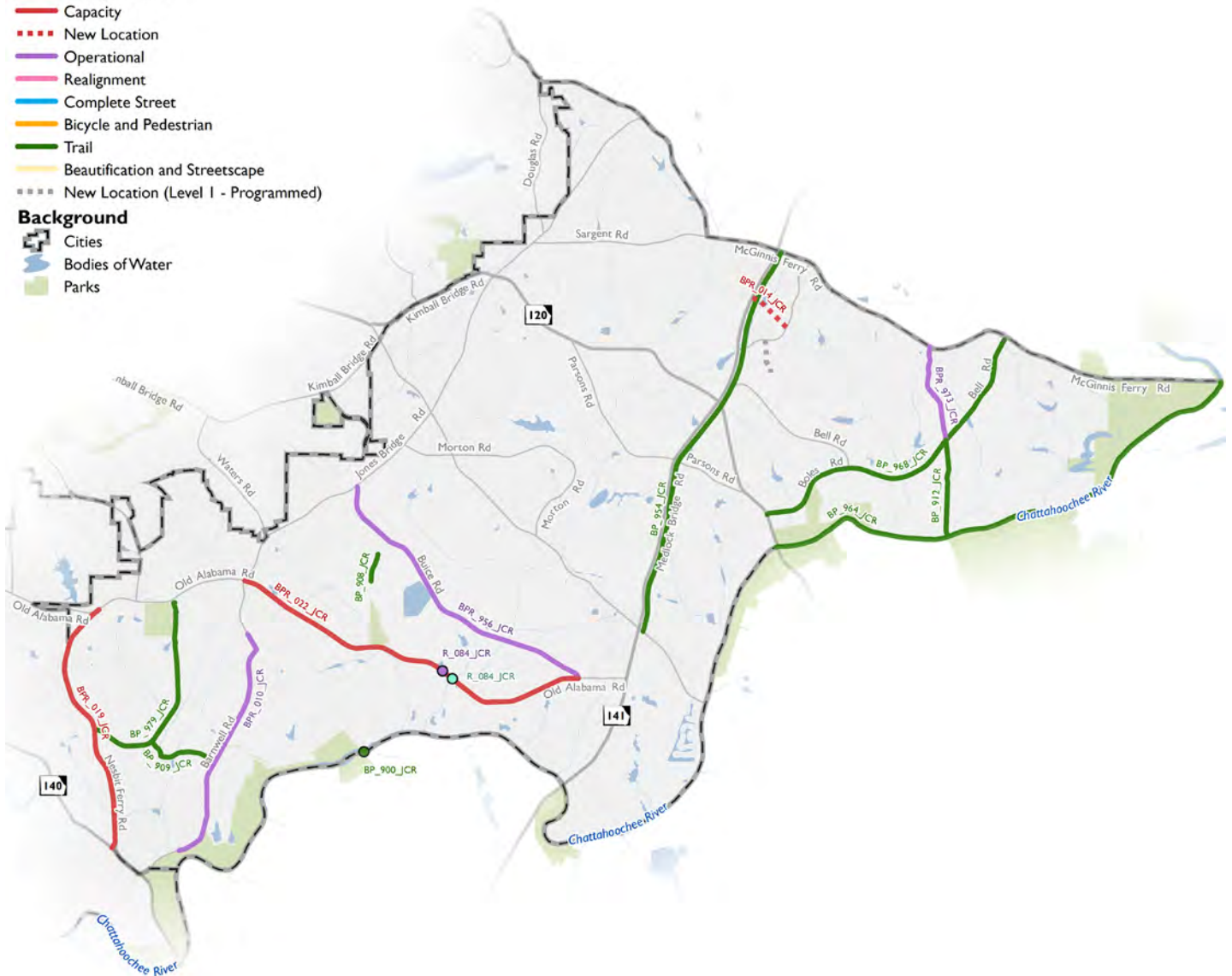
Johns Creek Level 2 Projects

Level 2 Projects

- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail
- Managed Lanes
- Capacity
- New Location
- Operational
- Realignment
- Complete Street
- Bicycle and Pedestrian
- Trail
- Beautification and Streetscape
- New Location (Level 1 - Programmed)

Background

- Cities
- Bodies of Water
- Parks



Johns Creek Level 2 Projects

Project ID	Project Name	Cost
BEAUTIFICATION AND STREETScape		
R_960_JCR	Medlock Bridge Road Beautification and Streetscape	\$2,000,000
R_962_JCR	SR 120 (Kimball Bridge Rd/Abbotts Bridge Rd) Beautification and Streetscape	\$2,000,000
R_963_JCR	McGinnis Ferry Road Beautification and Streetscape	\$2,000,000
R_970_JCR	State Bridge Road Beautification and Streetscape	\$2,000,000
BICYCLE AND PEDESTRIAN		
BP_912_JCR	Rogers Bridge Road Trail	\$500,000
P_912_JCR	Medlock Bridge Pedestrian Tunnel	\$5,000,000
CAPACITY		
BPR_019_JCR	Nesbit Ferry Corridor Improvements (JCR-010)	\$7,000,000
BPR_022_JCR	Old Alabama Road Widening, Segment 3 (JCR-021)	\$7,000,000
COMPLETE STREETS		
BPRT_013_JCR	Johns Creek Transportation Alternatives (JCR-024)	\$1,000,000
NEW LOCATION		
BPR_014_JCR	Findley Road Extension (JCR-011)	\$7,500,000
OPERATIONAL		
BPR_010_JCR	Barnwell Road Corridor Improvements (JCR-019)	\$10,000,000
BPR_956_JCR	Buice Road Operational Improvements	\$7,500,000
BPR_973_JCR	Rogers Bridge Road Operational Improvements	\$1,392,00
R_084_JCR	Old Alabama Road Bridge Replacement (JCR-018)	\$5,000,000
R_085_JCR	Connected Vehicle Infrastructure (JCR-016)	\$2,000,000
T_001_JCR	Medlock Bridge Transit Related Signal Enhancements (JCR-022)	\$2,000,000
TRAIL		
BP_900_JCR	Jones Bridge Road Bicycle and Pedestrian Bridge	\$5,000,000
BP_908_JCR	Autry Mill Road Trail	\$260,000
BP_909_JCR	Rivermont Parkway Trail	\$680,000
BP_954_JCR	Medlock Bridge Road Trail	\$7,540,000
BP_964_JCR	Chattahoochee River Trail	\$23,500,000
BP_968_JCR	Boles Road Multi-use Trail	\$4,895,000
BP_979_JCR	Brumbelow Road Multi-use Trail	\$3,057,000
BP_983_JCR	Cauley Creek Multi-use Trail	\$12,960,000

Johns Creek Level 2 Programs

Project Name	Cost
Resurfacing	\$10,000,000
Golf Cart Enhancements	\$3,000,000
Sidewalks	\$5,000,000
Streetscaping	\$2,000,000
Traffic Calming	\$500,000
Autonomous and Connected Vehicles	\$2,500,000
ITS/ATMs	\$1,000,000

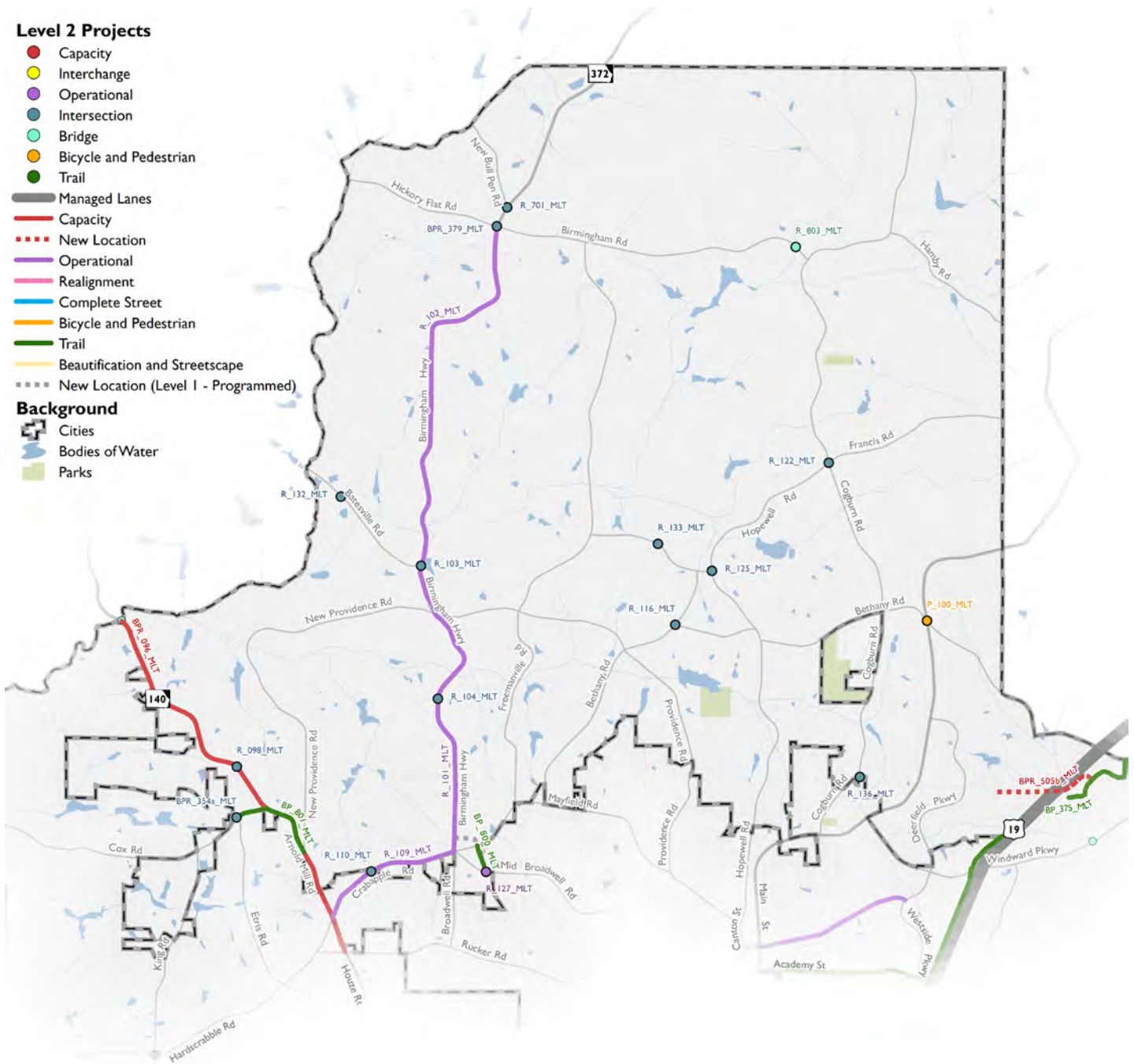
Milton Level 2 Projects

Level 2 Projects

- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail
- Managed Lanes
- Capacity
- New Location
- Operational
- Realignment
- Complete Street
- Bicycle and Pedestrian
- Trail
- Beautification and Streetscape
- New Location (Level 1 - Programmed)

Background

- Cities
- Bodies of Water
- Parks



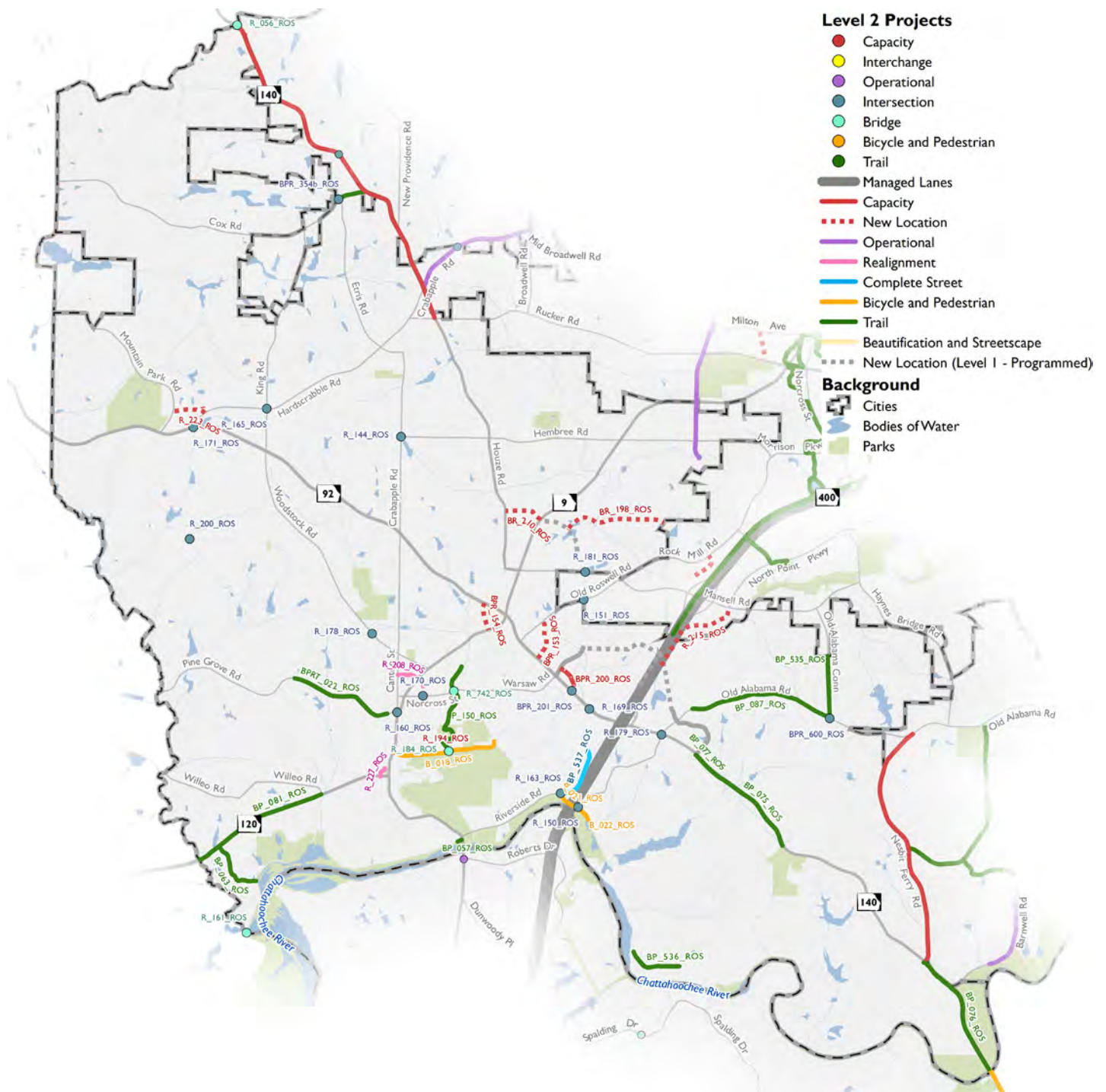
Milton Level 2 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_602_MLT	City of Milton Pedestrian Improvements	\$1,000,000
P_100_MLT	Pedestrian Tunnel on Cumming Road crossing Bethany Road	\$1,000,000
CAPACITY		
BPR_096_MLT	Arnold Mill Road Widening	\$23,750,000
INTERSECTION		
BPR_354a_MLT	Etris Road at Cox Road Intersection Improvements	\$582,000
BPR_379_MLT	Birmingham Highway at Hickory Flat Road Operational, Bicycle, and Pedestrian Intersection Improvements	\$2,000,000
R_098_MLT	Arnold Mill Road/Ranchette Road Intersection Improvement	\$500,000
R_103_MLT	Birmingham Highway at Batesville Road Intersection Improvements	\$1,200,000
R_104_MLT	Birmingham Highway at Dorris Road Intersection Improvements	\$625,000
R_110_MLT	Crabapple Road at Green Road Intersection Improvements	\$300,000
R_116_MLT	Hagood Road at Bethany Way Intersection Improvements	\$450,000
R_122_MLT	Hopewell Road/Francis Road at Cogburn Road Intersection Improvements	\$51,000
R_125_MLT	Hopewell Road at Redd Road Intersection Improvements	\$951,000
R_132_MLT	Taylor Road at Batesville Road Intersection Improvements	\$259,000
R_133_MLT	Thompson Road at Redd Road Intersection Improvements	\$450,000
R_136_MLT	Windward Parkway at Webb Road Intersection Improvements	\$525,000
NEW LOCATION		
BPR_505b_MLT	Webb Road Extension	\$20,000,000
OPERATIONAL		
R_101_MLT	Birmingham Highway Operational Improvements, Part 1	\$3,155,000
R_102_MLT	Birmingham Highway Operational Improvements, Part 2	\$3,676,000
R_109_MLT	Crabapple Road Operational Improvements	\$1,000,000
R_127_MLT	Mid Broadwell Road at Charlotte Drive Operational Improvements	\$102,000
R_130_MLT	City of Milton Quick Response Projects	\$775,000
R_600_MLT	City of Milton Paving	\$3,000,000
R_601_MLT	City of Milton Bridge Repair and Replacement	\$792,000
R_803_MLT	Birmingham Road Bridge (More East)	\$1,250,000
TRAIL		
BP_375_MLT	Big Creek Greenway Connections - Windward Concourse, McGinnis Ferry to Forsyth	\$3,316,000
BP_800_MLT	Charlotte Drive Trail	\$235,000
BP_801_MLT	Arnold Mill Road/Cox Road Multi-use Path	\$750,000

Milton Level 2 Programs

Project Name	Cost
Sidewalks	\$5,000,000
Median, Landscaping, Lighting	\$2,000,000
Traffic Calming	\$500,000
Trail Plan Implementation	\$6,000,000

Roswell Level 2 Projects



Roswell Level 2 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
B_018_ROS	Oxbo Road Bicycle Lanes	\$1,059,000
B_021_ROS	Riverside Road Bicycle Lanes, Part 1	\$274,000
B_022_ROS	Riverside Road Bicycle Lanes, Part 2	\$205,000
COMPLETE STREETS		
BP_537_ROS	Dogwood Road Complete Streets	\$900,000
INTERSECTION		
BPR_201_ROS	Holcomb Bridge Road at Riverwood Lane Intersection Improvements	\$3,000,000
BPR_354b_ROS	Etris Road at Cox Road Intersection Improvements	\$582,000
BPR_600_ROS	Old Alabama Road at Old Alabama Road Connector Intersection Improvements	\$2,000,000
R_144_ROS	Crabapple Road at Hembree Road Intersection Improvements	\$772,000
R_150_ROS	Old Alabama Road at Riverside Road Intersection Improvements	\$921,000
R_151_ROS	Old Roswell Road at Warsaw Road Intersection Improvement	\$250,000
R_160_ROS	SR 9/SR 120 (Village Center) at Magnolia Street/Canton Street Intersection Improvements	\$9,327,000
R_163_ROS	Riverside Road at Dogwood Road Intersection Improvements	\$1,000,000
R_165_ROS	Hardscrabble Road at King Road Intersection Improvements	\$789,000
R_169_ROS	Holcomb Bridge Road (SR 140) at Dogwood Road Intersection Improvements	\$11,200,000
R_170_ROS	Norcross Street at Frazier Street/Forrest Street Intersection Improvements	\$1,037,000
R_171_ROS	Woodstock Road (SR 92) at Hardscrabble Road Intersection Improvements	\$700,000
R_178_ROS	Woodstock Road at North Coleman Road Intersection Improvements	\$753,000
R_179_ROS	Holcomb Bridge Road (SR 140) at Old Alabama Road Intersection Improvements	\$9,449,000
R_181_ROS	Mansell Road at Warsaw Road Intersection Improvements	\$250,000
R_200_ROS	Jones Road at Bowen Road Intersection Improvements	\$1,200,000
NEW LOCATION		
BPR_153_ROS	Commerce Parkway Extension	\$5,794,000
BPR_154_ROS	Mansell Road Extension	\$5,390,000
BPR_200_ROS	Old Holcomb Bridge Road New Alignment	\$550,000
BR_198_ROS	Sun Valley Phase 2 (ROS-004)	\$7,750,000
BR_210_ROS	Sun Valley Phase 3	\$1,408,000
R_194_ROS	Myrtle Street Extension	\$267,000
R_215_ROS	Big Creek Parkway, Phase 3	\$12,151,000
R_223_ROS	Mountain Park/Hardscrabble Connector	\$964,000
Project ID	Project Name	Cost
OPERATIONAL		
R_056_ROS	SR 140/Arnold Mill Road Bridge Replacement	\$8,953,000
R_161_ROS	Willeo Road Bridge Upgrade	\$1,193,000
R_184_ROS	Oxbo Road at Hog Wallow Creek Bridge Upgrade	\$557,000
R_742_ROS	Bridge Replacement on Norcross Street at Hog Wallow Creek	\$1,000,000
REALIGNMENT		
R_208_ROS	Frazier Street Realignment	\$167,000
R_227_ROS	Mimosa Boulevard Realignment	\$527,000

Roswell Level 2 Projects (Continued)

Project ID	Project Name	Cost
TRAIL		
BP_057_ROS	Azalea Drive Multi-use Path	\$17,000
BP_063_ROS	Coleman to the River Connection	\$485,000
BP_075_ROS	Holcomb Bridge Road (SR 140) Multi-use Path, Segment 1	\$827,000
BP_076_ROS	Holcomb Bridge Road (SR 140) Multi-use Path, Segment 2	\$518,000
BP_077_ROS	Holcomb Bridge Road (SR 140) Multi-use Path, Segment 3	\$608,000
BP_081_ROS	Marietta Highway (SR 120) Multi-use Path, Part 1	\$739,000
BP_087_ROS	Old Alabama Road Multi-use Path	\$887,000
BP_535_ROS	Old Alabama Connector Multi-use Path	\$558,000
BP_536_ROS	Riverside Drive Multi-use Path	\$705,000
BPRT_022_ROS	Pine Grove Road Multi-use Trail	\$1,500,000

Roswell Level 2 Programs

Project Name	Cost
Sidewalks	\$5,000,000
Bicycle Enhancements	\$3,000,000
Mobility Enhancements	\$5,000,000
Traffic Operations	\$1,000,000
Transit	\$1,000,000
Golf Cart Enhancements	\$750,000
Conceptual Studies	\$1,000,000
ATMS/ITS	\$1,000,000

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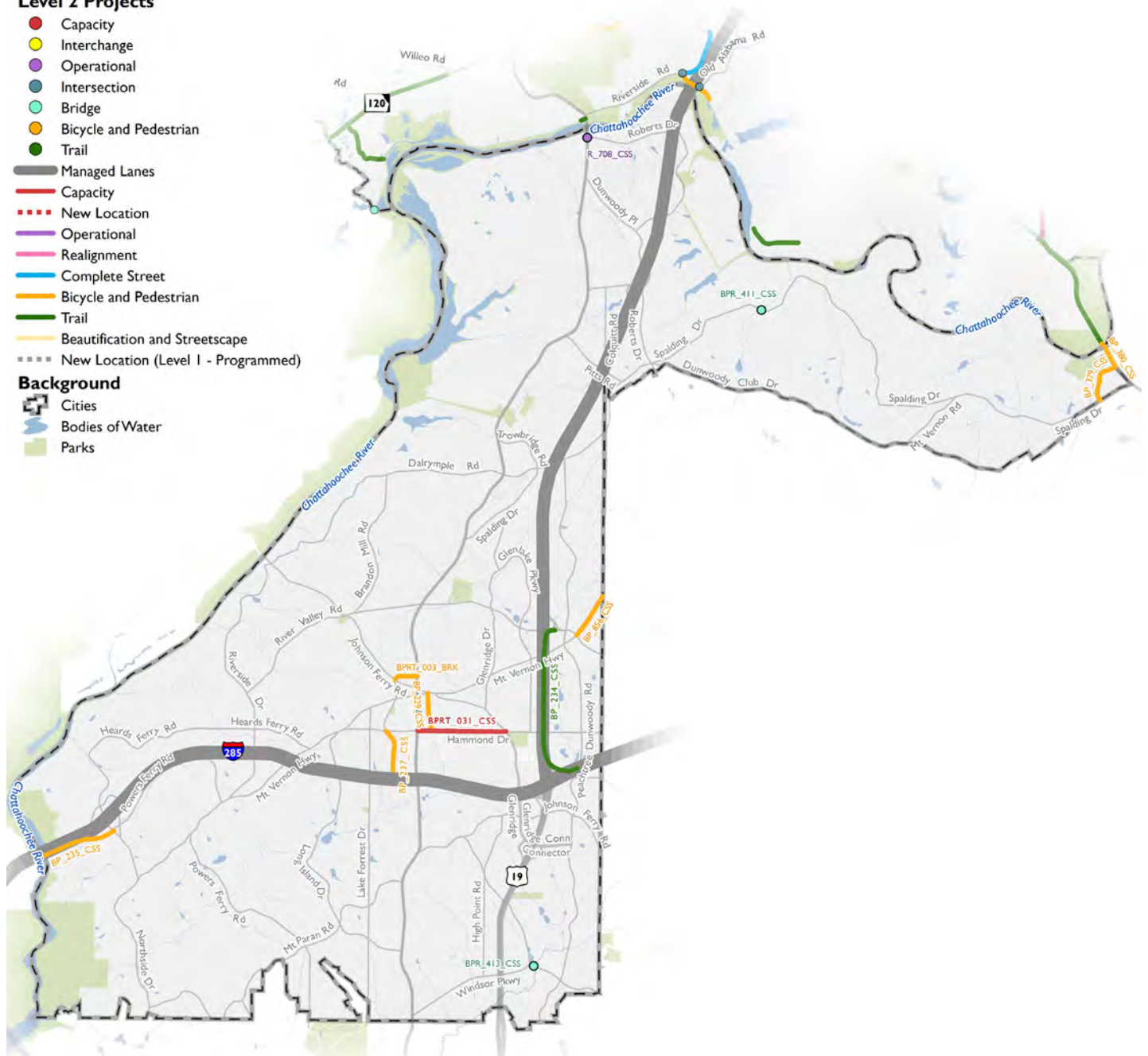
Sandy Springs Level 2 Projects

