

City Council of Peachtree City
Meeting Minutes
June 16, 2016
7:00 p.m.

The Mayor and City Council of Peachtree City met in regular session on Thursday, June 16, 2016. Mayor Vanessa Fleisch called the meeting to order at 7:00 p.m. Others attending: Terry Ernst, Mike King, Kim Learnard, and Phil Prebor.

Announcements, Awards, Special Recognition

Fleisch recognized Stephen Stoyell of the Police Department as the Employee of the Month for his efforts to help a homeless family with several children that he encountered while on patrol. Stoyell and his team arranged for new car seats that met the current standards and helped the father find a job.

Minutes

June 2, 2016, Regular Meeting Minutes

King moved to approve the June 2, 2016, regular meeting minutes as written. Learnard seconded. Motion carried unanimously.

Monthly Reports

Prebor said the number of inspections shown were a good sign.

Consent Agenda

1. Consider Alcohol License – NEW – RaceTrac, 2722 Highway 54 West

2. Consider Cancellation of July 7 Meeting

Ernst moved to approve Consent Agenda items 1 and 2. King seconded. Motion carried unanimously.

Old Agenda Items

**05-16-02 Public Hearing – Consider Variance Request, Front Setback Requirements,
565 Dividend Dr**

Planning & Development Director Mike Warrix noted this was the 2.5-acre tract known as the Powers Storage Yard. The applicant was Tim Powers. Warrix said the issue that required the variance had been brought to staff's attention by Code Enforcement. An aluminum shed had been placed into the front setback along Dividend Drive. The required front setback for GI General Industrial zoning was 50 feet, and the shed was sitting at 39.6 feet.

Elaine Powers spoke on behalf of Dogfly, Inc., the property owner, noting that she had grown up in the City and had operated a business in the City since 1985. She was very aware of the environmental and aesthetic requirements of the City, and they had always tried to follow through.

The tract had an elongated triangular shape, Powers noted. One reason for the location of the shed was the solar panels and the need for security cameras on the parcel, which was being used by Universal Environmental Services, 411 Dividend Drive, to park their trucks. Powers said the solar panels and lights used less electricity than the high halogen lights. They had not planned to put the solar panels at the entrance, but the need for security cameras and other items Universal wanted on the property required the electricity to be located in that area.

Powers continued the original plans had been to set the shed further back, but the berm by the railroad track was not originally on the drawings. Originally, the road was to go to the back

edge of the property, another 10 – 12 feet. The plan was changed due to the office buildings approved for the other side of the railroad tracks, and the berm was built and the road was moved so they would not see the trucks coming and going. The shelter was located at the edge of where the fence opened and was as far back as it could be moved to accommodate the gate fully opening and closing.

Powers continued that she had looked for other triangular-shaped parcels in the Industrial Park, and she only found five, adding that was part of the problem; however, none of the other parcels were shaped quite like theirs. Their tract was extremely elongated. They felt not having an entrance in front of Atlanta Regional Airport – Falcon Field was important, so the entrance was moved closer to the railroad tracks. The move caused a significant loss of square footage and use of the property in that area. If the angle of the building had been turned, the aesthetics would not have been as good as they were. From the road, people would see a really angular-looking building that would not be as nice looking.

Powers pointed out the shed was 10.5 feet into the setback. She noted that Section 1205 allowed for a maximum encroachment of 25% (12.5 feet). Basically, one corner of the shed encroached into the 50-foot front setback. She noted there were other properties in the Industrial Park that encroached into the setback that were not on triangular-shaped lots.

The shed covered the gate and the solar power system used for the storage yard, which they felt was an added security measure. The solar inverter, outdoor power supply, emergency spill/safety box for the tenant, the tenant's connection to the security surveillance system, and the gate main mechanism were located underneath the shed. The structure's dimensions were 25 feet by 24 feet. Powers explained the solar inverter handled the power and fed it back to Georgia Power. The equipment needed to be placed in a semi-dry environment, and it was located in the middle of the shed. She added there were very specific requirements for that equipment. The fence was also inside the shed.

Powers continued that the facility was only used for parking of the Universal Petroleum trucks and employees' cars. She noted that the shed and the balusters had already been a blessing, saying that youths often raced in the Industrial Park, and one young man had lost control of his car and hit the balusters and was stopped at one of the shed's posts. A berm hid the entrance from the street.