Level 2 Projects

- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail
- Managed Lanes
- Capacity
- ... New Location
- Operational
- Realignment
- Complete Street
- Bicycle and Pedestrian
- Trail
- Beautification and Streetscape
- ... New Location (Level I - Programmed)

Background

-  Cities
 Bodies of Water
 Parks



Sandy Springs Level 2 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_229_CSS	Boylston Drive Sidepath and Intersection Realignment	\$2,500,000
BP_235_CSS	Powers Ferry Road Sidepath Conceptual Study	\$5,937,000
BP_237_CSS	Sandy Springs Circle Sidepath and Intersection Improvement at Cliftwood Drive	\$2,500,000
BP_379_CSS	River Exchange Drive Sidepath Conceptual Study	\$2,000,000
BP_380_CSS	Holcomb Bridge Road Sidepath	\$1,000,000
BP_856_CSS	Mt. Vernon Highway Multi-use Path	\$100,000
BPRT_003_BRK	Sandy Springs Circle Improvements, Phase 3	\$622,000
CAPACITY		
BPRT_031_CSS	Hammond Drive Phase 1 Efficiency Improvements (CSS-006)	\$60,000,000
OPERATIONAL		
BPR_411_CSS	Spalding Drive near Ball Mill Creek Bridge Replacement	\$800,000
BPR_413_CSS	Windsor Parkway at Nancy Creek Bridge Upgrade	\$1,500,000
R_299_CSS	Sandy Springs Roadway Maintenance and Paving (7-0044) (CSS-009a)	\$14,055,000
TRAIL		
BP_234_CSS	GA 400 Multi-use Trail (PATH 400) Conceptual Study	\$7,500,000

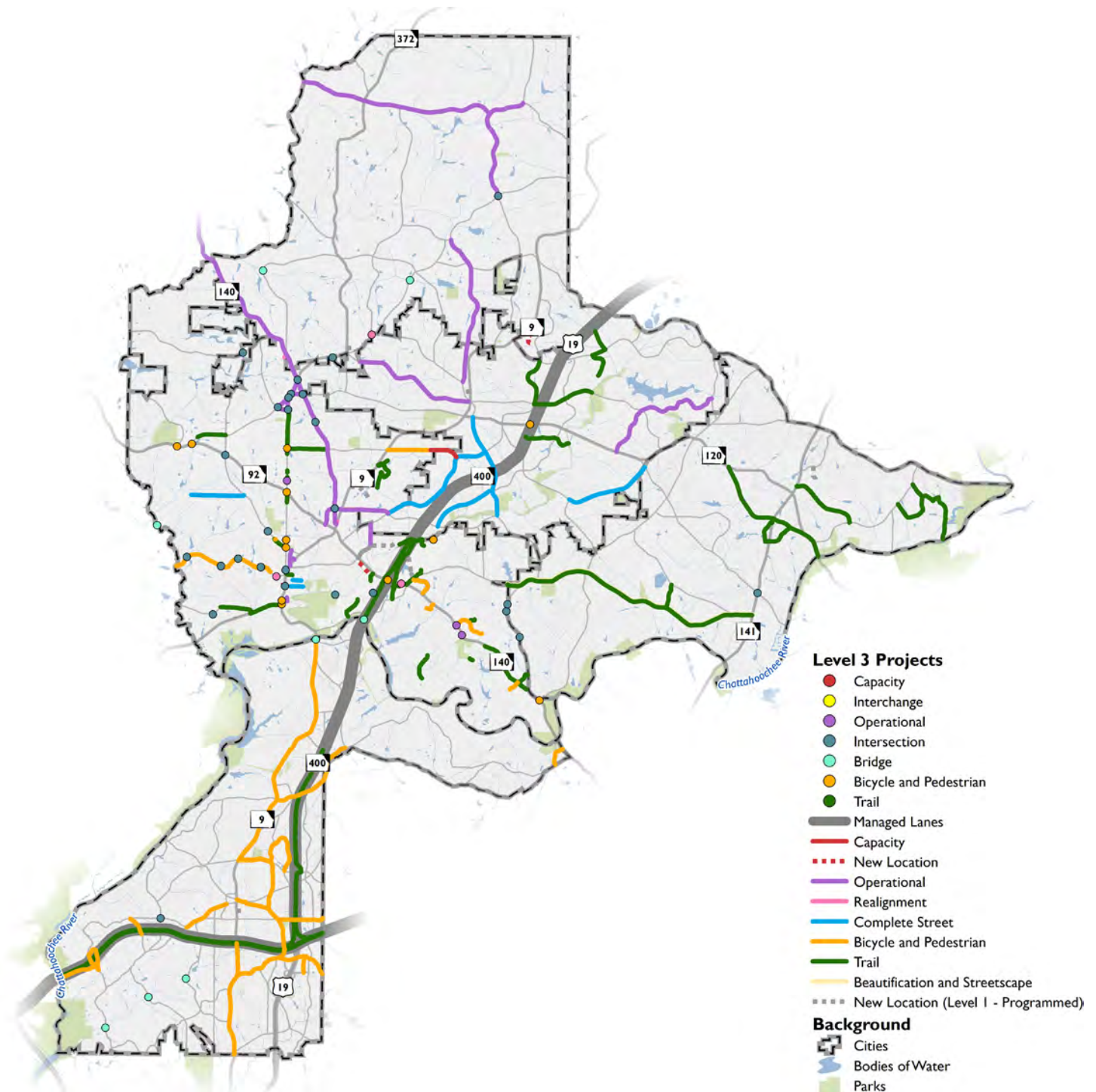
Sandy Springs Level 2 Programs

Project Name	Cost
Sidewalks	\$10,000,000
Stormwater	\$5,000,000
Conceptual Studies	\$1,000,000
Transit	\$2,500,000
Autonomous and Connected Vehicles	\$2,500,000

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LEVEL 3 PROJECTS

Level 3 projects were identified as the third priority list to take the plan toward its horizon year (2040). Similar to Level 2 projects, possible funding sources for Level 3 projects include future iterations of a North Fulton TSPLOST, state funds, and federal funds. The map below shows the location of all the Level 3 projects with corresponding project identification numbers categorized by project type. More information is provided regarding each project in the tables of Level 3 projects. Level 1 projects that include new roadways have been added to this map series to illustrate new connections. It is important to note here that Level 2 new location projects have not been added to this map because the funding for these projects is still uncertain.



Alpharetta Level 3 Projects

Level 3 Projects

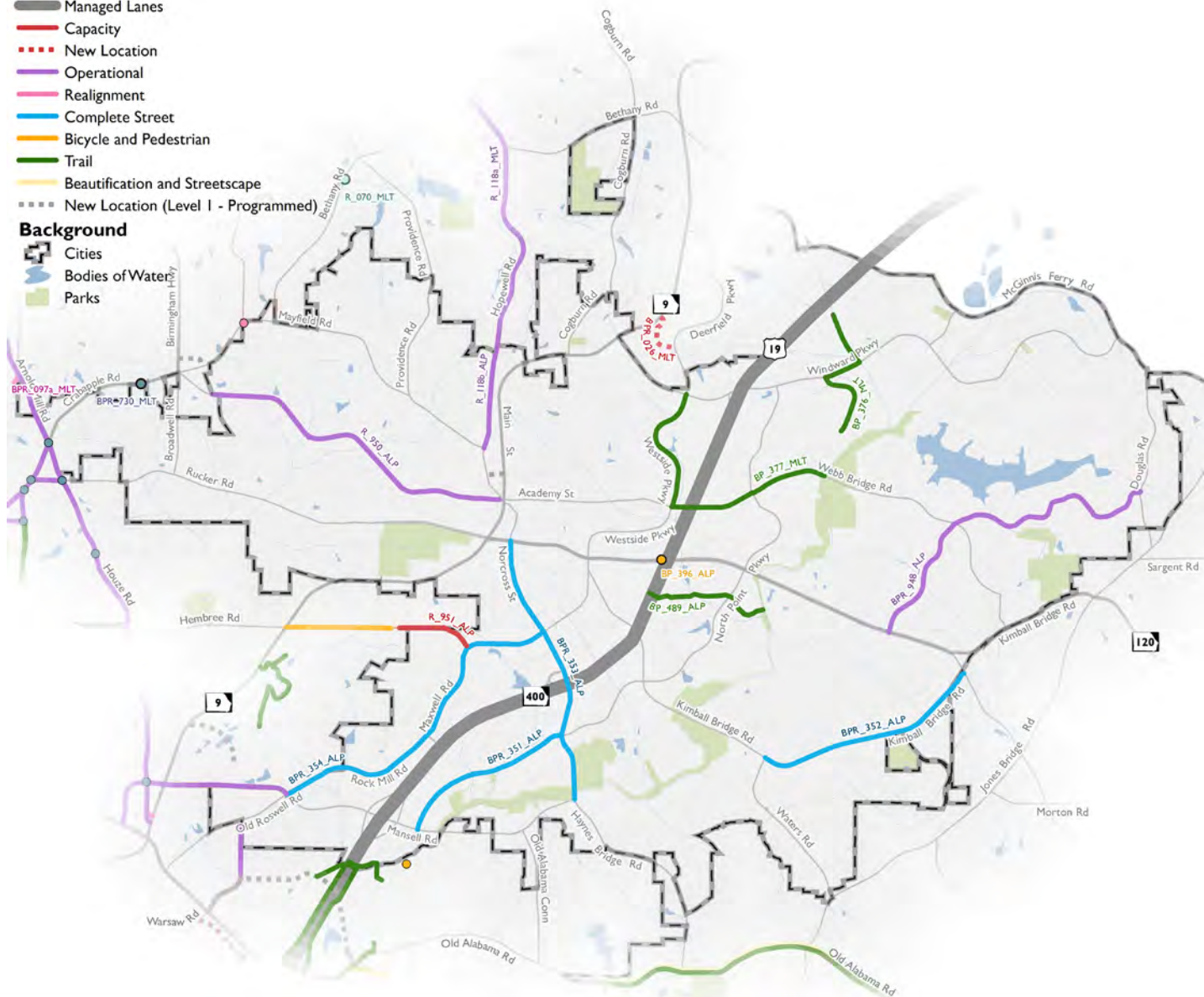
- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail

- Managed Lanes

- Capacity
- New Location
- Operational
- Realignment
- Complete Street
- Bicycle and Pedestrian
- Trail
- Beautification and Streetscape
- New Location (Level I - Programmed)

Background

-  Cities
 Bodies of Water
 Parks



Alpharetta Level 3 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_396_ALP	Old Milton Parkway at Georgia Highway 400 Bicycle and Pedestrian Intersection Improvements	\$1,055,000
CAPACITY		
R_951_ALP	Hembree Road Widening	\$5,969,000
COMPLETE STREETS		
BPR_351_ALP	North Point Parkway Complete Streets	\$5,000,000
BPR_352_ALP	Kimball Bridge Road Complete Streets	\$5,000,000
BPR_353_ALP	Haynes Bridge Road Complete Streets	\$5,000,000
BPR_354_ALP	Westside Parkway Complete Streets	\$7,460,000
OPERATIONAL		
BPR_948_ALP	Southlake Drive and Park Bridge Operational Improvements	\$8,069,000
R_118b_ALP	Hopewell Road Operational Improvements, Part 1	\$1,000,000
R_950_ALP	Mid Broadwell Road Operational Improvements	\$1,707,000
REALIGNMENT		
BPR_734_ALP	Mayfield Road at Freemanville Road Realignment	\$1,621,000
TRAIL		
BP_489_ALP	Path 400 Trail-Big Creek Greenway Connector Trail	\$3,262,000

Alpharetta Level 3 Programs

Project Name	Cost
Sidewalks	\$2,500,000
Resurfacing	\$5,000,000
Operational	\$2,500,000
Streetscaping	\$2,500,000
Transit	\$250,000

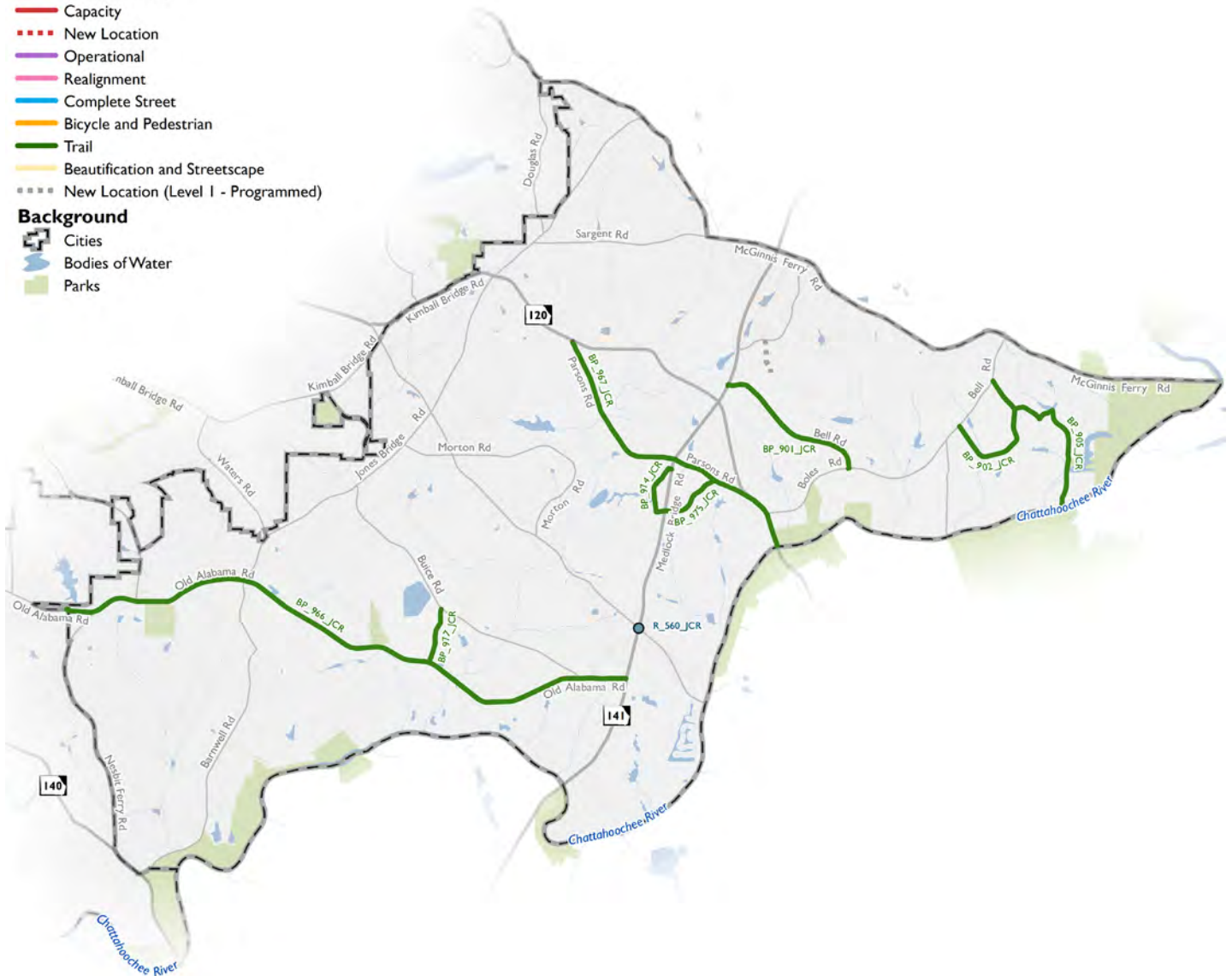
Johns Creek Level 3 Projects

Level 3 Projects

- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail
- Managed Lanes
- Capacity
- New Location
- Operational
- Realignment
- Complete Street
- Bicycle and Pedestrian
- Trail
- Beautification and Streetscape
- New Location (Level 1 - Programmed)

Background

- Cities
- Bodies of Water
- Parks



Johns Creek Level 3 Projects

Project ID	Project Name	Cost
BEAUTIFICATION AND STREETScape		
R_961_JCR	Old Alabama Road Beautification and Streetscape	\$2,000,000
INTERSECTION		
R_560_JCR	Medlock Bridge and State Bridge Intersection Improvement	\$50,000,000
TRAIL		
BP_901_JCR	Bell Road Multi-use Path	\$4,611,000
BP_902_JCR	Rogers Circle Multi-use Path	\$4,137,000
BP_905_JCR	Rogers Circle Extension Multi-use Path	\$4,925,000
BP_911_JCR	Power Line Multi-use Path	\$14,400,000
BP_966_JCR	Old Alabama Road Multi-use Trail	\$17,677,000
BP_967_JCR	Parsons Road Multi-use Trail	\$4,625,000
BP_974_JCR	Old Medlock Bridge Road Multi-use Trail	\$697,000
BP_975_JCR	Wilson Road Multi-use Trail	\$998,000
BP_977_JCR	Spruill Road Multi-use Trail	\$776,000

Johns Creek Level 3 Programs

Project Name	Cost
Resurfacing	\$10,000,000
Golf Cart Enhancements	\$3,000,000
Sidewalks	\$5,000,000
Streetscaping	\$2,000,000
Traffic Calming	\$500,000
Autonomous and Connected Vehicles	\$2,500,000
ATMS/ITS	\$1,000,000

Milton Level 3 Projects

Level 3 Projects

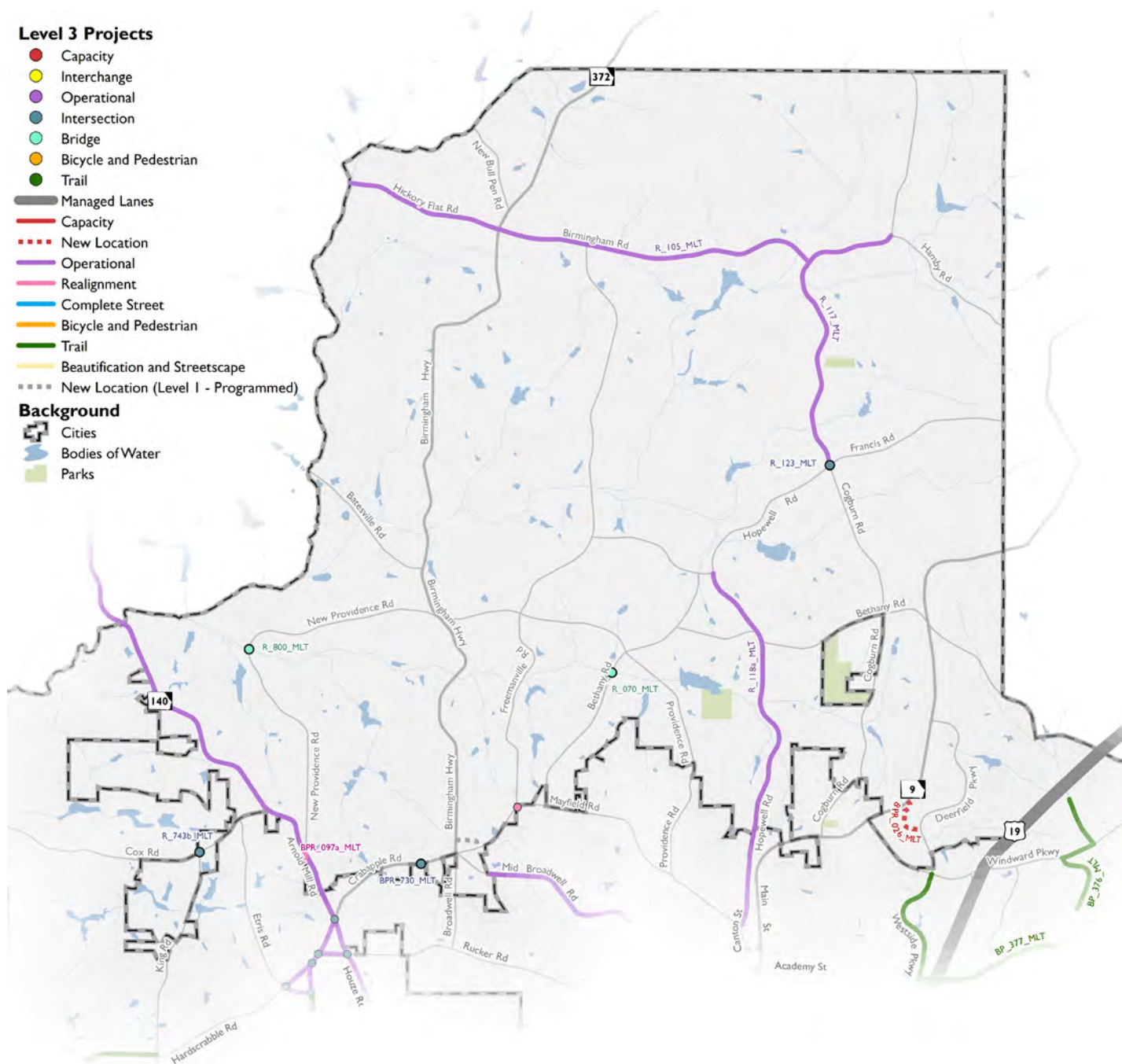
- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail

Managed Lanes

- Capacity
- New Location
- Operational
- Realignment
- Complete Street
- Bicycle and Pedestrian
- Trail
- Beautification and Streetscape
- New Location (Level 1 - Programmed)

Background

- Cities
- Bodies of Water
- Parks



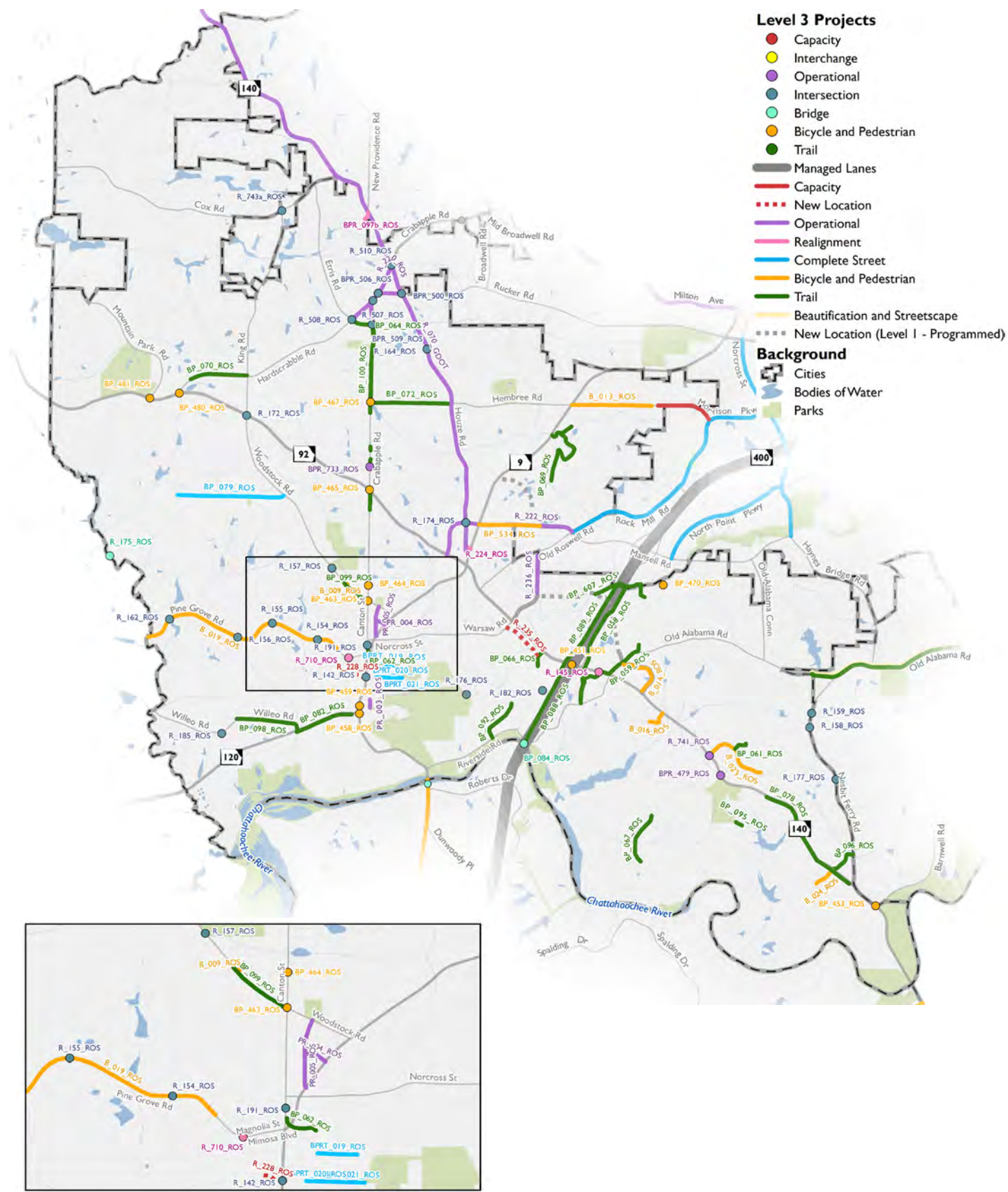
Milton Level 3 Projects

Project ID	Project Name	Cost
INTERSECTION		
BPR_730_MLT	Crabapple Road at Crabapple Chase Intersection Improvements	\$100,000
R_123_MLT	Hopewell Road/Francis Road at Cogburn Road Intersection Improvements	\$383,000
R_743b_MLT	Roundabout at Cox Road and King Road	\$2,000,000
NEW LOCATION		
BPR_026_MLT	Cumming Highway-Deerfield Connector New Location	\$5,462,000
OPERATIONAL		
R_070_MLT	Cooper Sandy Creek Bridge Replacement over Bethany Bend	\$1,250,000
R_105_MLT	Birmingham Road/Hickory Flat Road Operational Improvements	\$3,512,000
R_117_MLT	Hopewell Road Operational Improvements, Part 2	\$2,165,000
R_118a_MLT	Hopewell Road Operational Improvements, Part 1	\$2,274,000
R_800_MLT	New Providence Road over Cooper Sandy Creek Bridge	\$4,000,000
REALIGNMENT		
BPR_097a_MLT	Arnold Mill Road/Cagle Road Intersection Realignment	\$2,876,000
TRAIL		
BP_376_MLT	Cogburn, Webb, Bethany, SR 9, Deerfield Loop Trails (Portion)	\$6,474,000
BP_377_MLT	Deerfield, Westside, Webb Bridge Trails	\$7,390,000