The conceptual site plan for the lot had been approved by the Planning Commission. Putting what was on the conceptual site plan on the ground did not work as they had planned and was not as aesthetically pleasing as other areas. The shed encroached into the setback, but with the trees and the landscaping, Powers said it looked better. Powers said she checked the bill for the solar panels that day, and the bills were \$60 per month. She asked Council to consider letting them leave it in place, adding there would be a problem with moving the solar panels and equipment if they had to cut back or take down the shed. It also would not look as attractive on the lot. They would have to move the storage yard to another community where they had property. Powers thanked Rorie and Fleisch for their help in finding a place for Universal to park the trucks last year.

Fleisch opened the public hearing. No one spoke in favor of or against the variance request. She asked Council if there were any questions. Fleisch closed the public hearing.

Prebor asked Powers if they had received any guidelines concerning the setbacks when they obtained the permits for the shed. Powers said Tim Powers had gotten them, and she had not

been involved. Prebor asked if Universal Petroleum would use the parcel permanently. Powers said they probably would not, adding that at the time, there was an immediate need to find a place to park the trucks. There was no other property available. She said their company had done all they could to get the tract ready so Universal could park their trucks. The company was interested in purchasing the tract. There was currently a three-year lease, with the right to renew for another three years. Powers said her company was more interested in developing the tract later on.

Prebor asked what the 25% for the setback meant. Warrix said that was the criteria for an administrative variance. When the application was processed, it was determined the request did not meet the criteria. Warrix continued there were provisions in the zoning ordinance that allowed the zoning administrator to grant an administrative variance. If it was proven the encroachment was less than 25%, then an administrative variance could be approved by staff. Warrix said he did not believe this request fit into that category. Powers said the encroachment was 10.2 feet, which was less than 12.5 feet (25%), so she was confused as to why that had not applied.

King said the original plat had the entrance by the railroad, which was where the road was located currently. From that entrance, King said the distance from Dividend to the corner of the shed in the encroachment was approximately 120 feet. Powers said it was about that distance. She continued that in order to move it back, the entire fence line would have to move back 20 feet. King said that they would almost have to enter from that side because of the shape of the lot and the turnaround space. He asked if the shed covered the length of the gate. Power said it did. King asked if cantilevering the shed would help. Powers said cantilevering the shed would impose the shed into the gate area, and there would be issues regarding the trucks coming through the gate.

Meeker clarified that the administrative variance could not be granted because the ordinance allowed for 25% of required front setback, up to a maximum of 10 feet. The encroachment was slightly over 10 feet.

Fleisch noted that Code Enforcement had found the building was in the setback, asking if anyone had asked questions regarding the encroachment. Powers said Tim Powers had talked to Planning and Zoning and had been putting all the electrical and solar information together, but she could not answer why he had not followed through. King noted the structure was not a permanent building, but was a shed. Powers said the posts were bolted in concrete, and the security camera and gate security were located under the shed. The shed could be removed when it was no longer needed.

Learnard said were some fundamental building blocks that had not been followed – get a permit and respect the setbacks. She said she could not support the variance request.

King said it was a temporary building that could be moved and was concealed by a berm, which concealed it from the road with the exception of the entrance that was 120 feet away. He had no problem approving the variance.

Ernst said he was battling with the fact that they knew the shed would be in the setback, but decided to do what they thought was best.

Powers said Tim (Powers) had said he felt it was in the setback, but had not measured it, and all of the shed but the front corner was outside of the setback. Part of the problem was the

decision to place the shed parallel to the entrance to make it look better. A jagged point and an angle would be seen from the road if the building was at an angle. Ernst said every variance stood on its own merit. In this case, he did not have a major problem with what was there, but with the fact they knew about the problem and did it anyway.

Warrix said there were two other issues that would require variances. The rear setback was also 50 feet, and according to the site plan, they were not in compliance. The chain link fence along Dividend Drive was located in the tree save and landscape buffer.

King asked how long the facility had been operating. Powers said it had been almost one year on their tract. It had been located in 350 Dividend, one of the old Photocircuits buildings, and the owner of the building asked Universal to vacate the property.

Learnard moved to deny the variance request for 565 Dividend Drive. Ernst seconded. Motion carried unanimously.