Milton Level 3 Programs

Project Name	Cost
Sidewalks	\$5,000,000
Median, Landscaping, Lighting	\$2,000,000
Traffic Calming	\$500,000

Roswell Level 3 Projects



Roswell Level 3 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
B_009_ROS	Fowler Street Connection	\$7,000
B_013_ROS	Hembree Road Bicycle Lanes	\$586,000
B_014_ROS	Holcomb Woods Parkway Bicycle Lanes	\$409,000
B_016_ROS	Martin Road/Martins Landing Drive Bicycle Shoulders	\$177,000
B_019_ROS	Pine Grove Road Bicycle Shoulders	\$605,000
B_023_ROS	Scott Road Bicycle Lanes	\$668,000
B_024_ROS	Steeplechase Drive Bicycle Lanes	\$681,000
BP_451_ROS	GA 400 at Holcomb Bridge Road Bicycle and Pedestrian Intersection Improvements	\$53,000
BP_453_ROS	Holcomb Bridge Road at Barnwell Road Bicycle and Pedestrian Intersection Improvements	\$35,000
BP_458_ROS	Marietta Highway at South Atlanta Street Bicycle and Pedestrian Intersection Improvements	\$35,000
BP_459_ROS	North Atlanta Street at Park Square Bicycle and Pedestrian Intersection Improvements	\$35,000
BP_463_ROS	Canton Street at Woodstock Road Bicycle and Pedestrian Intersection Improvements	\$35,000
BP_464_ROS	Canton Street at Minhinette Drive Bicycle and Pedestrian Intersection Improvements	\$35,000
BP_465_ROS	Crabapple Road at East Crossville Road Bicycle and Pedestrian Intersection Improvements	\$70,000
BP_467_ROS	Crabapple Road at Hembree Road Bicycle and Pedestrian Intersection Improvements	\$70,000
BP_470_ROS	Future Big Creek Greenway Trailhead at Trail Entrance Bicycle and Pedestrian Intersection Improvements	\$35,000
BP_480_ROS	Hardscrabble Road at Woodstock Road Bicycle and Pedestrian Intersection Improvements	\$70,000
BP_481_ROS	Bowen Road at Old Mountain Park Road Bicycle and Pedestrian Intersection Improvements	\$35,000
BP_534_ROS	Mansell Road Sidepaths	\$442,000
COMPLETE STREETS		
BP_079_ROS	Jones Road Complete Streets Improvements	\$1,457,000
BPRT_019_ROS	Hill Street Streetscape	\$897,000
BPRT_020_ROS	Oak Street Streetscape, Phase 2	\$1,565,000
BPRT_021_ROS	Oak Street Streetscape, Phase 3	\$1,088,000
INTERSECTION		
BPR_500_ROS	Rucker Road at Houze Road Intersection Improvements	\$5,000
BPR_506_ROS	Crabapple Road at Rucker Road Intersection Improvements	\$40,000
BPR_509_ROS	Etris Road at Crabapple Road Intersection Improvements	\$40,000
R_142_ROS	Atlanta Street (SR 9/120) at Oak Street Intersection Improvements	\$500,000
R_154_ROS	Pine Grove Road at North Coleman Road Intersection Improvements	\$753,000
R_155_ROS	Pine Grove Road at Lake Charles Road Intersection Improvements	\$772,000
R_156_ROS	Pine Grove Road at Hightower Road/Waterford Way Intersection Improvements	\$1,750,000
R_157_ROS	Woodstock Road at Roswell Area Park Entrance Intersection Improvements	\$733,000
R_158_ROS	Nesbit Ferry Road at Scott Road Intersection Improvements	\$1,000,000

Roswell Level 3 Projects (Continued)

Project ID	Project Name	Cost
INTERSECTION		
R_159_ROS	Nesbit Ferry Road at Nesbit Lakes Drive Intersection Improvements	\$733,000
R_162_ROS	Pine Grove Road at Shallowford Road Intersection Improvements	\$800,000
R_164_ROS	Houze Road (SR 140) at Saddle Creek Drive Intersection Improvements	\$753,000
R_172_ROS	Crossville Road (SR 92) at Woodstock Road Intersection Improvements	\$250,000
R_174_ROS	Houze Road (SR 140) at Mansell Road Intersection Improvements	\$400,000
R_176_ROS	Grimes Bridge Road at Shadowbrook Drive Intersection Improvements	\$800,000
R_177_ROS	Nesbit Ferry Road at Brumbelow Road Intersection Improvements	\$180,000
R_182_ROS	Grimes Bridge Road at Dogwood Road Intersection Improvements	\$733,000
R_185_ROS	Coleman Road at Willeo Road (West) Intersection Improvement	\$772,000
R_191_ROS	Canton Street at Webb Street Intersection Improvements	\$194,000
R_507_ROS	Hardscrabble Road at Crabapple Road Intersection Improvements	\$8,000
R_508_ROS	Hardscrabble Road at Etris Road Intersection Improvements	\$5,000
R_510_ROS	Crabapple Road at Houze Road Intersection Improvements	\$5,000
R_743a_ROS	Roundabout at Cox Road and King Road	\$2,000,000
NEW LOCATION		
R_228_ROS	Oak Street Extension - West Extension	\$4,000,000
R_235_ROS	Southern Parallel Connector	\$9,000,000
OPERATIONAL		
BP_084_ROS	Multi-use Bridge over Chattahoochee River under GA 400	\$913,000
BPR_479_ROS	Holcomb Bridge Road at Eves Road Operational Improvements	\$2,000,000
BPR_733_ROS	Crabapple Road at Houze Way Operational Improvements	\$164,000
PR_003_ROS	Elm Street Widening	\$162,000
PR_004_ROS	Cherry Way Widening	\$377,000
PR_005_ROS	Green Street Widening	\$764,000
R_070_GDOT	SR 140 Operational and Safety Improvements in Cherokee County and Northern Fulton County	\$5,268,000
R_175_ROS	Jones Road at Willeo Creek Bridge Upgrade	\$577,000
R_220_ROS	The "Silos" Area	\$378,000
R_222_ROS	Mansell Road ATMS	\$238,000
R_236_ROS	Warsaw Road Safety Improvements	\$789,000
R_741_ROS	Holcomb Bridge Road at Scott Road Traffic Signal	\$248,000
REALIGNMENT		
BPR_097b_ROS	Arnold Mill Road at Cagle Road Intersection Realignment	\$2,876,000
R_145_ROS	Holcomb Bridge Road (SR 140) Realignment	\$12,215,000
R_224_ROS	Houze Road (SR 140) Realignment	\$1,383,000
R_710_ROS	Magnolia Street at Thomas Street Realignment	\$848,000
TRAIL		
BP_058_ROS	Big Creek Greenway to River Tunnel Connection	\$5,716,000
BP_059_ROS	Big Creek to Old Alabama Road Multi-use Path	\$1,607,000
BP_061_ROS	Centennial High School Trail	\$66,000
BP_062_ROS	City Hall To Canton Street Underpass	\$1,844,000
BP_064_ROS	Crabapple Road Multi-use Path	\$295,000
BP_066_ROS	Dogwood Road (Purple) Multi-use Path	\$114,000

Roswell Level 3 Projects (Continued)

Project ID	Project Name	Cost
TRAIL		
BP_067_ROS	Eves Circle Multi-use Path	\$166,000
BP_069_ROS	Foe Killer Creek Multi-use Trail (South)	\$1,490,000
BP_070_ROS	Hardscrabble Road Multi-use Path	\$368,000
BP_072_ROS	Hembree Road Multi-use Path	\$783,000
BP_078_ROS	Holcomb Bridge Road (SR 140) Multi-use Path, Segment 4	\$1,500,000
BP_082_ROS	Marietta Highway (SR 120) Multi-use Path, Part 2	\$184,000
BP_088_ROS	Old Dogwood Road Multi-use Path	\$830,000
BP_089_ROS	Old Holcomb Bridge Road Multi-use Path	\$448,000
BP_092_ROS	Riverside Road/Grimes Bridge Road Multi-use Trail	\$599,000
BP_095_ROS	Steeplechase to East Roswell Park Connection	\$178,000
BP_096_ROS	Steeplechase To Nesbit Ferry Connection	\$185,000
BP_098_ROS	Willeo Road (East) (Red) Multi-use Path	\$367,000
BP_099_ROS	Woodstock Street (Green) Multi-use Path	\$228,000
BP_100_ROS	Etris Road/Crabapple Road Multi-use Trail	\$900,000
BP_607_ROS	Big Creek Trail Phase 4	\$450,000

Roswell Level 3 Programs

Project Name	Cost
Sidewalks	\$5,000,000
Bicycle Enhancements	\$3,000,000
Mobility Enhancements	\$5,000,000
Traffic Operations	\$1,000,000
Transit	\$1,000,000
Golf Cart Enhancements	\$1,000,000
Conceptual Studies	\$1,000,000
ATMS/ITS	\$1,000,000

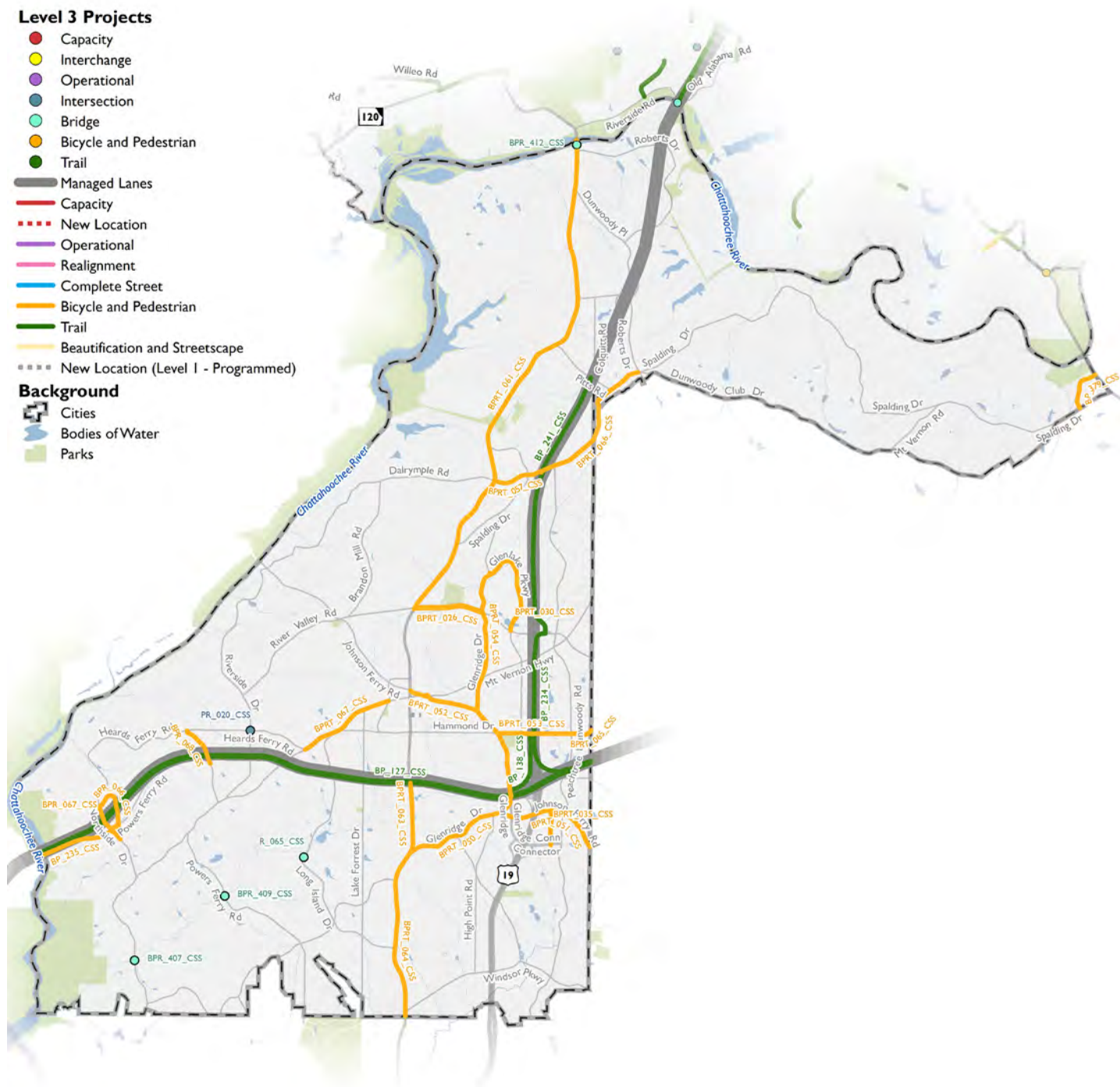
Sandy Springs Level 3 Projects

Level 3 Projects

- Capacity
- Interchange
- Operational
- Intersection
- Bridge
- Bicycle and Pedestrian
- Trail
- Managed Lanes
- Capacity
- New Location
- Operational
- Realignment
- Complete Street
- Bicycle and Pedestrian
- Trail
- Beautification and Streetscape
- New Location (Level I - Programmed)

Background

-  Cities
 Bodies of Water
 Parks



Sandy Springs Level 3 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_235_CSS	Powers Ferry Road Sidepath Design and Construction	\$5,937,000
BP_379_CSS	River Exchange Drive Sidepath Design and Construction	\$2,000,000
BPR_068_CSS	Raiders Drive/Powers Ferry Improvements Conceptual Study	\$7,115,000
BPRT_026_CSS	Abernathy Road Improvements Conceptual Study	\$2,099,000
BPRT_030_CSS	Glenlake Parkway Bicycle and Pedestrian Improvements	\$71,000
BPRT_035_CSS	Meridian Mark Bicycle and Pedestrian Improvements	\$944,000
BPRT_050_CSS	Glenridge Drive Improvements, Part 1	\$5,283,000
BPRT_051_CSS	Johnson Ferry Road Improvements, Part 1	\$3,890,000
BPRT_052_CSS	Johnson Ferry Road Improvements, Part 2	\$3,272,000
BPRT_053_CSS	Hammond Drive Improvements, Phase 1	\$3,341,000
BPRT_054_CSS	Glenridge Drive Improvements, Part 2 Conceptual Study	\$7,072,000
BPRT_057_CSS	Dalrymple Road/Spalding Drive Improvements	\$6,890,000
BPRT_061_CSS	Roswell Road Boulevard Part A (Next 10)	\$4,973,000
BPRT_063_CSS	Roswell Road Boulevard Part C (Next 10)	\$3,000,000
BPRT_064_CSS	Roswell Road Boulevard Part D (Next 10)	\$4,400,000
BPRT_066_CSS	Spalding Drive Improvements	\$5,680,000
BPRT_067_CSS	Mount Vernon Highway Improvements, Part 1 Conceptual Study	\$4,400,000
INTERSECTION		
PR_020_CSS	Riverside Drive at Heards Ferry Road Intersection Improvements	\$2,400,000
OPERATIONAL		
BPR_407_CSS	Northside Drive at Long Island Creek Bridge Replacement	\$2,523,000
BPR_409_CSS	Powers Ferry Road at Long Island Creek Bridge Replacement	\$7,115,000
BPR_412_CSS	SR 9 at Chattahoochee River Bridge Replacement	\$15,00,000
R_065_CSS	Long Island Drive at Long Island Creek Bridge Repair	\$2,000,000
R_708_CSS	Roswell Road NE at Roberts Drive Operational Improvements	\$5,500,000
TRAIL		
BP_127_CSS	I-285 Multi-use Trail Conceptual Study	\$9,411,000
BP_138_CSS	Lakeside-Hammond Commuter Trail (Independent Alignment)	\$644,000
BP_234_CSS	GA 400 Multi-use Trail (PATH 400) Design and Construction	\$7,500,000
BP_241_CSS	GA 400 Multi-use Trail 1 (PATH 400) Conceptual Study	\$13,000,000

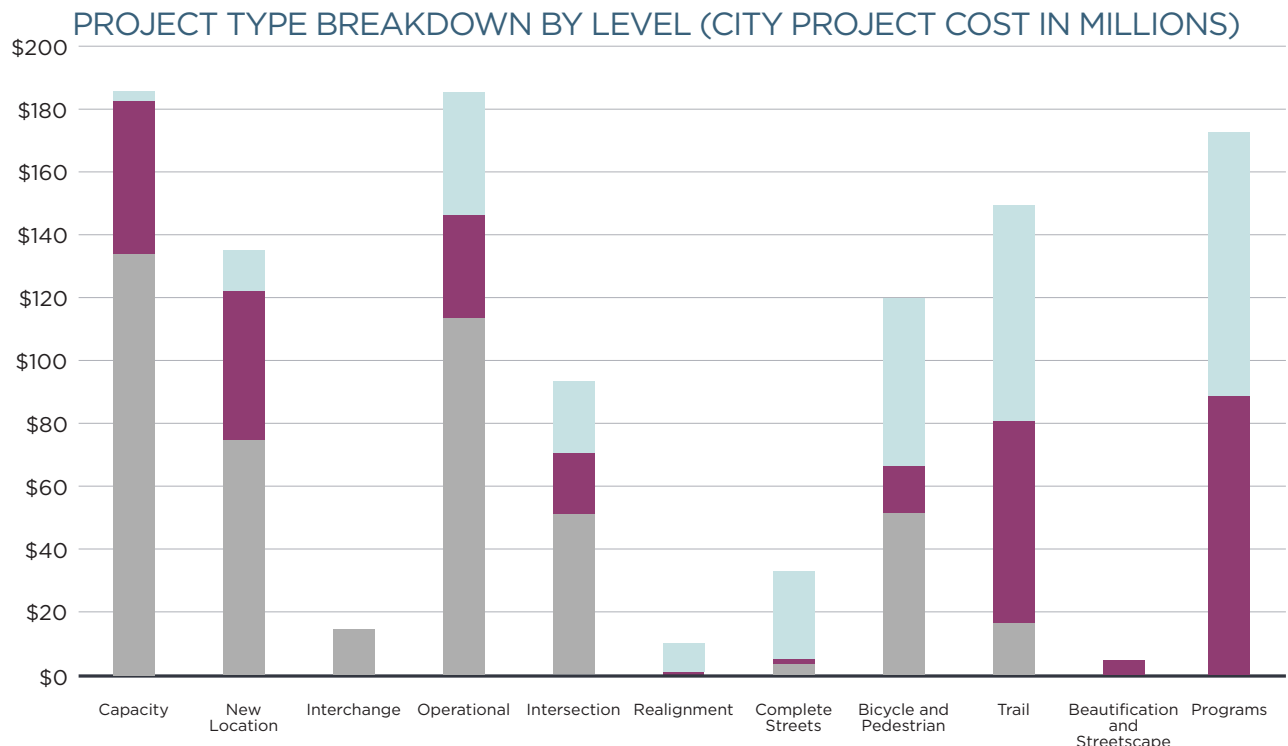
Sandy Springs Level 3 Programs

Project Name	Cost
Sidewalks	\$10,000,000
Stormwater	\$5,000,000
Conceptual Studies	\$1,000,000
Transit	\$2,500,000
Autonomous and Connected Vehicles	\$2,500,000

SUMMARY

The priority projects for the NFCTP have been summarized in the table below by project type and by funding level (Level 1, Level 2, Level 3). The table below offers details about the total cost and city share of total cost for projects. Local match for the projects was considered on a case-by-case basis. Note that Level 1 projects does not include those that are fully funded and sponsored at a regional and statewide level (e.g., SR 400 managed lanes, Revive 285/400, I-285 managed lanes etc.).

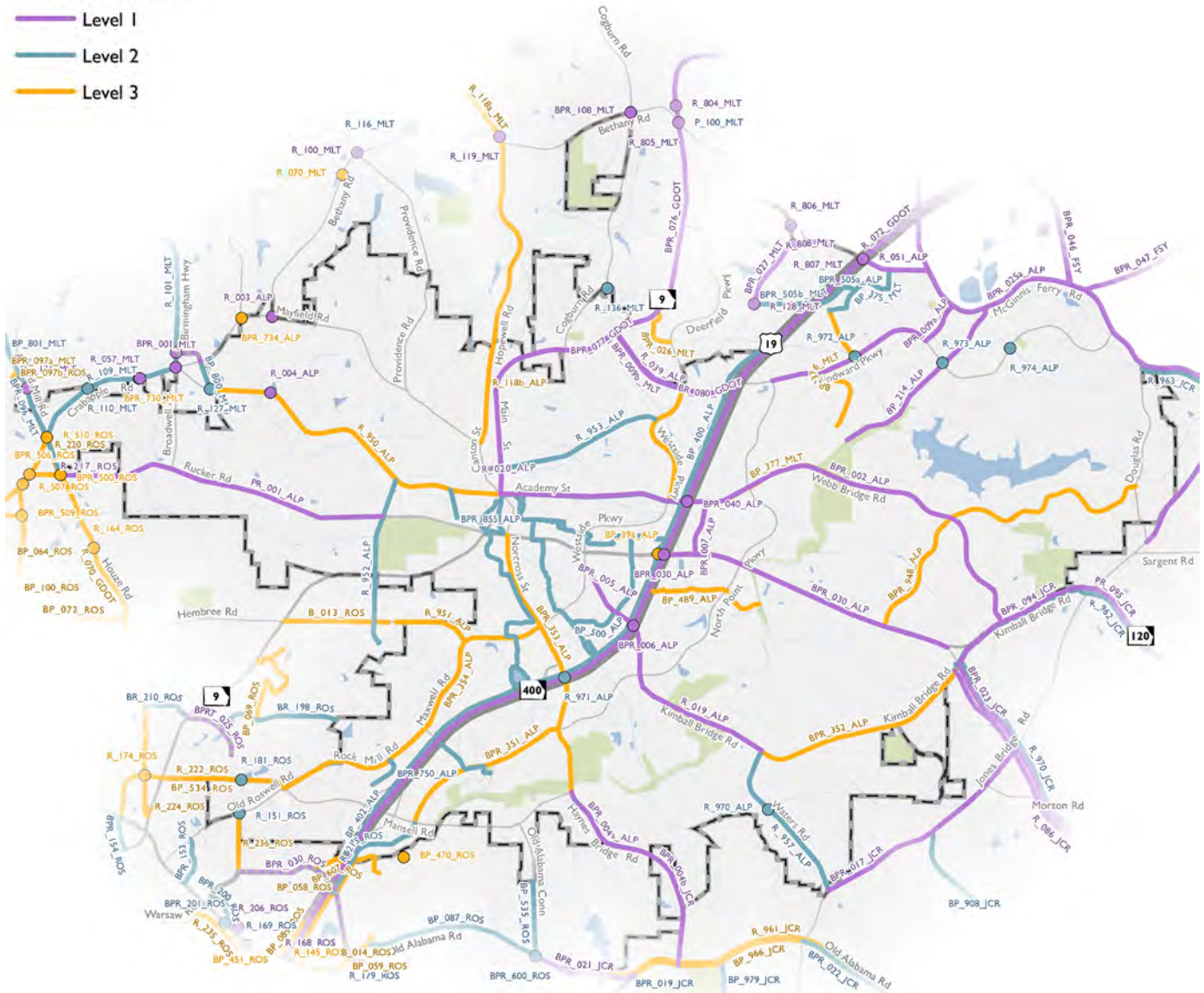
Project Summary						
Project Type	Level 1		Level 2		Level 3	
	City Cost	Total Cost	City Cost	Total Cost	City Cost	Total Cost
Capacity	\$134,226,000	\$399,221,000	\$48,100,000	\$83,350,000	\$2,984,000	\$5,969,000
New Location	\$74,672,000	\$74,672,000	\$47,537,000	\$75,952,000	\$13,000,000	\$18,462,500
Interchange	\$15,487,000	\$52,172,000	-	-	-	-
Operational	\$113,201,000	\$152,218,000	\$33,237,000	\$78,779,000	\$35,647,000	\$67,992,000
Intersection	\$51,358,600	\$53,125,000	\$19,466,000	\$51,124,000	\$24,544,000	\$68,106,000
Realignment	-	-	\$694,000	\$694,000	\$9,170,000	\$21,818,000
Complete Streets	\$4,173,000	\$21,262,000	\$1,900,000	\$1,900,000	\$27,467,000	\$27,467,000
Bicycle and Pedestrian	\$51,586,000	\$71,060,000	\$15,254,000	\$16,054,000	\$53,081,000	\$95,022,000
Trail	\$17,269,000	\$17,724,000	\$63,470,000	\$88,706,000	\$68,033,000	\$103,691,000
Beautification and Streetscape	-	-	\$5,000,000	\$8,000,000	-	\$2,000,000
Programs (all cities)	-	-	\$89,000,000	-	\$83,250,000	-



Alpharetta Projects by Funding Level

Projects by Level

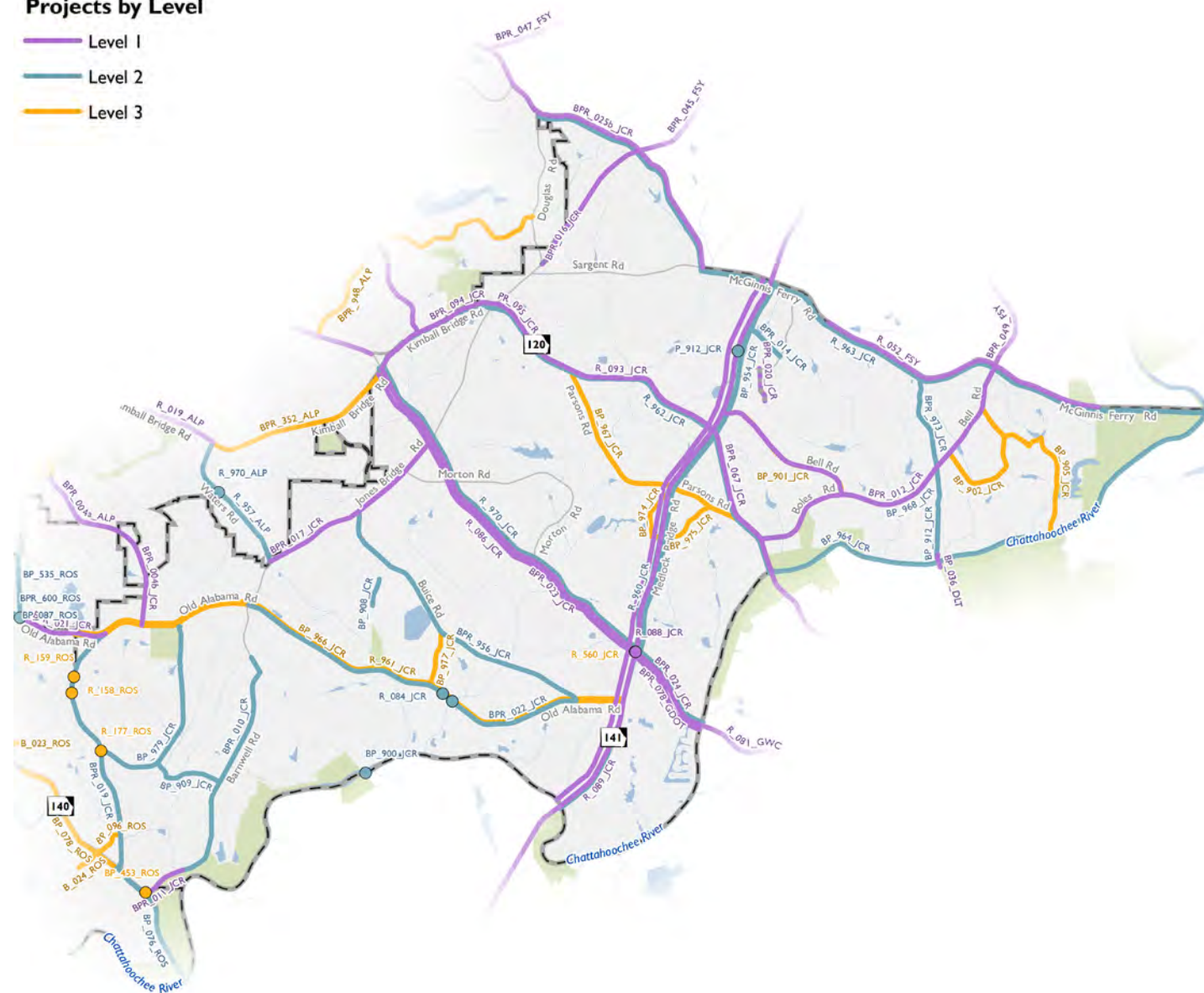
- Level 1
- Level 2
- Level 3



Johns Creek Projects by Funding Level

Projects by Level

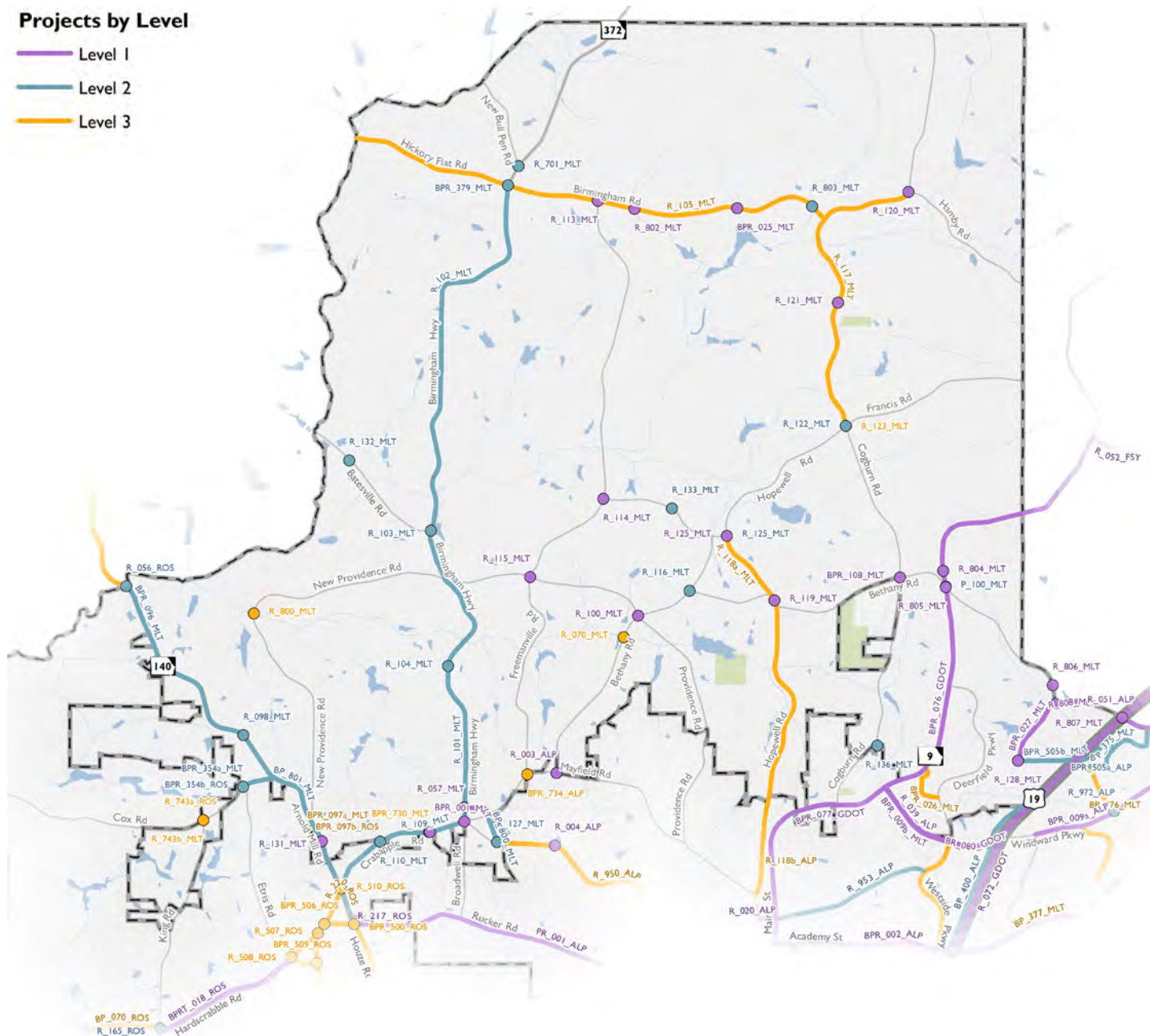
-  Level 1
-  Level 2
- Level 3



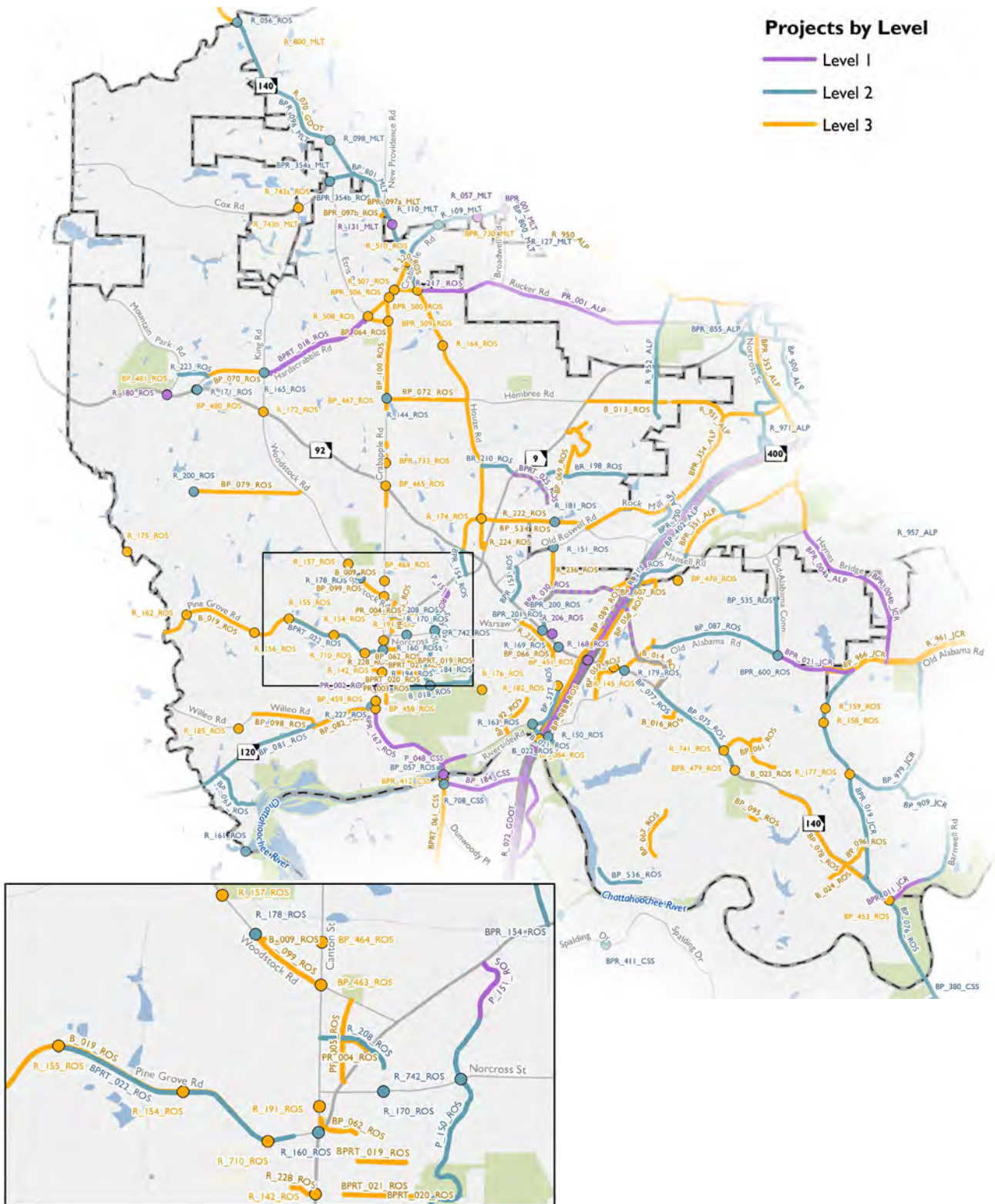
Milton Projects by Funding Level

Projects by Level

-  Level 1
-  Level 2
- Level 3



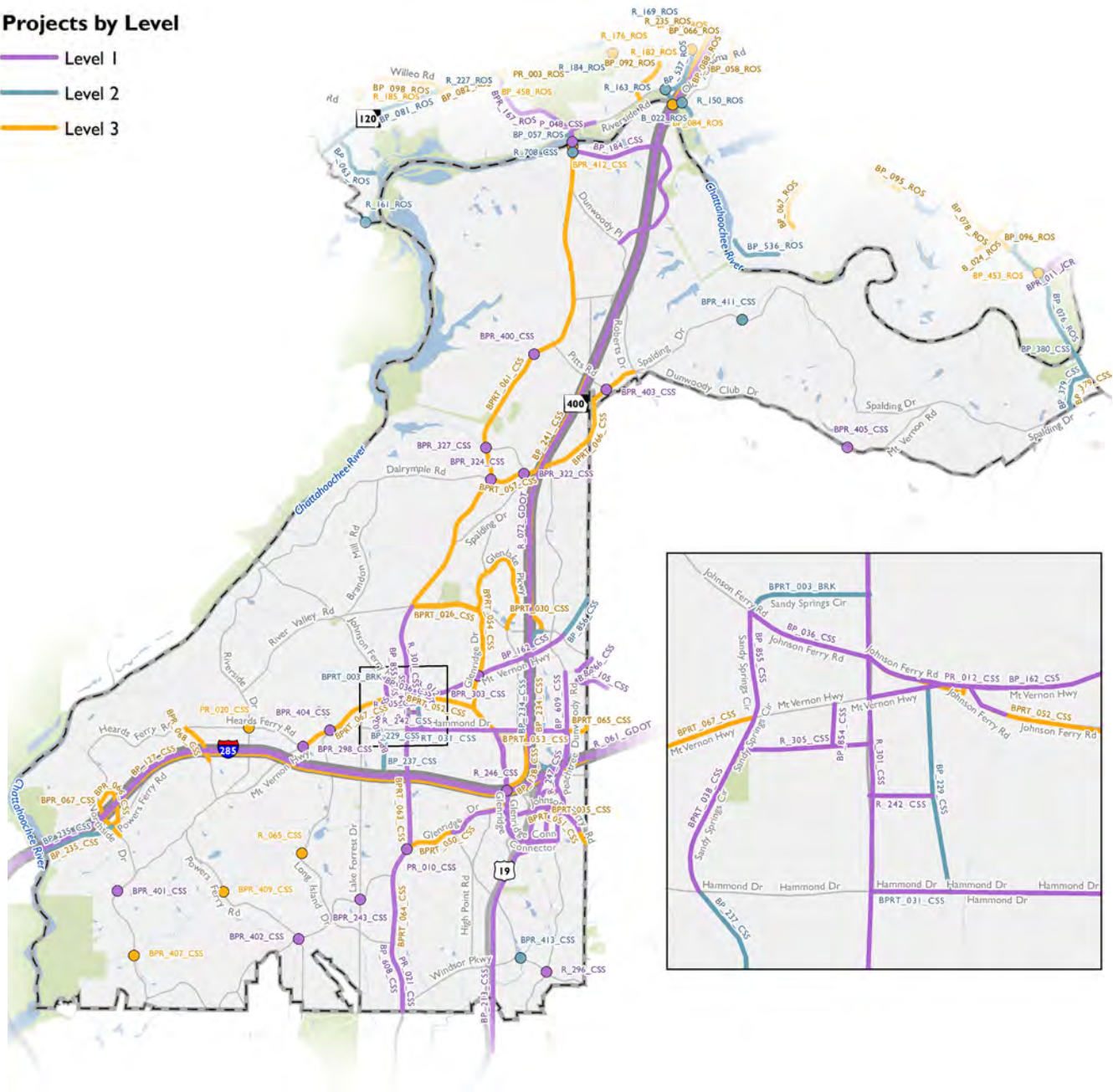
Roswell Projects by Funding Level



Sandy Springs Projects by Funding Level

Projects by Level

- Level 1
- Level 2
- Level 3





8 ACTION PLAN

INTRODUCTION

While a significant portion of the NFCTP is supported by technical analysis, there is an understanding that transportation is a supportive objective that affects a broad range of community and regional initiatives. These strategies are tied to the goals of the plan—environment, economic vitality, and quality of life (Chapter 2). For this reason, continued and improved coordination between member jurisdictions, agencies, non-profits, and advocacy groups becomes a vital component of the plan's path to success. The NFCTP will be regularly updated every five to seven years as the opportunities for coordination of ideas and data continue. This chapter highlights opportunities for project and policy implementation through continued coordination.



Five-Year Action Plan

The Five-Year Action Plan details projects and policies as well what steps should be taken to move the program implementation forward. The Five-Year Action Plan focuses on Level 1 projects with identified funding sources (i.e., TSPLOST, CIPs, state and regional agency-led projects, bond, etc.). These projects may already be started or in the process of completion within the first five years of the NFCTP.

Next Steps	
Phase	Action
Plan Adoption	The NFCTP is adopted by at least five out of the six cities in North Fulton (Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, Sandy Springs).
Inclusion in the Regional and Statewide Transportation Planning Processes	The North Fulton cities work with ARC and GDOT to include projects in the Region's Transportation Plan (RTP) and Transportation Improvement Program (TIP) for inclusion via reference into the State Transportation Improvement Program (STIP).
Performance Monitoring	The North Fulton cities work with ARC and GDOT to jumpstart a performance monitoring plan that aligns with regional, statewide, and federal goals.

Project Recommendations	
Phase	Action
Level 1 Project List	The cities will set aside construction funding and begin coordination with partners to have projects "shovel-ready" as funding is available.
Level 2 and 3 Project Lists	The cities will first undertake concept studies to further define projects and programs identified where applicable. The cities will then identify funding and potential opportunities to begin the preliminary engineering phase during the first five years of the NFCTP.

Policy Recommendations	
Phase	Action
Transportation and Land Use	The cities work to identify transportation recommendations that need supportive land use policies. As a part of this process, cities begin to identify partnership opportunities.
Bicycle and Pedestrian	The cities incorporate the bicycle and pedestrian toolkit into their decision-making processes to strategize which alternative transportation elements are appropriate.
Transit	The cities stay involved in the Fulton County Transit Master Plan's process and its recommendations. The implementation of the master plan's recommendations are largely contingent on what happens on the state level and a potential sales tax referendum.
Human Services Transportation/Paratransit	The cities work to coordinate land use and transportation decisions and continue installing transit-promoting infrastructure and maintaining these assets.
Asset Management	The cities develop an asset management database and set aside appropriate amounts of funding for operations and maintenance of existing and new infrastructure.
Bridge Network	The cities work with GDOT to continuously assess bridges throughout the North Fulton area.
Streetscape and Beautification	The cities coordinate improvements with maintenance schedules while working with planning and zoning departments to leverage local investment.

Policy Recommendations	
Resiliency	The cities continue to consider resilience in the transportation planning process by assessing network vulnerabilities and working with ARC to bring lessons learned through the SHRP-2 grant into local initiatives.
Connected and Autonomous Vehicle Policy	The cities prepare for implementation strategies as identified in the Connected and Autonomous Vehicle Toolbox.
ATMS/ITS	The Cities work to expand communication to accommodate existing signal systems and across jurisdictional boundaries.
Transportation Safety	The Cities work to access funding for safety-related improvements from GDOT and at the Federal level.
Freight	The Cities stay engaged in region-wide freight efforts and continue to evaluate the need for strategic planning efforts along critical corridors in North Fulton.
Transportation Demand Management	The Cities focus on improving customer convenience and user experience by taking advantage of their role in communicating with community members and staying engaged at the regional level.

PERFORMANCE MONITORING PLAN

Coordination

Given North Fulton's fully incorporated status, collaboration and cooperation between the member jurisdictions become a valuable step in achieving effective coordination. The NFCTP planning process included coordination with planning staff from each city jurisdiction as well as local, state, and regional agencies responsible for environmental protection, conservation, economic development, transportation, emergency management, and land use. Coordination between these agencies and the North Fulton cities is recommended to continue beyond the CTP process.

State and Regional Level

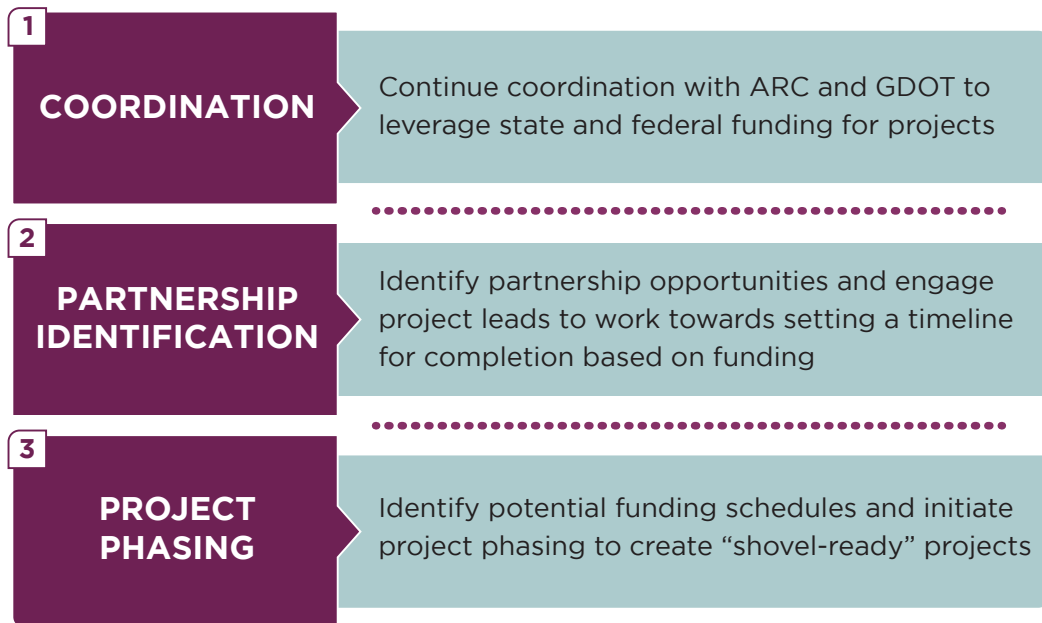
- GDOT - Planning, District 7
- ARC

Local Level

- CIDs
- Chattahoochee Riverkeeper
- Local public and private (K-12) schools
- Secondary education
- Hospital systems
- Local law enforcement agencies
- Local fire departments
- Local emergency management groups
- Trail groups
- Advocacy groups
- Municipal and county administrators
- Local planning department staff
- Local public works staff

Implementation

The NFCTP recommends using the following steps to move projects into implementation.



Monitoring

Through the federal rule-making process, FHWA is now requiring state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to track and monitor highway performance among other modal performance. These performance measures are directly related to the national goal areas that are described in the FAST Act. MPOs can take on additional measures beyond what is outlined, but the following describe the bare minimum:

- **Safety**
- **Infrastructure Condition**
- **System Reliability**
- **Freight Movement and Economic Vitality**
- **Congestion Reduction**

Performance-based planning and programming (PBPP) typically describes the application of performance management as a standard state of practice. The goal is to ensure that transportation investments can meet the established national goal areas. As the state of Georgia sets state targets, ARC will be charged with supporting the state in achieving them. If ARC decides to create supplementary measures and/or targets for the region independent of the federal ones, there may be opportunity to work ARC to aid in measuring and managing performance in their jurisdictions. It is recommended that the North Fulton cities continue coordination with state and regional agencies—like GDOT and ARC—to understand what progress and thus targets are established for performance-based planning and to coordinate on data collection efforts where applicable.