New Agenda Items

06-16-03 Discuss/Update MacDuff Parkway Road Construction

City Manager Jon Rorie noted progress was being made, then Bob Rolader, Scarbrough & Rolader Development, gave the report. The project was approximately two miles in length. There had been issues with permitting, but the road was being built.

Rolader said they had been struggling with the permitting from the Corps of Engineers for years. There were also hydrology issues, as well as the permitting problems with CSX Railroad. Construction was fully engaged. There would be two main crossings, grading was going on, and they were working on raising Senoia Road seven feet.

The CSX Railroad permit was "this close," Rolader said. They had already paid \$250,000 required for the railroad flagman and had obtained a \$350,000 letter of credit to ensure they did not damage the railroad in the process. He explained that the flagman, who would be onsite everyday they were working, would know when the trains were coming (six to eight passed through the City each day), and all employees and equipment would have to stop work and move until the train had passed. The work had to be done according to the railroad's criteria. They were still struggling with some small structural items within the permit.

The cost of the road would be \$8 million, and it would be donated to the City upon completion, Rolader said. The expected completion date, depending on the weather and CSX permitting, was July 1, 2017. The north section of the road had to be completed so the bridge construction could begin. There would be some overlap of the sections, but the expected completion was July 1, 2017.

Rorie showed video footage shot using a drone, which gave an idea of the length and complexity of the project. The two subdivisions were Everton and Cresswind. Rorie said there was no way to know how long it would take the developments to build out except by looking at past projects. He noted that The Gates annexation had taken place in 2013, and 40 of the planned 88 homes had been built. Everton had 679 lots. If 25 homes were built each year, it would take 27 years to complete the subdivision. If 100 houses were built each year, then the buildout would take 6.9 years. Cresswind had 650 lots planned. Twelve permits had been issued in the last 12 months, and no houses had been built. At 100 homes per year, it would take 6.5 years to build out.

The projected completion of MacDuff Parkway was July 2017. Rorie said that, statistically speaking and drawing on past performance of other developments, there might be 50 homes in the area within the next 12 months. Both developments could have a maximum of 100 certificates of occupancy issued before the road was finished. Mathematically, neither development would reach that point before the road was completed.

Fleisch noted the original cost estimate had been \$6 million for the road, including the bridge. Rolader said that was correct, but there had been a lawsuit and other things that had occurred. Materials and labor had gone up that much, Rolader added.

Ernst asked Rolader how close they were to getting the CSX permits. Rolader said they were \$550,000 into it, and there continued to be a struggle on some details. They felt confident the permits would be issued. The work on Senoia Road must be completed before they could start on the bridge. The timing looked like it would work out. They hoped to start on the bridge in the next two or three months.

Jay Scheibler asked if there would be any more fees owed to CSX for permitting. Rolader said that seemed to change once a week, but he believed the bulk of fees had been paid. Scheibler asked if any improvements at SR 74/North Kedron intersection would be needed. Rorie said staff believed the left turn queue length might need to be extended in the long term, but it was not required. It would be a planning project. Scheibler asked if a traffic signal would be needed at MacDuff Parkway/Senoia Road. Rolader said that was part of the road project. Scheibler said he was concerned about the at-grade golf cart crossing that would be at that signal. Rorie said staff was looking at that, and he would follow through with Scheibler.

06-16-04 Consider IGA with Fayette County for Timber Bridge Sealant

City Engineer Dave Borkowski asked Council to authorize Mayor Fleisch to sign the intergovernmental agreement (IGA) with Fayette County to seal and make repairs to the multi-use path timber bridge across Camp Creek on Redwine Road (adjacent to The Preserve). Borkowski said the bridge, known as the Redwine Road Timber Bridge, was installed by the County, and half was located in the City and half was in the unincorporated County.

Borkowski continued that the County had received grant funds from the Georgia Department of Transportation (GDOT) to build the bridge, and the City had allowed the County to connect to the path system. An IGA was not entered at that time regarding maintenance. Since then, there had been significant deterioration to the bridge, and the bridge had been included in the bid to seal all of the City's timber bridges to help preserve and maintain them. The cost to seal the 342-foot long bridge was \$29,975, and the IGA would require the County to pay 50% of the cost, which was \$14,987.50 for two coats of sealant. One reason for the high cost was the requirement to brush and roll the sealant rather than spray the wood sealant and water repellent.