9 ACKNOWLEDGMENTS

PROJECT MANAGEMENT TEAM

Alpharetta – Eric Graves

Johns Creek – Chris Haggard, Nick Stahl

Milton – Sara Leaders

Roswell – Dave Cox, Mark Dana, Meagan Winchester

Sandy Springs – Kristen Wescott, Ruben Hovanesian

Atlanta Regional Commission – David Haynes, Patrick Bradshaw



CITY LEADERSHIP

North Fulton Mayors

Alpharetta City Council

Johns Creek City Council

Milton City Council

Roswell City Council

Sandy Springs City Council

STAKEHOLDER COMMITTEE

City-Appointed Representatives

Alpharetta – McGorrey, Joe

Alpharetta – McIlwanes, John

Alpharetta – Wingate, Frank

Johns Creek – Englert, Joe

Johns Creek – Fleming, Daryl

Johns Creek – Floyd, Chip

Johns Creek – Giannone, Maureen

Johns Creek – Patharkar, Sameer

Milton – Jamison, Peyton

Milton – Johnson, Rich

Roswell – Conaughty, Don

Roswell – Foley, Chris

Roswell – LaDow, Tom

Roswell – Sabatino, Jason

Roswell – Stroud, Steve

Sandy Springs – Clemons, Sherwin

Sandy Springs – Jewell, Sandra, Dr.

Sandy Springs – McDonald, Graham

Sandy Springs – Pond, Al

Sandy Springs – Westmoreland, Van

At-Large Representative Agencies

Atlanta-Fulton County Emergency Management Agency (AFCEMA)

Bicycle Alpharetta

Bicycle Roswell

Chattahoochee River National Recreational Area

Fulton County Division of Aging Services

Fulton County Schools

Georgia Commute Options

Georgia Department of Transportation (GDOT) – District 7

GDOT – Office of Planning

Georgia State University, Perimeter College

Georgia Regional Transportation Authority (GRTA)

Gwinnett Technical College, Alpharetta-North Fulton Campus

Metropolitan Atlanta Rapid Transit Authority (MARTA) Office of Planning

North Fulton Community Improvement District (CID)

Perimeter CIDs

Roswell, Inc.

Sandy Springs/Perimeter Chamber of Commerce

North Fulton Chamber of Commerce

CONSULTANT TEAM

Kimley»Horn

Jacobs

Cambridge Systematics

Perez Planning + Design

Transport Foundry

Debra Semans



10 APPENDIX



CONNECTED AND AUTONOMOUS VEHICLES

The following section include a toolkit of CAV action items that can be taken in the next zero to five years, five to ten years, and beyond 10 years to prepare communities for CAV technology. Each timeframe is presented with a “NOW” and a “FUTURE” list of action items, “NOW” indicates what the North Fulton cities can be doing now to prepare themselves for the given timeframe, where “FUTURE” gives insight to what cities can begin doing to prepare for the next timeframe.



APPENDIX

Project Type		0 - 5 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRANSIT	Park and Ride Lots		
	Transit Stops		Consider future impacts of potential design requirements to accommodate AV transit vehicles.
	Vehicle Procurement	Assess the opportunities of testing an automated transit vehicle on a specific route.	Consider the current state of the CAV technology and impacts on vehicle requirements.
	Transit Signal Priority		Consider the impacts of connected vehicle technology.
	Route Revisions / Expansions	Assess the potential for a test project to evaluate a specific existing route to determine the benefits of the operation an automated transit vehicle.	Consider the opportunity for dedicated AV routes/lanes on major arterials.
	Transit Crowdsourcing		Consider dynamic routing and agility in transit stops in response to real time ridership needs.

Project Type		5 - 10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRANSIT	Park and Ride Lots	Assess capacity needs of new lots based on last mile solutions. Potential to partner with fleet companies to lease excess capacity in existing lots.	
	Transit Stops	Define an enforcement strategy for onboarding of nonpaying passengers. Consider design requirements to accommodate AV transit vehicles. Assess design considerations for docking of AV at stops.	Assess the need for each of the defined stops (is transit migrating to become more demand responsive?) Assess the ability to address ADA requirements for AV.
	Vehicle Procurement	Assess the current state of the CAV technology and revise vehicle requirements accordingly. Assess the vehicle size requirement in response to changing demand. Confirm transit AV will integrate with existing stops.	Consider future technology enhancements to accommodate two-way communications with dispatch. Consider the shift from individual vehicle management by a driver to fleet management from dispatch facility.
	Transit Signal Priority	Assess the current state of the CAV technology and revise vehicle requirements.	Consider the availability of system wide signal information and the agility of the transit fleet to reroute.
	Route Revisions / Expansions	Assess the opportunity for dedicated AV routes/lanes on major arterials.	Consider the elimination of certain fixed routes.
	Transit Crowdsourcing	Plan for dynamic routing and agility in transit stops in response to real time ridership needs.	

APPENDIX

Project Type		>10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRANSIT	Park and Ride Lots	Assess capacity requirements based on fleet composition and public's current adoption of AV.	Examine lot locations with respect to transit fleet operations and the potential to partner with fleet companies. Examine individual parking space requirements (and the ability to apply a mix of space configurations).
	Transit Stops	Refine enforcement strategies for onboarding of nonpaying passengers. Integrate design requirements for AV transit vehicles. Assess design considerations for docking of AV at stops.	Consider the need for each of the defined stops (is transit migrating to become more demand responsive?) Consider the ability to address ADA requirements for AV at each stop.
	Vehicle Procurement	Assess the vehicle size requirement in response to changing demand. Assess the need for added security equipment for safety (2-way voice communications to dispatch). Confirm transit AV will integrate with existing stops.	Consider the shift from individual vehicle management by a driver to fleet management from a dispatch facility.
	Transit Signal Priority	Assess the current state of CAV technology and revise vehicle requirements accordingly.	Consider the availability of system wide signal information and the agility of the transit fleet to reroute.
	Route Revisions / Expansions	Assess the opportunity for dedicated AV routes/lanes on major arterials.	Consider the elimination of certain fixed routes.
	Transit Crowdsourcing	Plan for dynamic routing and agility in transit stops in response to real time ridership needs.	

Data Dictionary		
	SPaT	Signal Phase and Timing
	DSRC	Dedicated Short Range Communications
	TOC	Traffic Operations Center
	O&M	Operations and Maintenance
	TWLFTL	Two-Way Left Turn Lane
	HOV	High-Occupancy Vehicle

APPENDIX

Project Type		0 - 5 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
VEHICULAR	Traffic Signals, Signal Timing		Consider preliminary findings and lessons learned from the 2020 SPaT challenge. Consider the potential cost implications of DSRC implementation (capital and O&M). Consider design requirements to enhance detection equipment and controller equipment to collect and broadcast speed/safety information.
	Rail Crossings		Consider the potential to include DSRC equipment to broadcast the current state of at grade crossings.
	New roadways / Roadway widening		Consider the accommodation of AV within a mixed fleet and the impacts of roadway design.
	Operational Improvements		Consider the safety and mobility impacts of TWLFTL as opposed to left turn movements.
	Traffic Calming		Consider newer infrastructure strategies that more effectively communicate changing conditions to AV.
	Parking		Consider the design impacts of future conversion of on-street parking to drop-off lanes. Consider changes to parking requirements for new developments. Consider potential impacts to revenue collection technology for parking.
	Freight		Assess lane restrictions for trucks to allow AV freight vehicles based on ability to increase capacity.

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APPENDIX

Project Type		5 - 10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
VEHICULAR	Traffic Signals, Signal Timing	Assess the applicability and relevance of lessons learned from the 2020 SPaT challenge. Assess the potential cost implications of DSRC implementation (capital and O&M). Assess design requirements to enhance detection equipment and controller equipment to collect and broadcast speed/safety information.	Consider the volume of data available and the ability of the TOC to apply and enhance operations. Consider the use of connected vehicle data to continuously provide performance data and allow for re-timing of signal phasing.
	Rail Crossings	Assess the requirements for including DSRC equipment to broadcast the current state of the crossing.	
	New roadways / Roadway widening	Assess federal or state requirements to support AV within a mixed fleet and the impacts on roadway design.	Consider the opportunity of dedicated AV lanes or corridors. Consider current requirements for traffic control measures, signing, and lane striping.
	Operational Improvements	Assess the safety and mobility impacts of TWLFTL as opposed to protected left turn movements.	Consider the impact of unconventional intersections with a mixed fleet. Consider changes to access management strategies.
	Traffic Calming	Integrate newer infrastructure strategies into designs. Assess the impacts based on a localized percentage of AV.	
	Parking	Assess the design impacts to convert on-street parking to drop-off lanes. Integrate identified changes to parking requirements for new developments. Integrate changes in parking revenue technologies.	Consider the potential to convert off-street parking to other purposes. Consider design elements that allow easier re-purposing for larger parking structures and surface lots.
	Freight		Consider impacts to roadway designs based on change in freight vehicle design.

APPENDIX

Project Type		>10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
VEHICULAR	Traffic Signals, Signal Timing	Assess the impacts on signal design and phasing. Assess the impacts on signal warrants for an individual traffic signal.	
	Rail Crossings	Assess the requirements for including DSRC equipment to broadcast the current state of the crossing.	
	New roadways / Roadway widening	Assess the design requirements to provide dedicated AV lanes or corridors. Assess design requirements necessary to provide standard traffic control measures, signing, and lane striping.	Consider the potential for narrower lanes on AV dedicated facilities.
	Operational Improvements	Assess the impact of unconventional intersections with a mixed fleet. Integrate changes to access management strategies in policies and guidelines.	Consider additional unconventional intersections based on an increase in the percentage of AV within the fleet.
	Traffic Calming	Integrate newer infrastructure strategies into design. Assess the impacts based on a localized percentage of AV.	Consider the need for physical traffic calming infrastructure with an increased percentage of AV within the fleet.
	Parking	Assess the potential to convert off-street parking to other purposes. Revise design requirements for larger parking structures to allow re-purposing in part or as a whole. Integrate identified changes to parking requirements for new developments. Integrate changes in parking revenue technologies.	Consider changes in local policies and procedures that reflect current trends in parking demand.
	Freight	Integrate changes by roadway designs to accommodate AV freight vehicles.	

APPENDIX

Project Type		0 - 5 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
ATMS	CCTV Camera		Consider additional coverage at major interchanges to monitor the performance of a mixed fleet.
	Communications		Consider bandwidth requirements to accommodate data collection and distribution via DSRC. Consider enhanced security requirements for data sharing. Consider methods of distribution of data made available from DSRC.
	Connected Vehicles		Consider current data available within an agency and strategies to share with CV.
BICYCLE AND PEDESTRIAN	Sidewalks	Assess pedestrian/bicycle accessibility and safety impacts with CAV technology. Assess current initiatives related to ADA requirements with respect to AV.	Consider introducing CV technology with smart sidewalk technology. (i.e. smart canes)
	Greenways		Consider impacts of greenway crossings on surface streets.
	Bikeways		Consider the design impacts to bike lanes as AV's are introduced into the fleet. Consider additional education and outreach programs designed for both bicyclists and motorists.

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APPENDIX

Project Type		5 - 10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
ATMS	CCTV Camera		Consider changes in surveillance strategies based on a mixed fleet.
	Communications	Assess bandwidth requirements to accommodate data collection and distribution via DSRC. Assess enhanced security requirements for data sharing. Assess methods of distribution of data made available from DSRC.	Consider enhancements to communication infrastructure based on technology changes.
	Connected Vehicles	Assess current data available within an agency and strategies to share with CV.	Consider an agency's ability to manage (store, analyze, apply) big data. Consider strategies to collect, process, and apply data collected from CV.
BICYCLE AND PEDESTRIAN	Sidewalks	Assess the ability to accommodate future streetscape designs, such as drop-off lanes.	Consider introducing CV technology with smart sidewalk technology. (i.e. complete streets, ped/bicycle detectors)
	Greenways	Assess impacts of greenways crossings and interactions with AV on surface streets.	
	Bikeways	Assess the design impacts to bike lanes as AV's are introduced into the fleet. Assess additional education and outreach programs designed for both bicyclists and motorists.	Consider the inclusion of exclusive bike lanes with the design of dedicated AV lanes and facilities.

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APPENDIX

Project Type		>10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
ATMS	CCTV Camera	Assess changes in SOPs for surveillance of a mixed fleet.	Consider CCTV camera deployment strategies based on enhanced data made available from AVs.
	Communications	Assess changes in design requirements to reflect technology changes in communication infrastructure.	
	Connected Vehicles	Assess an agency's ability to manage (store, analyze, apply) big data. Assess strategies to collect, process, and apply data collected from CV.	Consider an agency's ability to support the required big data infrastructure.
BICYCLE AND PEDESTRIAN	Sidewalks		Consider complete street guidelines for "smart" streets with connected pedestrian/bicycle detectors.
	Greenways	Assess impacts of greenways crossings and interactions with AV on surface streets.	
	Bikeways	Formalize guidelines for the inclusion of exclusive bike lanes with the design of dedicated AV lanes and facilities.	Consider the design of bike lanes and interaction with narrower dedicated AV lanes.

APPENDIX

Project Type		0 - 5 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRAVEL DEMAND MANAGEMENT	Ridesharing (TNC/private)	Assess existing passenger data and study existing reports of ridesharing demand, and impacts.	
	Carpooling		
LAND USE	Re-purposing of Infrastructure	Assess a potential pilot for new infrastructure or “tactical urbanism” concepts in designated areas.	Consider existing infrastructure features/areas that may be become minimized or obsolete with increasing numbers of AVs. Consider the need to conduct public workshops and outreach.
	Access Management		Consider the potential for a pilot/ test project to evaluate left turn treatments and access in a challenging built environment.
	Environmental		Consider AVs impacts on noise/ emissions and wildlife.
	Zoning		Consider the future impacts of AV on land development and zoning bylaws.

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APPENDIX

Project Type		5 - 10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRAVEL DEMAND MANAGEMENT	Ridesharing (TNC/private)	Assess future partnerships with developers or transit agencies.	Consider revising the approach toward facilities to allow carpooling for AVs. Consider partnerships with developers and transit agencies
	Carpooling	Assess the trends in AV and carpooling and the associated demands on infrastructure.	Consider revisions to carpooling programs and infrastructure based on trends in the cross-section of AV ridership.
LAND USE	Re-purposing of Infrastructure	Assess the opportunities to reallocate space for new infill/public space. Conduct public workshops and outreach.	Consider the concept of “temporary” spaces that result from the decreasing need on infrastructure that is non-useful for AVs - focus on support to economic or social benefit.
	Access Management		Consider future impacts in land-use and zoning decisions relating to right-of-way access points, especially for emergency vehicles. (EVAC)
	Environmental		Consider the process and the ability to remove vehicle fuel stations. Consider the emission/noise data to capture benefits/impacts to AV. Consider studying local ecosystem/ wildlife corridors by major arterials/ highways.
	Zoning	Assess land-use techniques or ordinances that reflect AV technology. Assess the need to update the process for zoning bylaws for AV technology.	Consider beginning the process of amending new land-use zoning ordinances that reflect AV technology - consider shifts in development trends.

APPENDIX

Project Type		>10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRAVEL DEMAND MANAGEMENT	Ridesharing (TNC/private)	Integrate revised designs for casual carpool facilities and HOV lanes. Establish partnerships with developers and transit agencies	Consider the impacts of AV on the need for ridesharing facilities.
	Carpooling	Integrate revisions to carpooling programs and infrastructure based on trends in the cross-section of AV ridership.	
LAND USE	Re-purposing of Infrastructure	Assess opportunities to employ more permanent infrastructure in newly designated areas.	
	Access Management	Assess that access points are inclusive toward the needs of AV's and EVAC reflect changes in the zoning ordinance	Integrate accommodative design features that reflect AV technology needs into zoning ordinance and land-use provisions.
	Environmental	Assess remediation techniques for the removal of contaminated fuel station lots. Assess the ability to re-purpose vehicle fuel stations.	Program for a regional study on how pollution, wildlife, and noise levels have changed.
	Zoning	Assess the current trends related to sprawling and denser development. Assess the type of development attributed (i.e. affordable housing, mixed-use)	Develop a master/regional plan to begin mandating previous space will be allotted to (i.e. parking space to Bicycle sharing space). Review zoning changes and land-use.

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BICYCLE TOOLKIT

The following pages include a bicycle decision-making toolkit uses three elements to create a high-quality bicycle network. The section also includes typical cross sections that include existing and proposed conditions for streets that can be found in North Fulton.



BICYCLE FACILITY IMPLEMENTATION GUIDELINES

Planning, designing, and implementing high-quality bicycle infrastructure requires the consideration of a variety of different elements – establishing a high-quality bicycle network, considering that target bicycle rider, and identifying the appropriate bicycle facility for the target user. The following bicycle facility implementation guidelines provides considerations for these three elements within the context of one of the transportation priorities identified by residents during the Needs Assessment phase of the North Fulton County Comprehensive Transportation Plan – providing Multi-modal Options. This transportation priority suggests creating streets that can safely and conveniently accommodate multiple modes of travel and promote an environment where alternative transportation can thrive.. Achieving this may require that cities re-consider traditional roadway standards (e.g. traditional travel lane widths, posted speeds for major corridors, etc.) to current best practices that facilitate the implementation of high quality multi-modal corridors.

1. ESTABLISH A HIGH-QUALITY BICYCLE NETWORK

Developing a high-quality bicycle network consider five fundamental elements¹. Considering these five elements through the design and implementation process will be critical to developing a high-quality bicycle network throughout North Fulton County.

1. COHESION

Cohesion is the most elemental of the five requirements yet also the most challenging. A cohesive network has to consider a user's origin and destination points as well as connections to other bicycle networks. The more points the network connects, the more reliable and usable the network will be and the higher the chance people will use the network.

2. DIRECTNESS

Directness can be viewed in two ways – directness in terms of distance and directness in terms of time.

1. Distance Directness - Providing users with the most direct route as possible from their origin to their destination point.
2. Time Directness - Routes that allow user to get to their destination in the least amount of time. This considers the directness of the routes as well as the number of interruptions and detours. The more direct a route can be and the quicker users can get from their origin to their destination, the more reliable and usable the bicycle network will be.

3. SAFETY

Safety can be viewed in five different ways:

1. Avoiding conflicts with crossing traffic;
2. Separating cyclist from vehicles;
3. Reducing speeds at points of conflict;
4. Ensuring recognizable bicycle facility types that bicycle users understand and can use with confidence; and
5. Ensuring the consistent application of appropriate bicycle and vehicular traffic conflict solutions that are appropriate per roadway type.

¹ H. Talens, et al., "Design manual for bicycle traffic" CROW (2007), The Netherlands.

4. COMFORT

Comfort can be viewed in three ways:

1. Preventing traffic nuisance by minimizing encounters between vehicles and bicycles;
2. Ease of finding destinations; and
3. Comprehensibility through the development of a network that is intuitive and allows users to create a clear mental map of the network.

5. ATTRACTIVENESS

- Attractiveness deals with creating an environment that feels welcoming to users through the use of hardscapes, landscapes, signage and wayfinding, lighting, and amenities. All these elements impact the attractiveness of a corridor.

2. CONSIDERING THE USER

In addition to understanding the elements of implementing a high-quality bicycle network, it is also important to understand the preferences of existing and potential cyclist. Understanding their preferences associated with safety, comfort, and attractiveness, for example, facilitates that development of bicycle infrastructure that may influence their desire to ride.

According to a study completed by Portland State University², the general population can be organized into four bicycle user groups:

1. STRONG AND FEARLESS

This group represents 1% of the population and describes cyclist that are comfortable sharing the road with vehicles and do not need bicycle lanes.

2. CONFIDENT AND ENTHUSED

This group represents 7% of the population and describes bicyclist that are comfortable riding alongside vehicles but need bicycle lanes.

3. INTERESTED BUT CONCERNED

This group represents 60% of the population and describes users that are interested in biking more but are not very comfortable riding on bicycle lanes, have greater concerns about safety, traffic, and ease, and require higher quality bicycle infrastructure.

4. NO WAY, NO HOW

This group represents 33% of the population and describes users that are not interested in riding bicycles.

Based on this study, many agencies and municipalities have focused on developing bicycle infrastructure for the “Interested, But Concerned” group. This group offers the highest potential for increasing the number of people riding bicycles. Their criteria mimics Dutch standards for bicycle traffic facilities acceptable to the mainstream population, which attracts equal male and female shares and has high levels of bicycle use for all age groups³.

² Dill, Jennifer, and Nathan McNeil. “Four Types of Cyclists?.” Transportation Research Record: Journal of the Transportation Research Board 2387.1 (2013): 129-138.

³ John Pucher and Lewis Dijkstra, “Making Walking and Cycling Safer: Lessons from Europe,” Transportation Quarterly 54, vol. 3 (2000): 25-50.

3. SELECTING THE APPROPRIATE BICYCLE FACILITY TYPE

Selecting the appropriate bicycle facility type begins by considering the various types of bicycle facilities used by bicyclist. There are four primary types of bicycle facilities:

There are four primary types of bicycle facilities:

1. Neighborhood Greenway/ Shared-Use Street
2. Bicycle Lanes
3. Cycle Tracks
4. Multi-purpose Trails

Variations exist within these four primary types of facilities. The following section provides an overview of these facilities. Additional information can be found in engineer and design reference books such as the Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.

1. NEIGHBORHOOD GREENWAY/ SHARED-USE STREET

A **neighborhood greenway** is the most basic bicycle facility type and simplest to implement. It uses minimal traffic control signals and markings to denote that cars and bicyclist share the road. Typically, this is achieved by placing a sharrow marking on the travel lane and adding signs that notify drivers that they are sharing the road with bicyclist. Sidewalks are typically provided for pedestrians.

Shared-use streets are similar to neighborhood greenways in that they use minimal traffic control signals and markings. However, their implementation is much more complicated and costly. Shared-use streets are designed as plazas with pavers and furnishings such as movable tables and chairs, bicycle racks, and potted plants. These elements indicate that the space prioritizes pedestrians and slows car and bicycle speeds by creating uncertainty for drivers and cyclist. Neighborhood greenways and shared-used street conditions are appropriate in low-volume and low-speed streets.



NEIGHBORHOOD GREENWAY
Adanac Street, Vancouver, British Columbia



SHARED-USE STREET
New River Street, Batavia, IL

2. BICYCLE LANE

Next to a neighborhood greenway, a bike lane is the second simplest bicycle facility. It designates a portion of the roadway exclusively for bicycle use. Bike lanes are separated from traffic by striping and pavement markings. Signage is also placed along the roadway to notify drivers of the bike lane. Bike lanes can also be buffered and provide further separation between drivers and bicyclist. A bicycle lane is appropriate in low-medium volume streets.



BUFFERED BICYCLE LANE
First Street, Davis, CA

3. CYCLE TRACKS

Cycle tracks are a relatively new bicycle facility in the United States that has gained popularity during the last ten years. They are bike-only facilities physically separated from automobiles and sidewalks by striping, curbs, planters, bollards, parked cars, and/or other vertical elements. Cycle tracks can be one-way or two-way, and can be at the same level as the roadway or slightly elevated. A cycle track is appropriate for medium-high volume streets.



PROTECTED/ELEVATED ONE-WAY CYCLE TRACK
7th Avenue, Seattle, WA



PROTECTED TWO-WAY CYCLE TRACK
John Portman Boulevard, Atlanta, GA

4. MULTI-PURPOSE TRAILS/ SIDEPATHS

Multi-purpose trails are arguably the most popular bicycle facility. Commonly referred to as sidepaths when they are located along a street and sidewalk, a multi-purpose trail is fully separated from the street and can be shared by bicyclists, pedestrians, rollerbladers, and other non-motorized modes. Multi-purpose trails are appropriate along high volume or high-speed streets. They are typically marked with some type of center line to define travel direction and should ideally have a landscape buffer between the street and the trail.



MULTI-PURPOSE TRAIL
PATH 400, Atlanta, GA

Selecting the appropriate bicycle facility for a specific corridor requires a variety of considerations including targeted bicycle users, roadway characteristics, and applicable engineering standards and guidance.

Roadway characteristics that are typically considered when planning a bicycle network includes type of road, posted speeds measured in miles per hour (MPH), traffic volumes measured in Average Daily Traffic (ADT), and bicycle volume measured in bicycles per day. Other factors to consider may include number of travel lanes, presence of truck traffic, length of the corridor, the number of curb cuts, urban form of the corridor, and adjacent land uses.

Consistent with many cities and agencies across the country, the “Interested, but Concerned” user group described on page 3 was suggested as the appropriate target user for the North Fulton County Comprehensive Transportation Plan Bicycle Facility Implementation Guidelines. This user group offers the County the largest opportunity for increasing the number of people riding bicycles. Their criteria mimics Dutch standards for bicycle traffic facilities acceptable to the mainstream population, which attracts equal male and female shares and has high levels of bicycle use for all age groups⁴.

Based on this user group, Figure 1.1 can be used as a starting point for planners and designers to identify which bicycle facilities may be the most appropriate for a specific corridor. It considers road types, posted vehicular traffic speeds, vehicular traffic volumes, and bicycle volumes to suggest appropriate bicycle facilities and is based on the Dutch bicycle facility options diagram for road sections inside the built up-area, such as urban/suburban areas.

Urban/Suburban Context			Cycle Network Category		
Road Category	Maximum Speed of Vehicular Traffic (Miles Per Hour)	Vehicular Traffic Volume (Average Daily Traffic)	Low Bicycle Intensity	Medium Bicycle Intensity	High Bicycle Intensity
Residential Road	Walking Pace or < 20 mph	0	Multi-Purpose Trail		
		1 - 2,500	Shared-Use Street		Bicycle Boulevard or Bicycle Lane
		2,000 - 5,000	Bicycle Lane, Buffered Bike Lane		
		> 4,000	Buffered Bicycle Lane or Separated Cycle Track		
Collector / Arterial Road	30 mph	2 x 1* lanes	Separated Cycle Track or Multi-Purpose Trail		
		2 x 2* lanes			
	45 mph	Irrelevant	Separated Cycle Track or Multi-Purpose Trail		

Source: Based on the Dutch bicycle facility options diagram for road sections inside the built up-area⁵. Built-up area refers to areas that have a minimum of 30% building density on both sides of the road or 50% on one side of the road, comparable to Urban/Suburban areas in the United States.

*First number refers to the direction of travel, second number refers to the number of lanes in the direction of travel noted in the first number.

FIGURE 1.1

Option diagram for bicycle facilities within urban/suburban areas

⁴ John Pucher and Lewis Dijkstra, “Making Walking and Cycling Safer: Lessons from Europe,” *Transportation Quarterly* 54, vol. 3 (2000): 25-50.

⁵ H. Talens, et al., “Design manual for bicycle traffic” CROW (2007), The Netherlands.

Figure 1.2 can be used as a starting point for planners and designers to identify which bicycle facilities may be the most appropriate for a specific corridor outside the built up-area, such as rural areas.

Rural Context			Cycle Network Category	
Road Category	Maximum Speed of Vehicular Traffic (Miles Per Hour)	Vehicular Traffic Volume (Average Daily Traffic)	Low Bicycle Intensity	Medium to High Bicycle Intensity
Residential Road	35 mph	1 - 2,500	Shared-Use Street	Bicycle Boulevard (If ADT < 500/day)
		2,000 - 3,000	Bicycle Lane, Buffered Bi-cycle Lane, or Separated Cycle Track	Separated Cycle Track, or perhaps Bicycle Lanes
		> 3,000	Separated Cycle Track	
Collector / Arterial Road	50 mph	Irrelevant	Multi-Purpose Trail	

Source: Based on the Dutch bicycle facility options diagram for road sections inside the built up-area⁵. Built-up area refers to areas that have a minimum of 30% building density on both sides of the road or 50% on one side of the road, comparable to Urban/Suburban areas in the United States.

FIGURE 1.2

Option Diagram for Bicycle Facilities within Rural Areas

It's important to emphasize that these diagrams are a starting point for planners and designers to identify which bicycle facilities may be the most appropriate for a specific corridor. These diagrams are based on three basic premises:

1. The most desirable condition for bicyclist is critical. Most desirable typically refers to the safety and comfort of the bicyclist and the recommendations in the diagram may not always be feasible. If the feasible solution creates a less desirable solution for the cyclist, the designer or planner should find a way to make the solution as bicycle-friendly as possible.
2. Creating bicycle-friendly infrastructure requires the comprehensive consideration of the entire traffic condition, not just only the bicycle facility. That is why the diagram includes road categories, bicycle network categories, vehicular traffic speeds, and vehicular traffic volume.
3. The difference between possible bicycle facilities solutions is not always fixed and often, multiple bicycle facilities solutions exist. The diagram is only a tool for the designer and planner to use to adjust the recommendations to a particular situation.

⁵ H. Talens, et al., "Design manual for bicycle traffic" CROW (2007), The Netherlands.

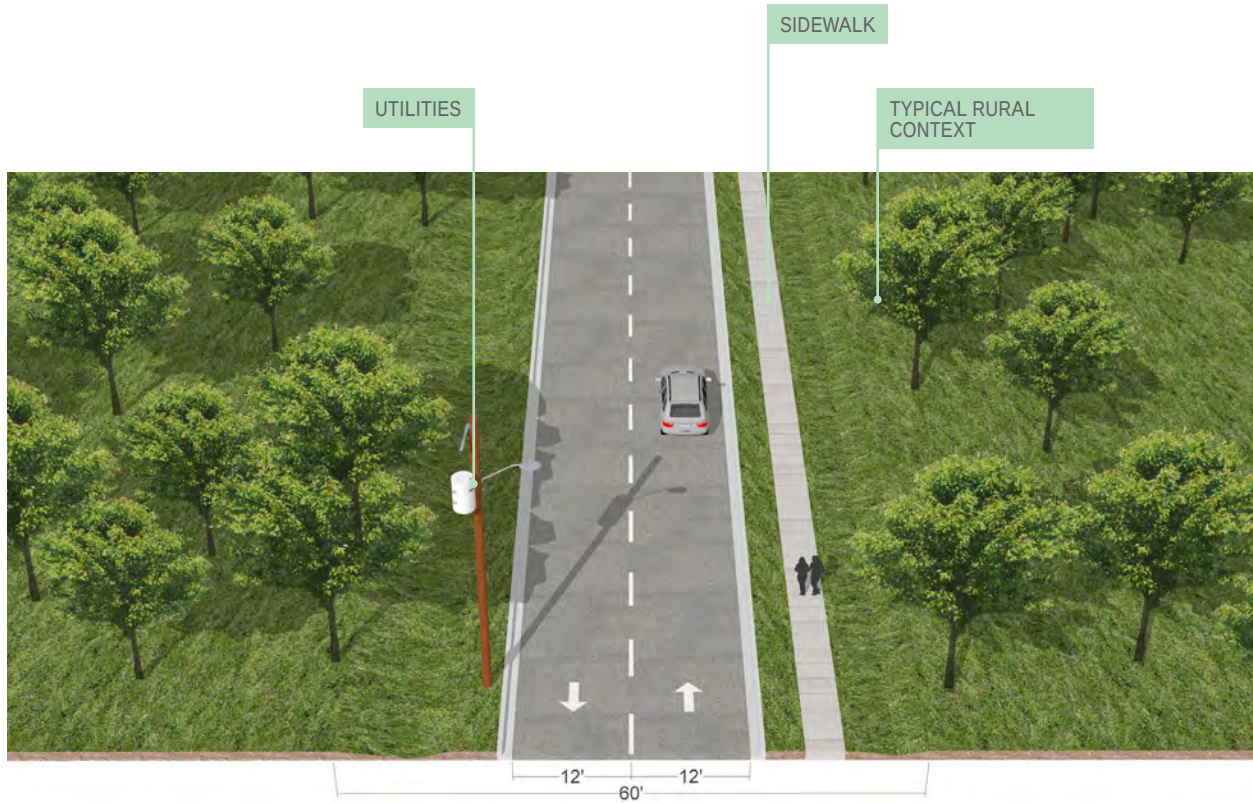
Typical cross sections and intersections were developed for the North Fulton County Comprehensive Transportation Plan that consider the predominant roadway types within the study area's diverse development patterns. The purpose of these typical sections and intersections is to:

1. Test what can be built within the typical public ROW in North Fulton County or built when a roadway is expanded
2. Identify the range of street and intersection designs that can be applied in different types of contexts in the County
3. Illustrate how streets and intersections can be modified to integrate high-quality bicycle facilities that cater to the majority of the population.

It is important to note that these typical cross sections and intersections are intended to only serve as examples for planners and designers of how high-quality bicycle facilities could be implemented in the predominantly roadway types found within the study area. Additional analysis, community input, and design and engineering judgment should be used in the design and engineering of specific projects.

RURAL CONTEXT | EXISTING CONDITIONS

TWO LANE STREET



EXISTING

Typical cross section for a two-lane connector street in a rural area

TYPICAL CONDITIONS

Two-lane connector streets in rural areas typically have a Right-Of-Way (ROW) that varies between 50-60 feet, these roads serve as feeders to the major arterial roads, from low-density neighborhoods.

These streets typically have a narrow sidewalk on one side of the road with a narrow buffer.

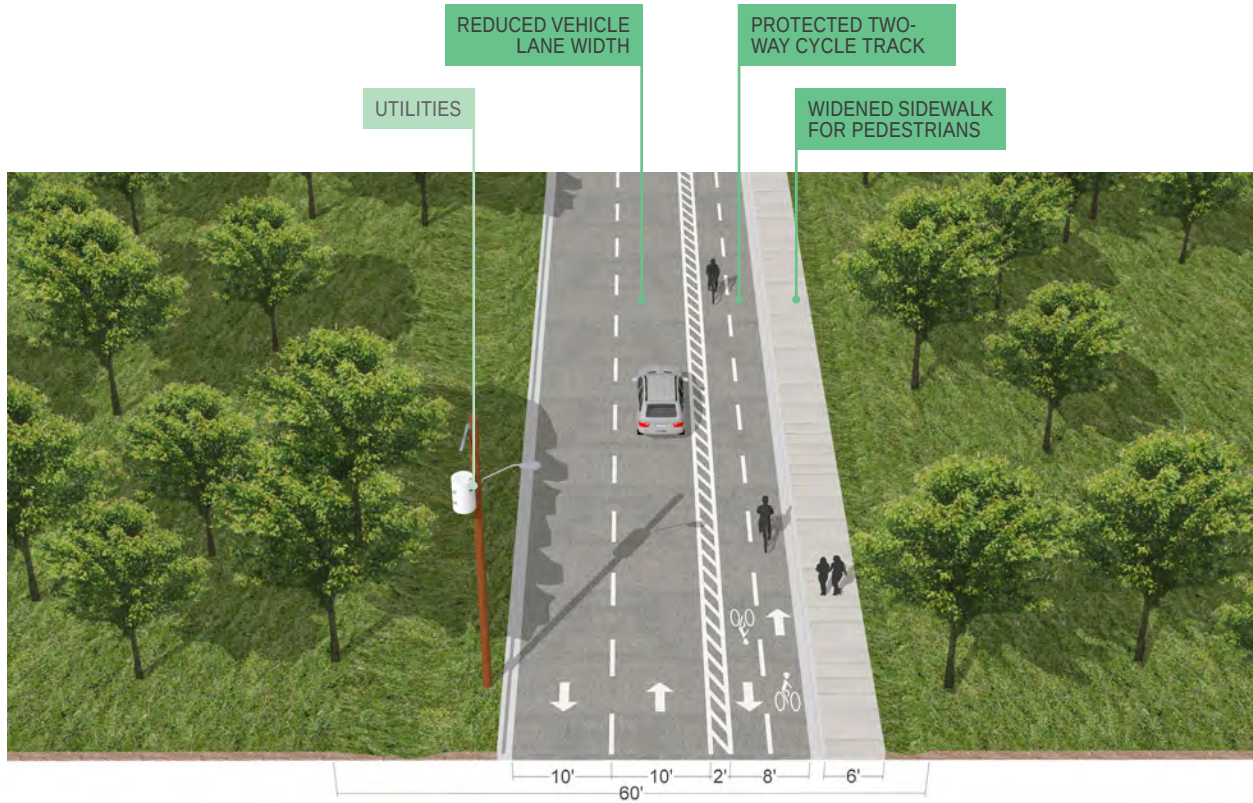


EXISTING

Mount Vernon Highway: Typical two-lane connector street

RURAL CONTEXT | PROPOSED OPTION

TWO LANE STREET | SPEED < 30MPH



PROPOSED

Protected two-way cycle track for a two-lane connector street in a rural areas with a speed limit of less than 30mph

PROTECTED TWO-WAY CYCLE TRACK

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.

BIKE FACILITY

- For streets with a speed limit of less than 30 mph, designated two-way cycle track separated from the vehicular lanes by striping with bollards or a curb.

PEDESTRIAN FACILITY

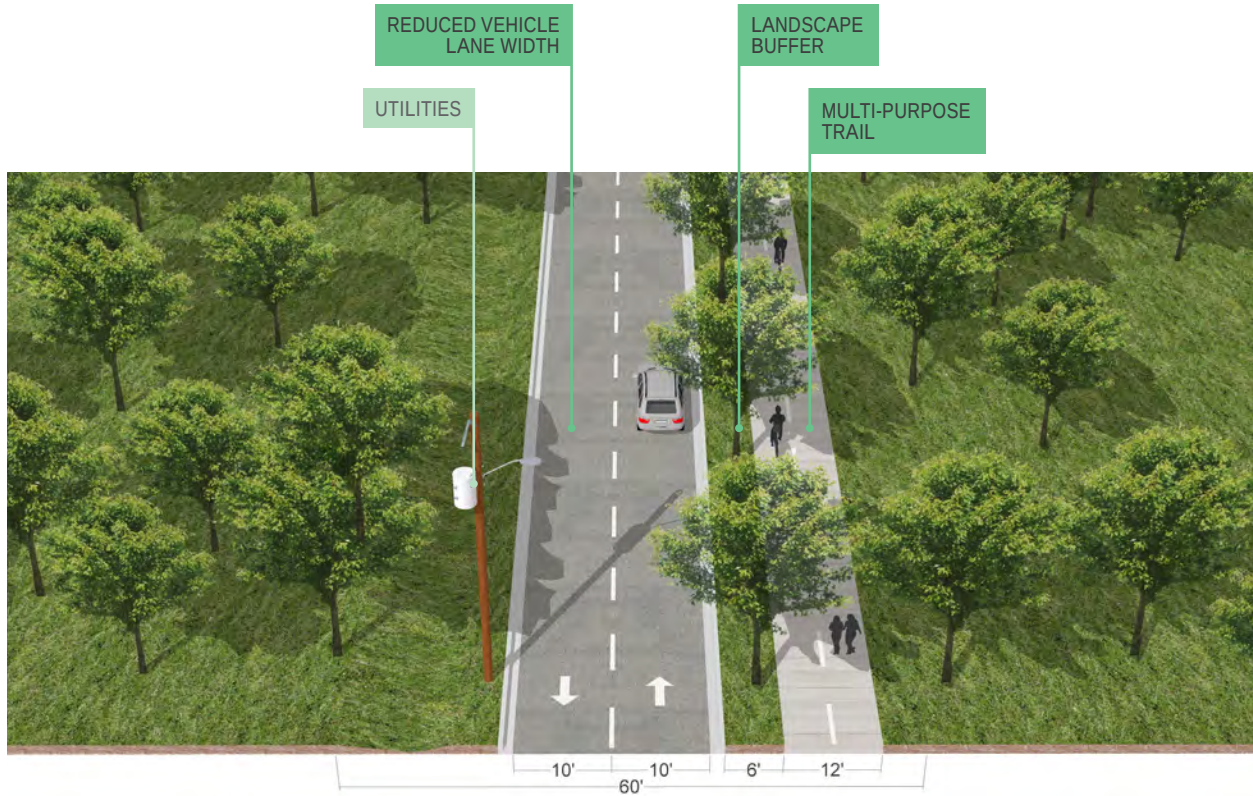
- Paved sidewalk along cycle track.
- Based on edge conditions and availability of space, sidewalk can be built on both sides of road.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/power lines, to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired minimum 18 inch wide buffer between vehicular lane and cycle track.
- Minimum 12 feet (8 feet in constrained conditions) wide two-way cycle track.
- Minimum 6 feet wide sidewalk.

RURAL CONTEXT | PROPOSED CONDITIONS

TWO LANE STREET | SPEED > 30MPH



PROPOSED

Multi-purpose trail on one side of a two-lane connector street in rural area with a speed limit of more than 30mph

MULTI-PURPOSE TRAIL

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.

BIKE FACILITY

- Multi-purpose trail completely separated from the street with a landscape buffer for streets with a speed limit of more than 30mph.

PEDESTRIAN FACILITY

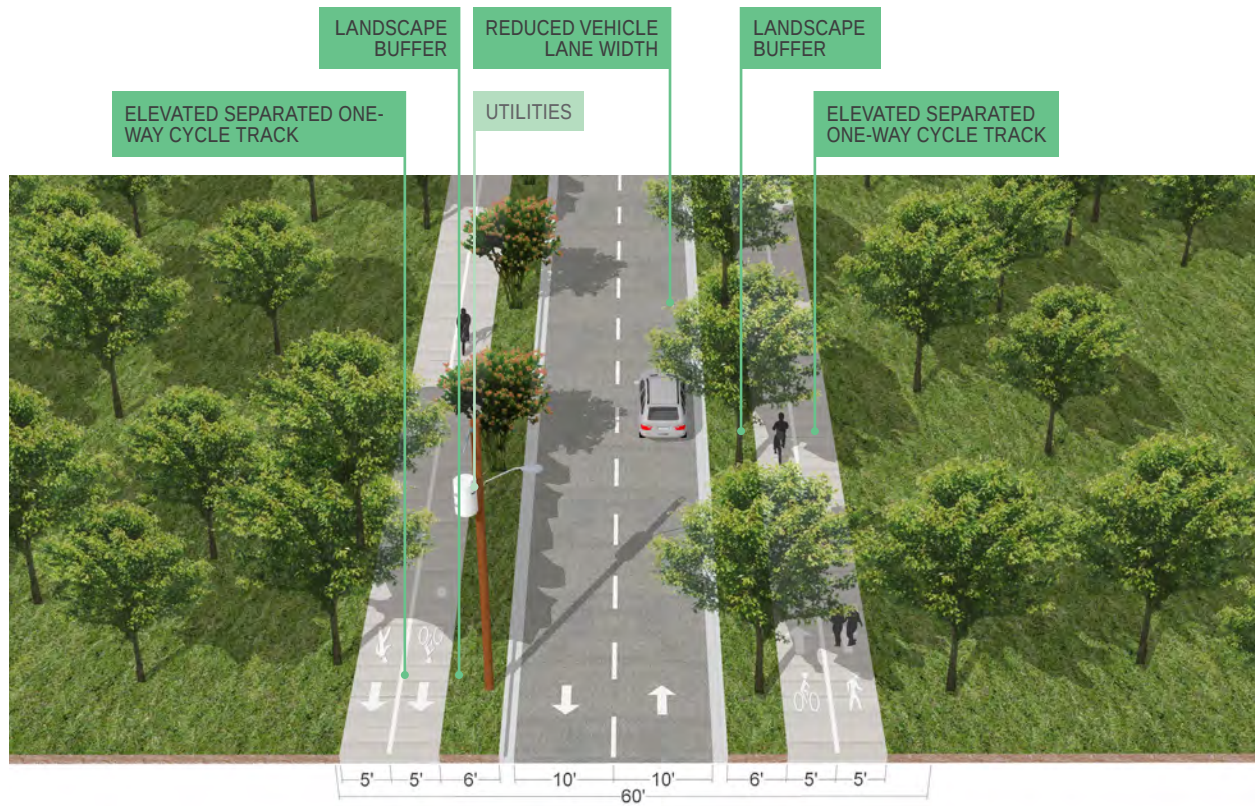
- Multi-purpose trail with center line.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/power lines, to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide trail.

RURAL CONTEXT | PROPOSED OPTION

TWO LANE STREET | SPEED > 30MPH



PROPOSED

Elevated separated one-way cycle track on either side of two-lane connector street in rural area with a speed limit of more than 30mph

ELEVATED SEPARATED ONE-WAY CYCLE TRACK

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.

BIKE FACILITY

- Elevated one-way cycle track with designated space for cyclists and pedestrians, for streets with a speed limit of more than 30mph and a wider ROW.

PEDESTRIAN FACILITY

- Paved sidewalk with solid center line and markings designating space for pedestrians and cyclists.

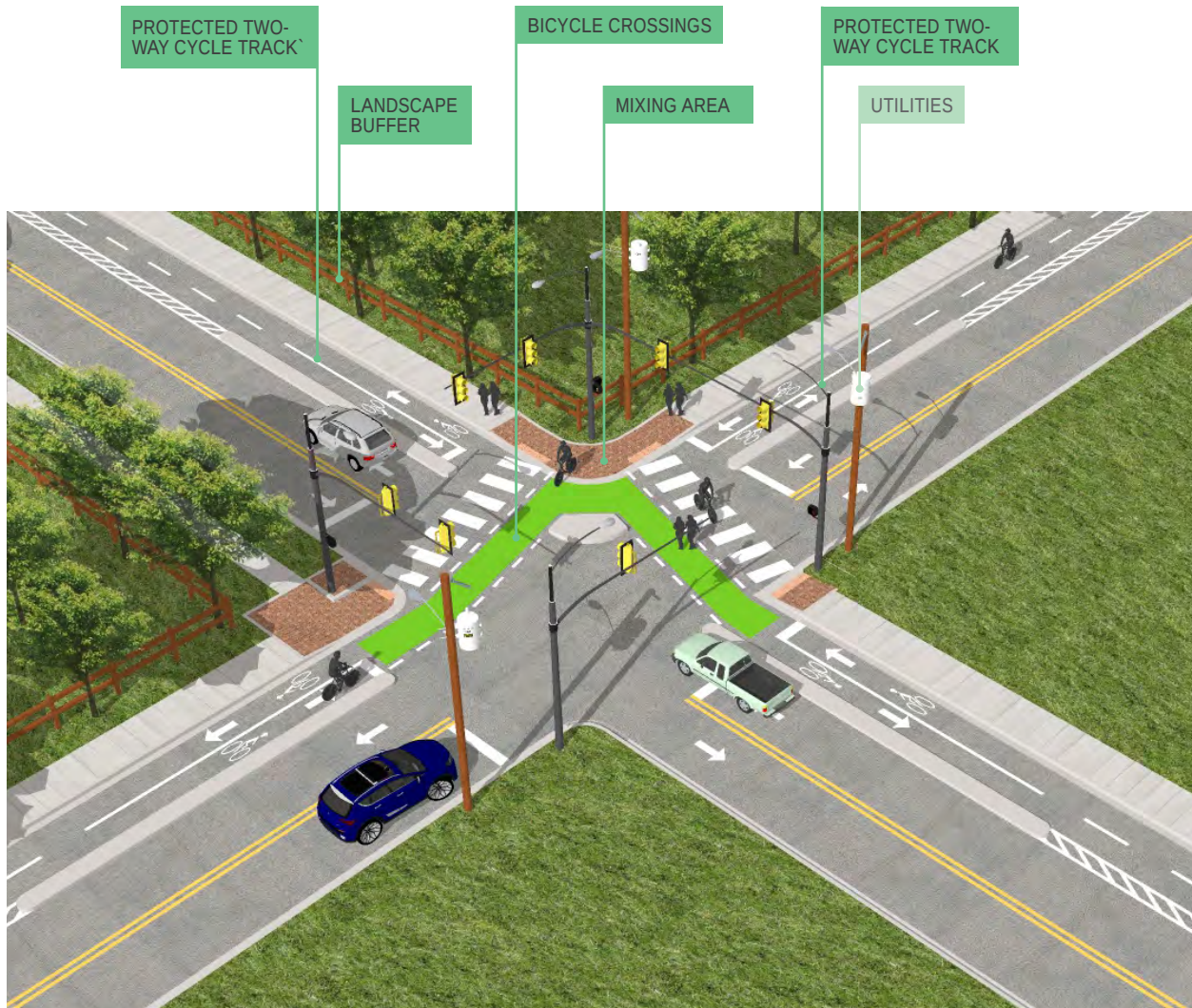
RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/power lines, to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide cycle track with 5 feet wide lanes.
- Minimum 5 foot sidewalk with bicycle lane located adjacent to the buffer.