Borkowski continued that the sealant was supposed to be applied every five years. Approximately 12 deck boards were also rotten and needed to be replaced. The railing would have to come down in order to replace the boards. The County staff was in agreement with the conditions in the IGA, which would be placed on an agenda in the near future for the County Commissioners to consider.

Should the County approve the IGA, then it would come back to the City and staff would put it on an agenda to approve the base bid for the work and include the bridge as an addition to the bid. Holbrook Waterproofing had submitted the lowest bid, and Borkowski reported the company had applied sealant to City Hall and the Library in the past.

Prebor asked if the timber bridge sealant could be re-bid or if another company could be considered. Prebor, whose business included construction, renovation, and maintenance, stated that the \$30,000 bid was too high. Borkowski said it was a competitive bid, but staff would do as directed by Council. Prebor said he knew he could not bid on it, but felt the bids submitted were too much for the work that would be required.

Learnard asked if approving the IGA would hold the City to the bids. Rorie said that, technically, Council could approve the IGA, then bring it back for bid award; however, staff had intended that the IGA and the bid be considered together. City Attorney Ted Meeker noted that the IGA included Holbrook in the language.

Learnard pointed out that the IGA had included the four contractors that submitted bids, with the base bids, extra work, and a total, asking Prebor if all the bids were out of line. Prebor said his company could do the work for two-thirds of the lowest quote, but his company could not submit a bid. There was nothing special included in the work.

King said he was glad the City had inspected a bridge that the County probably had forgotten about. They could look at the cost when the bids came back for approval.

Rorie said another consideration had been to have the work done in-house. The bids might be elevated, but the bids were competitive. Once the bridges were on a maintenance cycle, in-house people could be utilized in the future. They had to get to a point where that could be done in the future.

Meeker said Council could approve the IGA subject to accepting the lowest bid discussed or rebidding the project.

Learnard said she could accept the Holbrook bid. Fleisch noted that the closest bid to Holbrook's was \$20,000 higher.

Ernst moved to approve New Agenda Item 06-16-04, the IGA with Fayette County for Timber Bridge Sealant. King seconded. Motion carried 4-1 (Prebor).

06-16-05 Consider Adoption of SPLOST Project List – Revised Memo from City Manager

Rorie noted that he had revised his original memo, and a copy was on the dais. He would discuss the timeline and what was happening, noting that work on the Special Purpose Local Option Sales Tax (SPLOST) began in November 2015 when the city managers discussed what was needed, which led to the formation of the City's Infrastructure Advisory Group. The group was tasked with looking at and prioritizing approximately \$83 million in projects. The list was narrowed down after 10 meetings of the advisory group. This was the fifth public meeting the City had held associated with the project list.

The statutory requirements for a SPLOST included a timeline that must be followed, Rorie said. Work had been going on for months. The need now was to meet and get a checklist from the County Commissioners. It was a special purpose county-wide tax, and the only group that could call for a SPLOST was the Board of Commissioners. The cities had no say in the ballot initiative, but they were working with the County to develop a feasible project list.

One of the checkmarks was to meet and confer with the County Commissioners. Rorie said Council would need to approve the project list at this meeting, so he could help draft an IGA with

the County Manager and the other city managers, which they hoped to present to the County Commissioners on July 14.

Rorie continued with the key points of the IGA, which would be vetted by County Attorney Dennis Davenport and Meeker. At first, the discussion centered on a four-year term for the SPLOST with the distribution based on the Local Option Sales Tax (LOST). The distribution had been modified and was now based on population (2010 Census), which meant the City would receive 2% more than originally proposed. All the mayors in the County had participated in the discussion.

While the discussion had centered on a five-year term, Rorie said the cities were united in asking the Commissioners to call for a six-year SPLOST. There would also be language allowing for flexibility in bonding some of the projects, so the SPLOST proceeds could be used to pay for the bonds, which would allow the cities to get some of the projects done more quickly. There would also be language regarding excess revenues, which would also be distributed equally. Rorie added that the law allowed the County to collect the excess revenues as opposed to distributing the funds to the cities.

There would be follow-up meetings with the mayors and city managers, and the proposal would be ready for the July 14 Commissioners meeting. The Board of Education would brief the Board of Commissioners on the performing arts center at the June 28 meeting, and it would also be on the July 14 agenda. The County would have to call for and adopt a resolution, then forward it to the Elections Superintendent, by August 22. The resolution for the call from the Commissioners must list the projects for the SPLOST. It could not be vague, and it had to be very specific.