RURAL INTERSECTION | PROPOSED

TWO LANE STREET | TWO LANE STREET

PROTECTED TWO-WAY CYCLE TRACK | PROTECTED TWO-WAY CYCLE TRACK



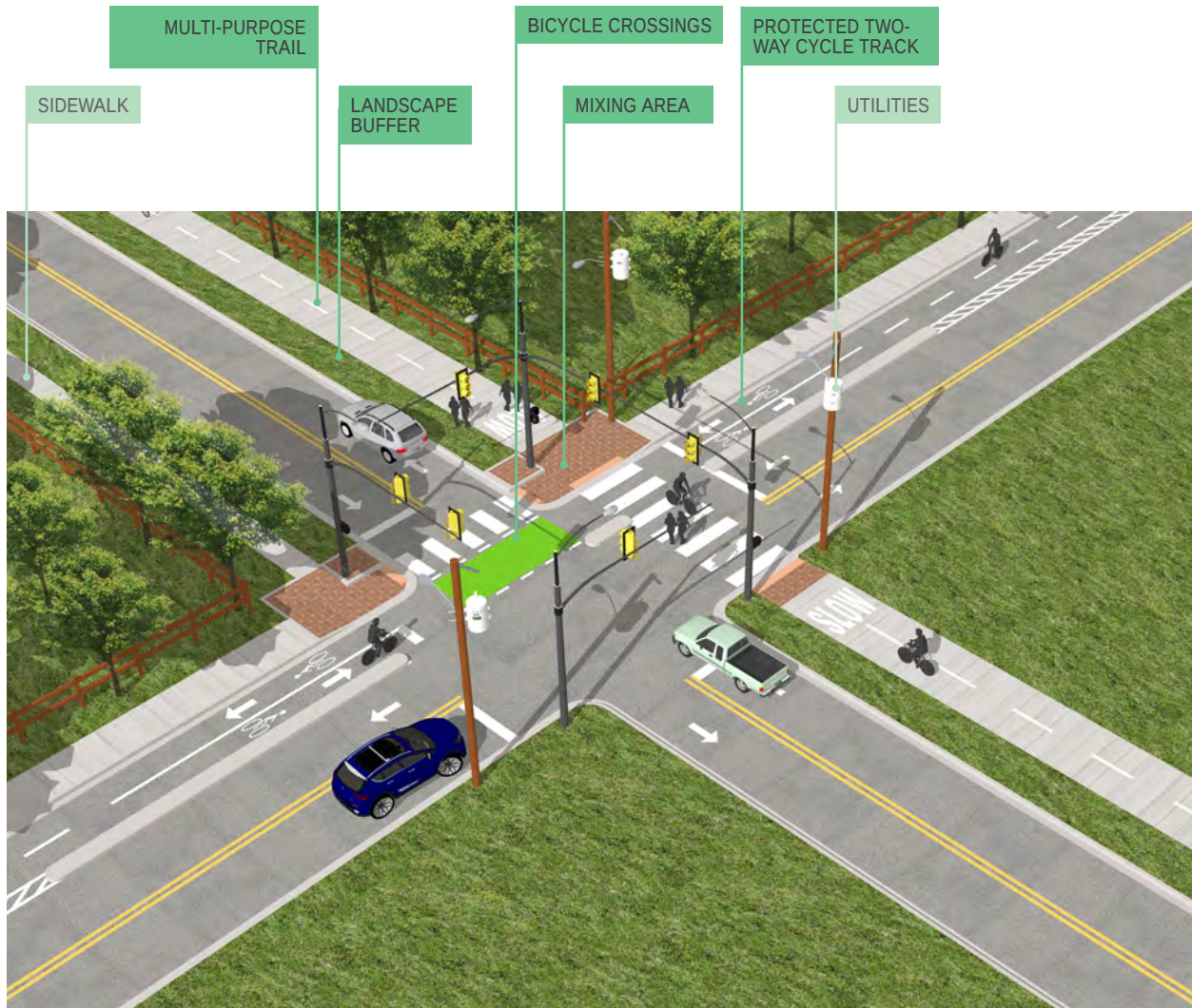
PROPOSED

Protected two-way cycle tracks at a two-lane and two-lane streets intersection

RURAL INTERSECTION | PROPOSED

TWO LANE STREET | TWO LANE STREET

PROTECTED TWO-WAY CYCLE TRACK | MULTI-PURPOSE TRAIL



PROPOSED

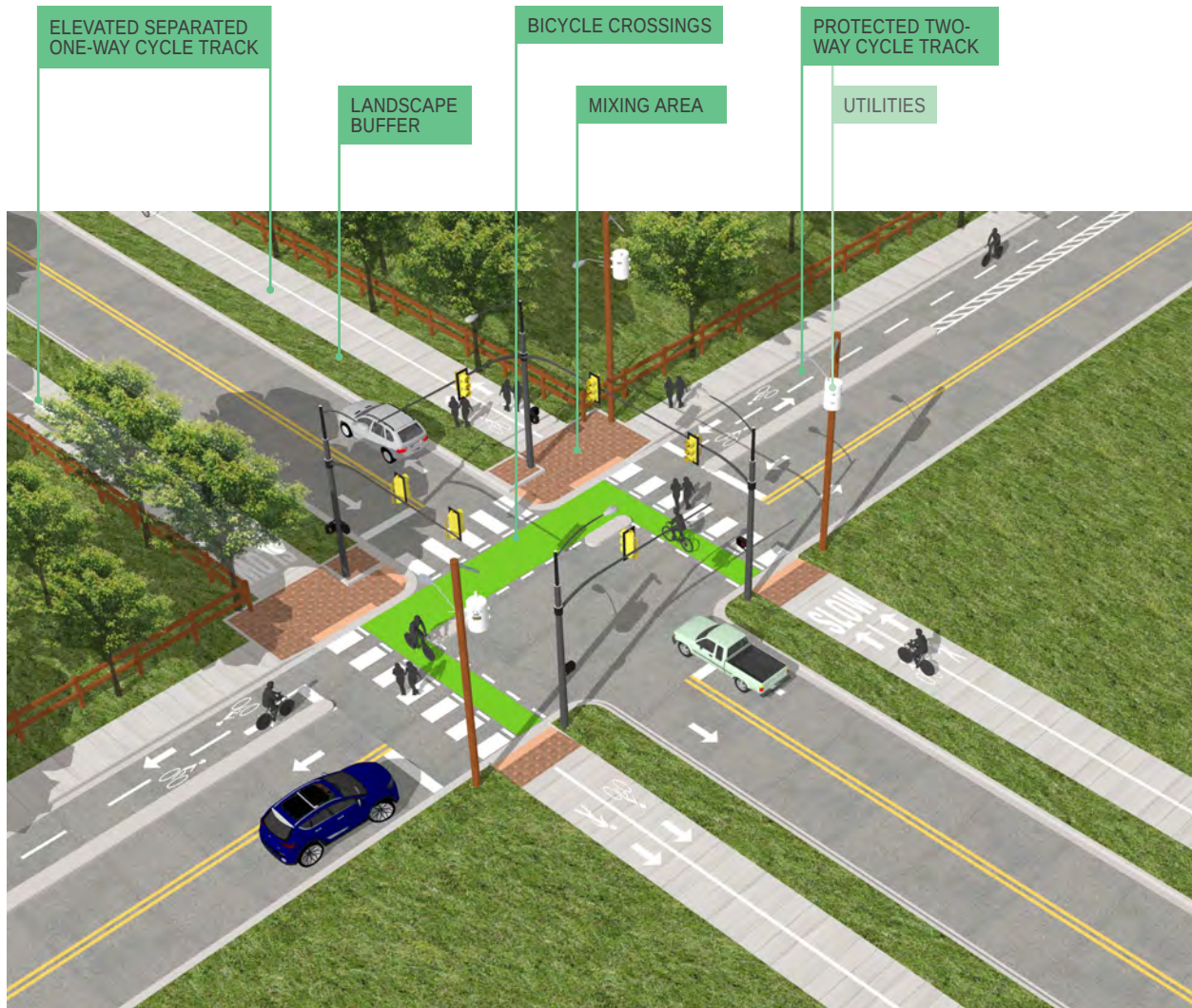
Protected two-way cycle track and a Multi-purpose trail at a two-lane and two-lane streets intersection

RURAL INTERSECTION | PROPOSED

TWO LANE STREET | TWO LANE STREET

PROTECTED TWO-WAY CYCLE TRACK |

ELEVATED SEPARATED ONE-WAY CYCLE TRACK



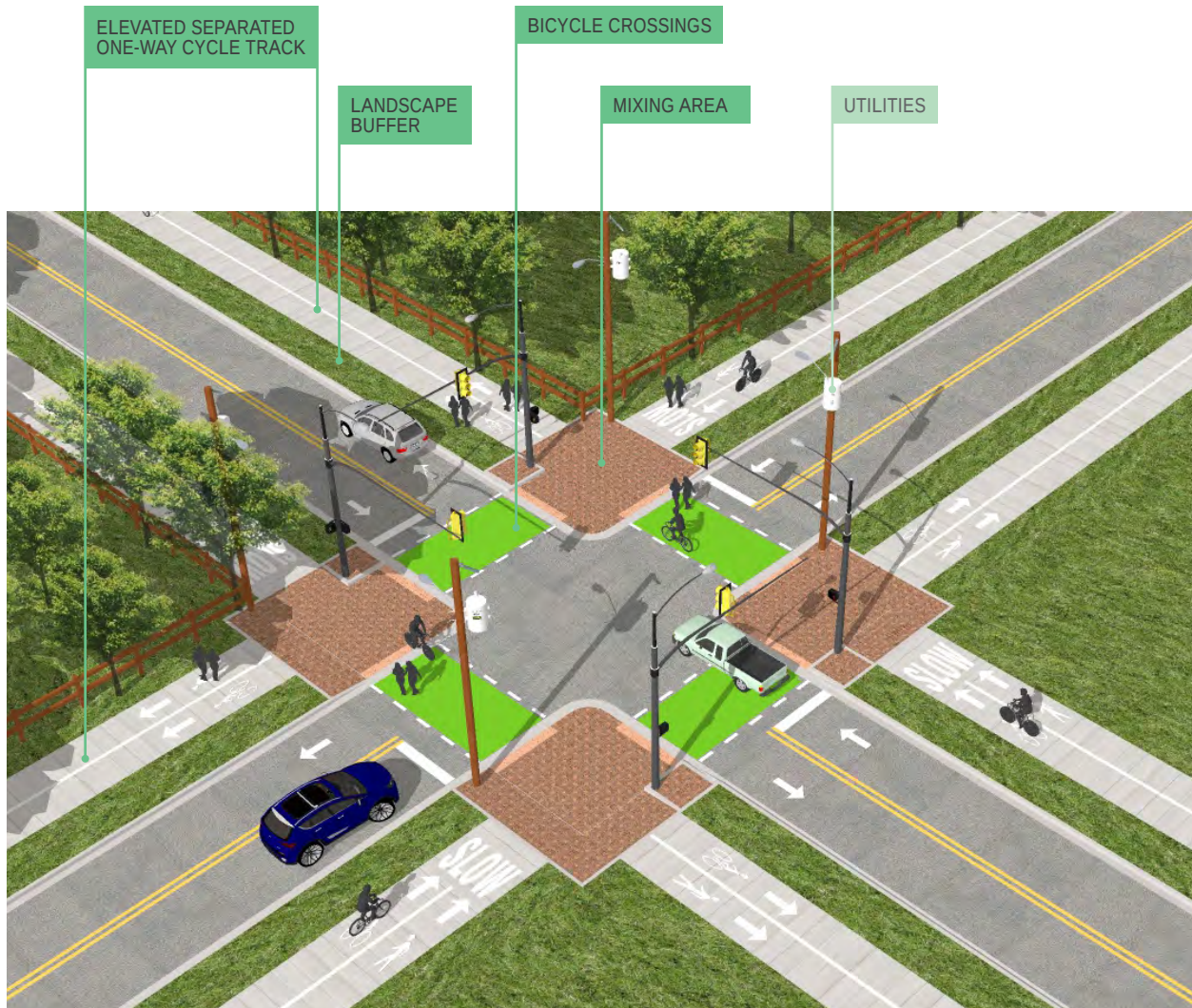
PROPOSED

Protected two-way cycle track and a Elevated separated one-way cycle track at a two-lane and two-lane streets intersection

RURAL INTERSECTION | PROPOSED

TWO LANE STREET | TWO LANE STREET

ELEVATED SEPARATED ONE-WAY CYCLE TRACK | ELEVATED SEPARATED ONE-WAY CYCLE TRACK

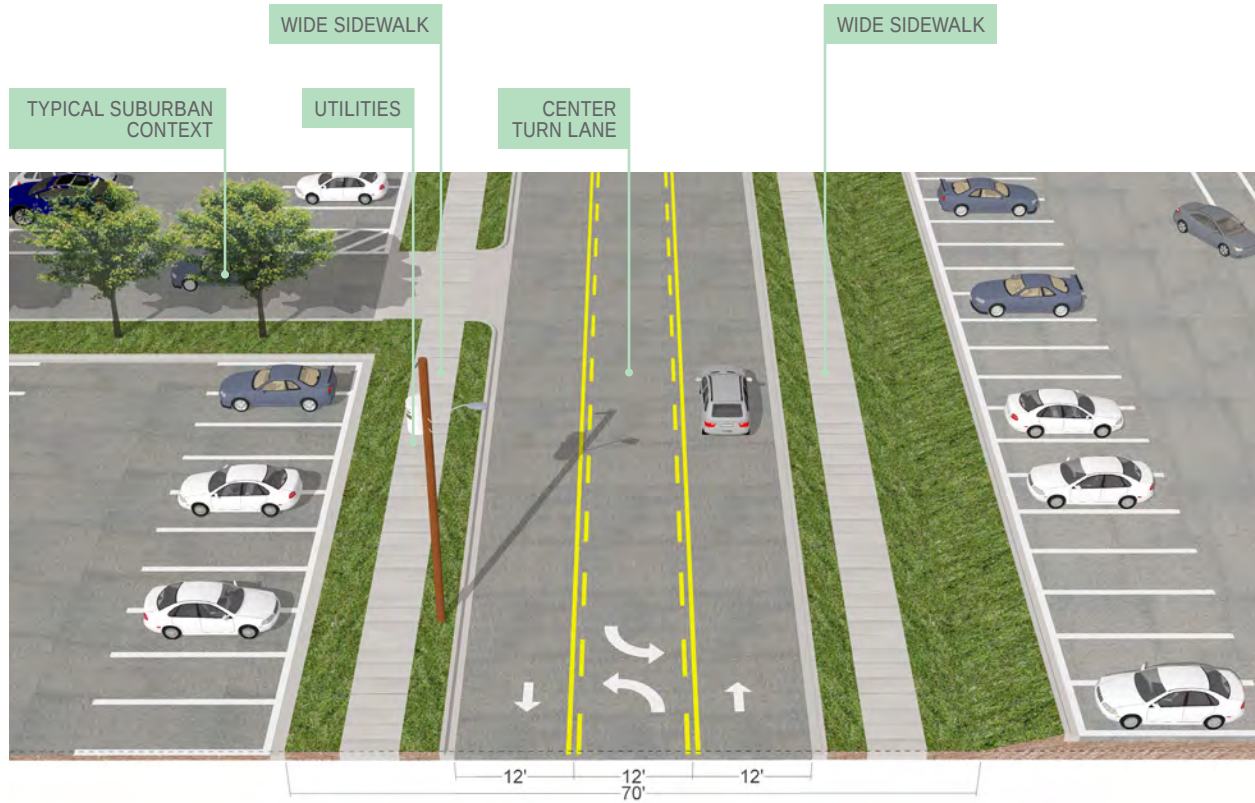


PROPOSED

Elevated separated one-way cycle tracks at a two-lane and two-lane streets intersection

SUBURBAN CONTEXT | EXISTING CONDITIONS

THREE LANE STREET



EXISTING

Typical cross section for a three-lane street in a suburban area

TYPICAL CONDITIONS

Three-lane streets are typically more prevalent in suburban/ urban areas. They usually have wide travel lanes and a center turn-lane. Many of these streets have a sidewalk on both sides of the street with or without a buffer.

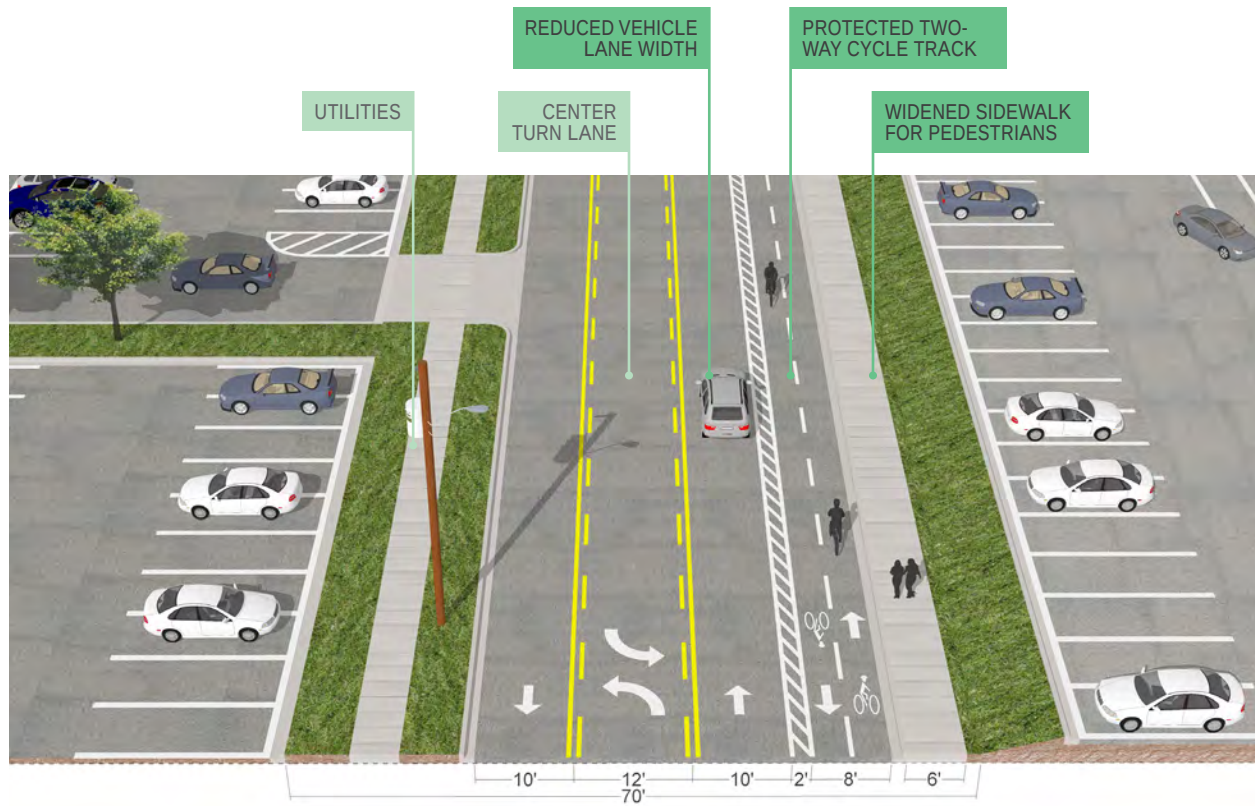


EXISTING

Crabapple Road : Typical three-lane street

SUBURBAN CONTEXT | PROPOSED OPTION

THREE LANE STREET | SPEED < 30MPH



PROPOSED

Protected two-way cycle track for a three-lane street in suburban area with a speed limit of less than 30mph

PROTECTED TWO-WAY CYCLE TRACK

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.

BIKE FACILITY

- For streets with a speed limit of less than 30 mph, designated two-way cycle track separated from the vehicular lanes by striping with bollards or a curb.

PEDESTRIAN FACILITY

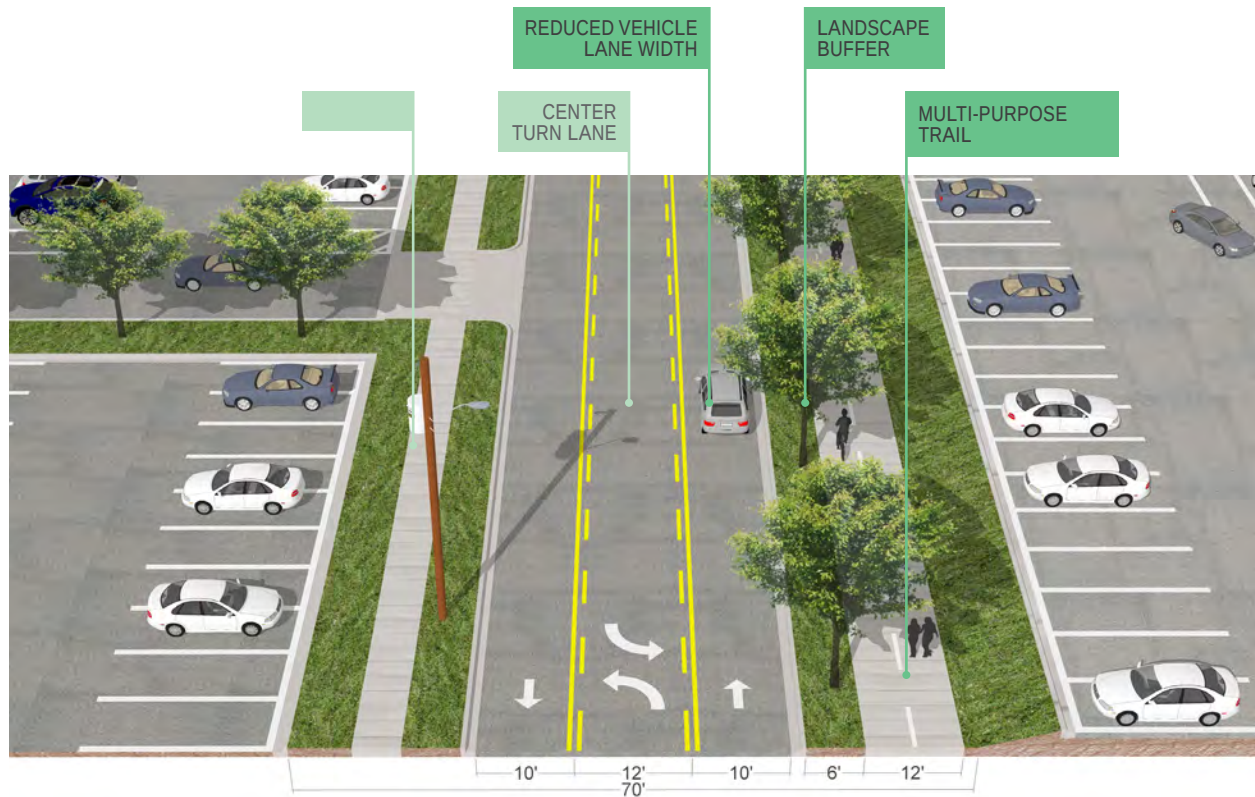
- Paved sidewalk along cycle track.
- Based on edge conditions and availability of space, sidewalk can be built on both sides of road.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/power lines to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired minimum 18 inch wide buffer between vehicular lane and cycle track.
- Minimum 12 feet (8 feet in constrained conditions) wide two-way cycle track.
- Minimum 6 feet wide sidewalk.

SUBURBAN CONTEXT | PROPOSED CONDITIONS

THREE LANE STREET | SPEED > 30MPH



PROPOSED

Multi-purpose trail on one side of a three-lane street in a suburban area with a speed limit of more than 30mph

MULTI-PURPOSE TRAIL

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.
- Width of center-lane not changed.

BIKE FACILITY

- Based on site conditions, one of the existing sidewalks redesigned as an elevated multi-purpose trail completely separated from the street with a landscape buffer for streets with a speed limit of more than 30mph.

PEDESTRIAN FACILITY

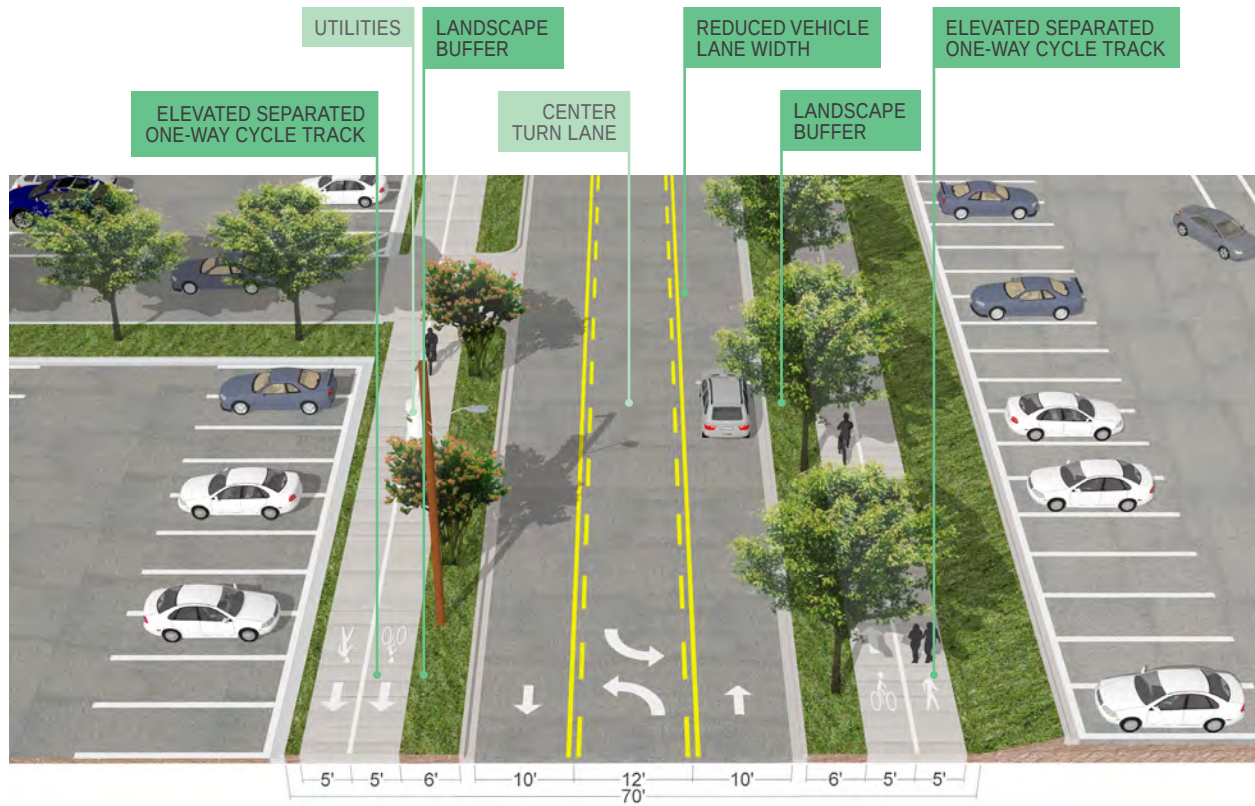
- Multi-purpose trail with center line.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/power lines to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide trail.

SUBURBAN CONTEXT | PROPOSED OPTION

THREE LANE STREET | SPEED > 30MPH



PROPOSED

Elevated separated one-way cycle track on either side of a three-lane street in a suburban area with a speed limit of more than 30mph

ELEVATED SEPARATED ONE-WAY CYCLE TRACK

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.
- Width of center-lane not changed.

BIKE FACILITY

- Existing sidewalk redesigned as an elevated one-way cycle track with designated space for cyclists and pedestrians, for streets with a speed limit of more than 30mph and a wider ROW.

PEDESTRIAN FACILITY

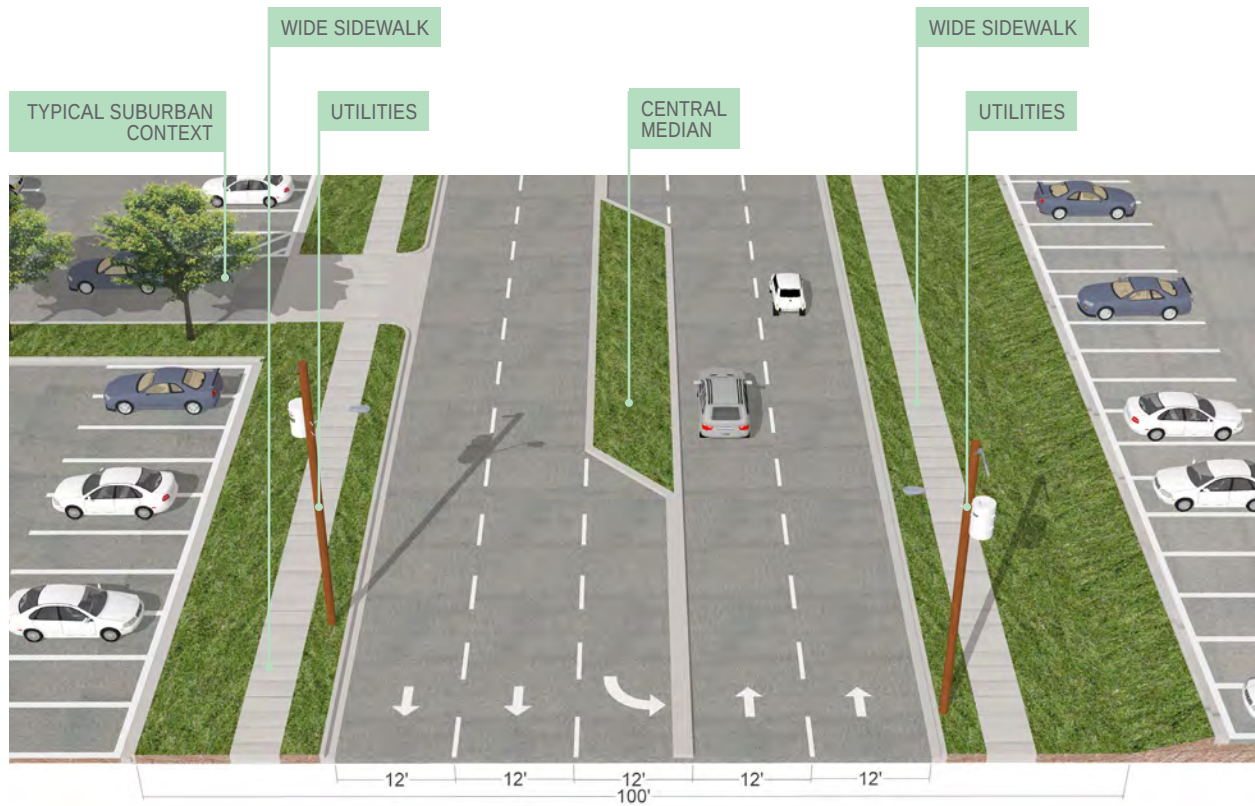
- Paved sidewalk with solid center line and markings designating space for pedestrians and cyclists.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/power lines to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide cycle track with 5 feet wide lanes.
- Minimum 5 foot sidewalk with bicycle lane located adjacent to the buffer.

SUBURBAN CONTEXT | EXISTING CONDITIONS

FOUR LANE STREET



EXISTING

Typical cross section of a four-lane street in a suburban area

TYPICAL CONDITIONS

Many of the streets in the study area are four-lanes (or more) wide with a center turn lane or a turn lane with medians (or striping). These collector streets are primarily located in suburban/ urban areas with predominantly commercial land uses.

They typically have a wide sidewalk with a buffer.

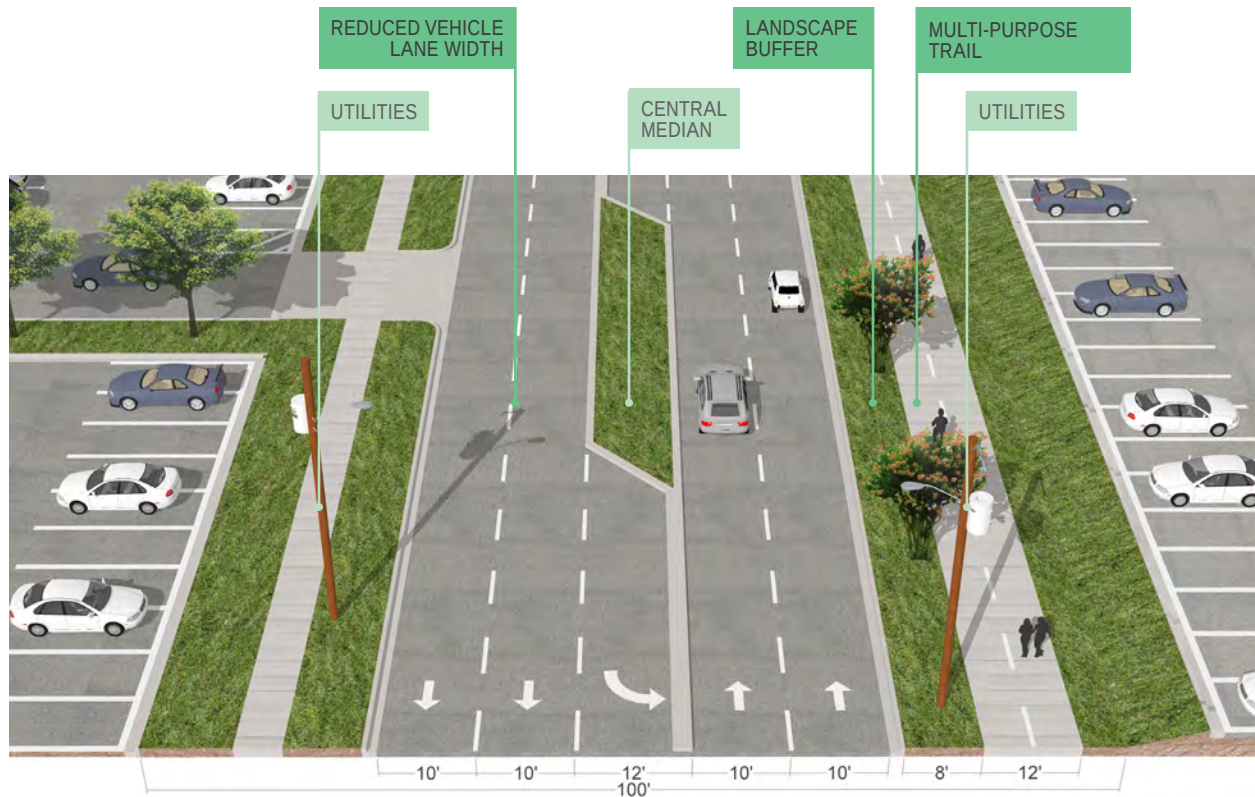


EXISTING

Glenridge Drive: Typical four-lane street, with a median in a suburban context

SUBURBAN CONTEXT | PROPOSED OPTION

FOUR LANE STREET



PROPOSED

Multi-purpose trail on one side of four-lane (or more) street

MULTI-PURPOSE TRAIL

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.
- Width of center-lane not changed.

BIKE FACILITY

- Based on site conditions, one of the existing sidewalks redesigned as an elevated multi-purpose trail completely separated from the street with a landscape buffer for streets with a speed limit of more than 30mph.

PEDESTRIAN FACILITY

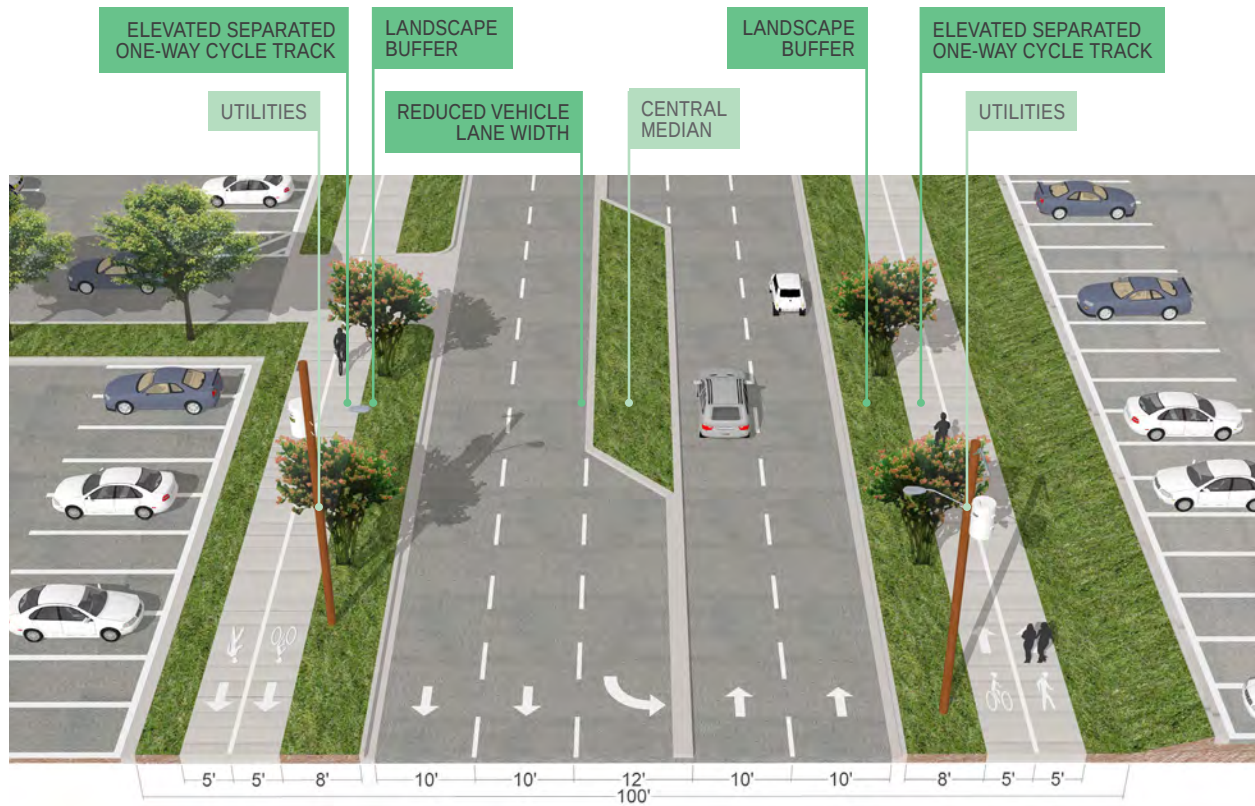
- Multi-purpose trail with center line.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/power lines to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide trail.

SUBURBAN CONTEXT | PROPOSED CONDITIONS

FOUR LANE STREET



PROPOSED

Elevated separated one-way cycle track on either side of four-lane (or more) streets

ELEVATED SEPARATED ONE-WAY CYCLE TRACK

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.
- Width of center-lane not changed.

BIKE FACILITY

- Existing sidewalk redesigned as an elevated one-way cycle track with designated space for cyclists and pedestrians, for streets with a speed limit of more than 30mph and a wider ROW.

PEDESTRIAN FACILITY

- Paved sidewalk with solid center line and markings designating space for pedestrians and cyclists.

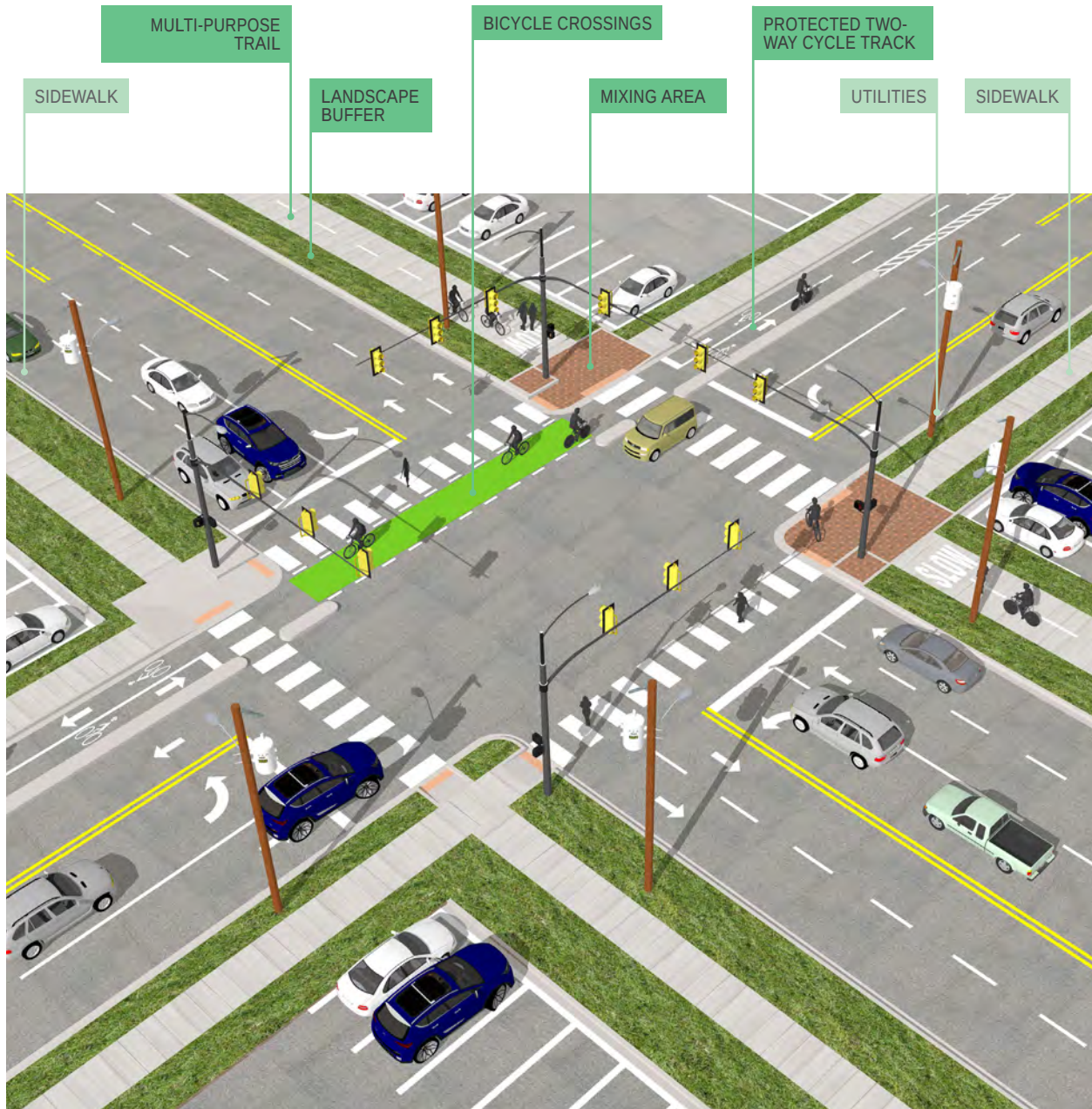
RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/power lines to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide cycle track with 5 feet wide lanes.
- Minimum 5 foot sidewalk with bicycle lane located adjacent to the buffer.

SUBURBAN INTERSECTION | PROPOSED

THREE LANE STREET | FOUR LANE STREET

PROTECTED TWO-WAY CYCLE TRACK | MULTI-PURPOSE TRAIL



PROPOSED

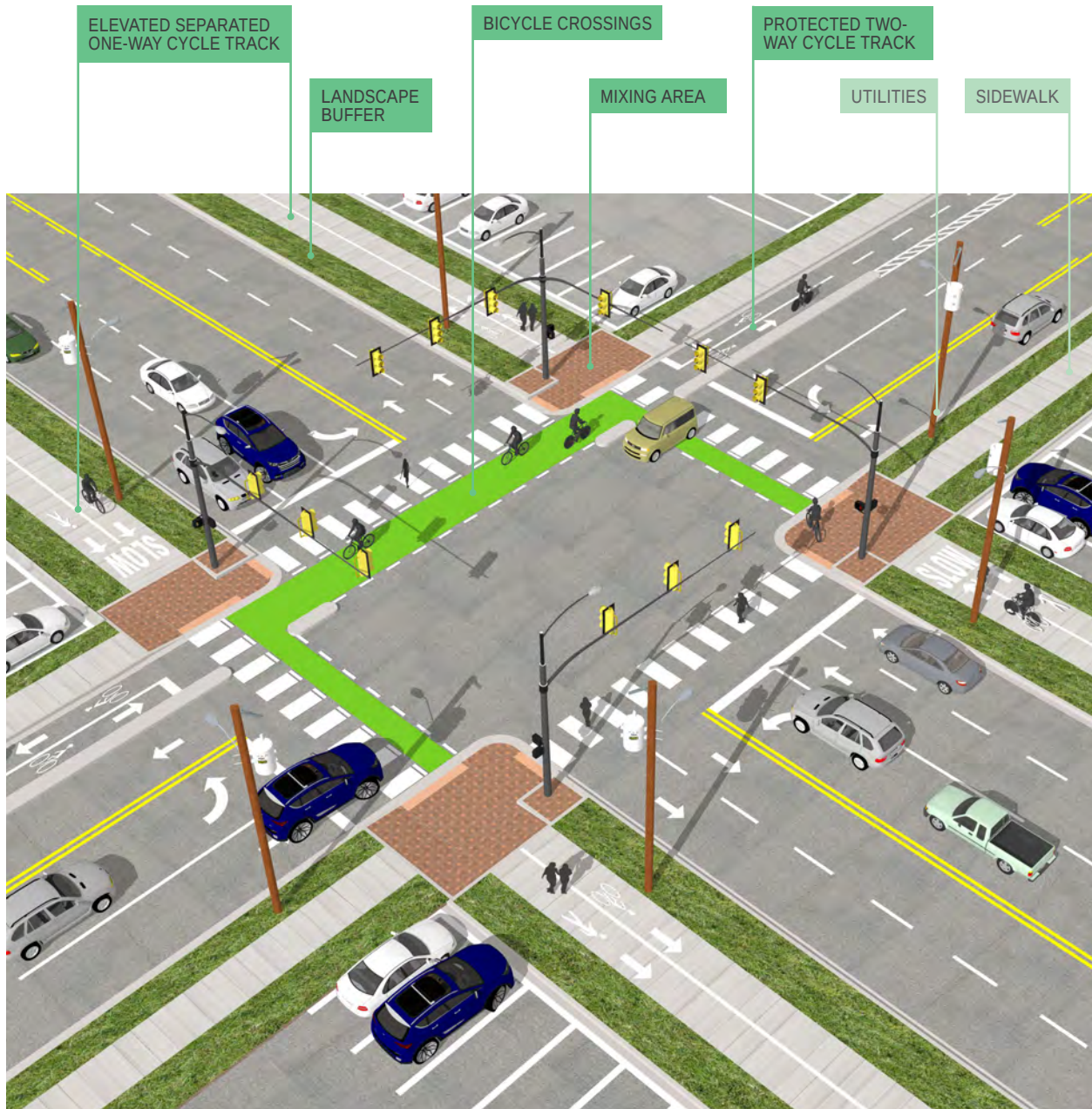
Protected two-way cycle track and a Multi-purpose trail at a three-lane and four-lane streets intersection

SUBURBAN INTERSECTION | PROPOSED

THREE LANE STREET | FOUR LANE STREET

PROTECTED TWO-WAY CYCLE TRACK |

ELEVATED SEPARATED ONE-WAY CYCLE TRACK



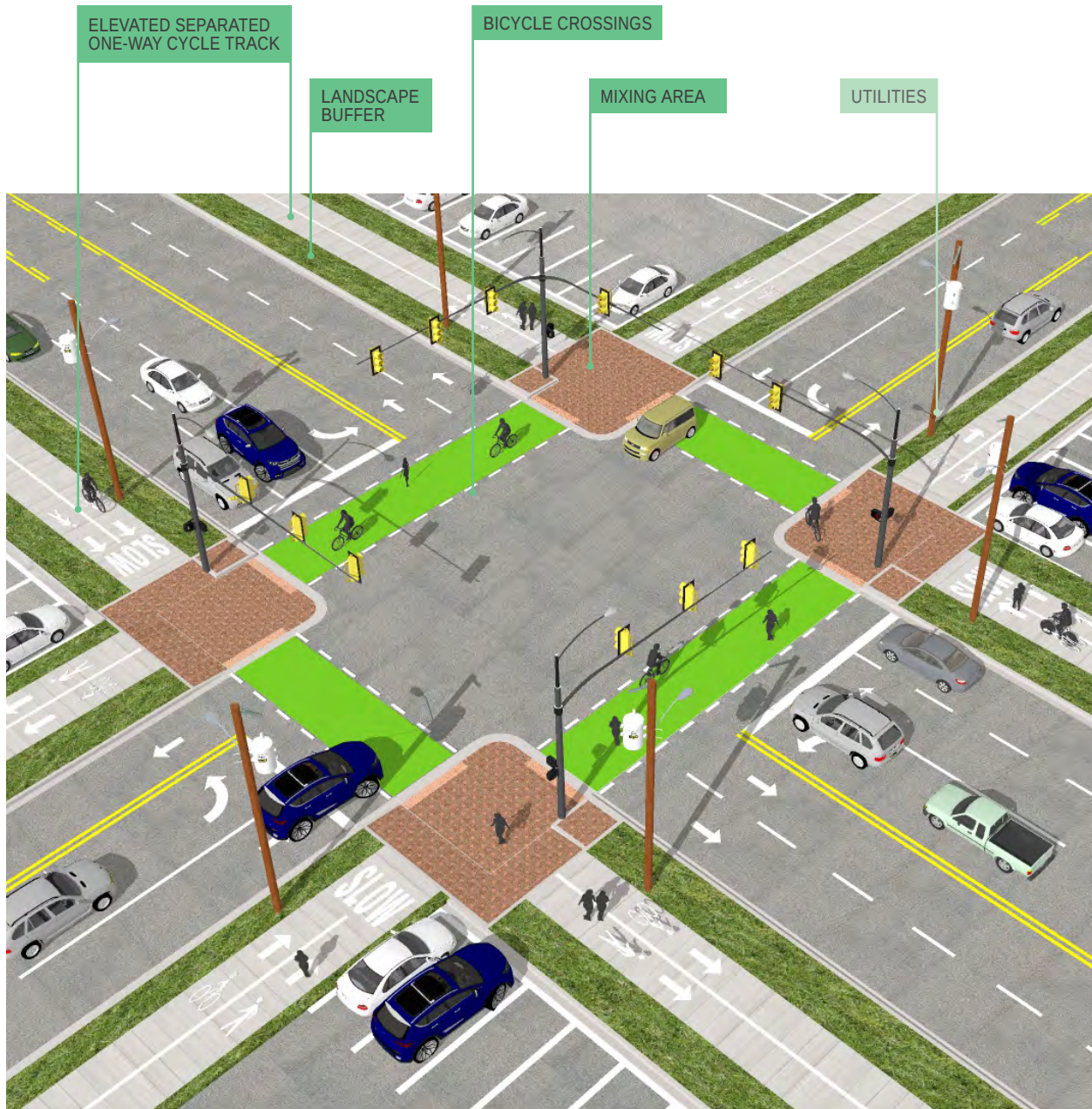
PROPOSED

Protected two-way cycle track and a Elevated separated one-way cycle track at a three-lane and four-lane streets intersection

SUBURBAN INTERSECTION | PROPOSED

THREE LANE STREET | FOUR LANE STREET

ELEVATED SEPARATED ONE-WAY CYCLE TRACK | ELEVATED SEPARATED ONE-WAY CYCLE TRACK



PROPOSED

Elevated separated one-way cycle tracks at a three-lane and four-lane streets intersection



NORTH FULTON



COMPREHENSIVE TRANSPORTATION PLAN

RESOLUTION NO.

**A RESOLUTION OF THE CITY COUNCIL OF ALPHARETTA FOR THE
ADOPTION OF THE NORTH FULTON COMPREHENSIVE
TRANSPORTATION PLAN**

WHEREAS, the North Fulton County Cities of Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs (the “Cities”) in 2016 entered into a Memorandum of Agreement to update the 2008 North Fulton Comprehensive Transportation Plan (the “MOA”); and

WHEREAS, Section 3.5 of the MOA requires that at least four (4) of the Cities, by resolution, accept “the draft report” resulting from the MOA; and

WHEREAS, Mayor and Council, as well as staff, have reviewed and recommend acceptance of the draft report, in the form of the North Fulton Comprehensive Transportation Plan, as summarized by the 2017 Recommendations Report attached hereto and incorporated herein by reference as Exhibit "A":

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Alpharetta hereby adopts that the North Fulton Comprehensive Transportation Plan, as summarized by the 2018 Recommendations Report attached hereto as Exhibit "A".

SO RESOLVED this day of , 2018.

CITY OF ALPHARETTA

By:

Donald Mitchell, Mayor

(SEAL)

COUNCIL MEMBERS

Attest:

City Clerk