Staff had developed a SPLOST program manual, 69 pages in length, which discussed the City's projects. It provided clarity on the 32 projects in different categories. It was a five-year project program manual with \$37,580,000 in projects. Tier 2 projects were identified at \$9,713,000. Cost estimates had to be identified and matched with the potential revenue. Rorie hoped to have the manual on the City's website on Monday, June 20. [A copy of the project list (known as Attachment A) is attached to the minutes.] Every local government was developing its own project list.

There were still \$2.5 million in undesignated funds. The City's road network was its most valuable asset, valued at \$84 million, and \$19 million was dedicated to it. The General Fund budget included \$1.8 million annually for road resurfacing, which was the equivalent of 3.9 miles. The City was 69 miles behind in road maintenance. Learnard noted the SPLOST funds spent on resurfacing would be in addition to the City's annual plan. Rorie said that was correct. An additional seven miles per year could be maintained in addition to the three miles included in the annual budget. Learnard noted that would catch the City up on the work.

Rorie looked at the intersection improvements on the list, noting there was a traffic problem on SR 54. The list included improvements at SR 54/Planterra Way, SR 54/MacDuff Parkway, SR 54/SR 74, and SR 74/North Kedron Drive, which had been added as a planning project. He added that the demand for the improvements at SR 74/North Kedron Drive, which was the outlet for the extension of MacDuff Parkway, might not be there tomorrow, and it was programmed in 2021.

Rorie continued that the IAG felt it was important to look at connectivity for the path system throughout the City and path maintenance. The City's budget included \$1.8 million for the path system every year. The multi-use path system was the City's signature amenity, and staff wanted to get it on a cycle of repaving every eight years. The use of SPLOST funds would make that happen.

Projects identified in Tier 1 were priority projects over a five-year period, and projects in Tier 2 had been identified as potential projects based on available funding, which would come from either other projects that came in under budget or from excess revenues. The Tier 2 projects would be included in the IGA for the SPLOST funds.

Rorie discussed the cultural arts/performing arts center, which was included on the Tier 2 project list and identified as Project #33. Staff had been involved in discussions regarding the center. The conversation was continuing. Everyone viewed the projects differently, and the center was not an exception. The project list could not make everyone happy, but the list should be viewed in totality and in terms of what would be accomplished. More than 84% of the estimated SPLOST revenues were dedicated to infrastructure projects – road resurfacing, Lake Peachtree spillway, cart paths, and more. Six percent was dedicated to Public Safety, and 3% was dedicated to Parks and Recreation. Another 4% was for enhancements to the dam and potential spillway on Lake Peachtree.

None of the funding had been dedicated to the cultural arts/performing arts center at this point. Rorie asked Council to provide direction for the cultural arts/performing arts center, and to specifically allocate the \$2,494,000 in undesignated funds in to the center. He also recommended another \$85,000 be placed in Public Safety contingency fund, which would balance out the revenues with the expenditures.

The "i's" needed to be dotted and the "t's" crossed, Rorie said. He asked Council to approve Attachment A as modified and authorize the City Manager to begin development of an intergovernmental agreement that would be based on population distribution, term of six years, and include language for bond flexibility and excess revenues. He pointed out that an ad valorem tax increase of 3.89 mills would be needed to accomplish the same goals.

King said Council needed to adopt the list and move forward. Prebor said he liked it too, and thanked everyone for their work. Ernst appreciated the citizen involvement, and King added that the City could correct \$37 million in infrastructure problems in seven years, instead of pecking away at it for 20 years or more.

Ernst moved to adopt New Agenda Item 06-16-05 Consider Adoption of SPLOST Project List with the revised memo from the City Manager. King seconded. Motion carried unanimously.

06-16-06 Consider Participation in County-wide Branding Initiative

Rorie said the City had been asked to participate in the County-wide branding initiative, noting that Carlotta Ungaro, president/CEO of the Fayette County Chamber of Commerce, would address Council. Ungaro said the Fayette County Development Authority (FCDA) had started the discussion on "branding," and the Chamber of Commerce had taken it on. A fresh brand and better messaging was needed. There were three goals – economic development, talent recruitment (people of workforce age), and community cohesiveness. She asked the City to participate and co-brand with the County, which was one reason they were asking all the communities to participate.

Ungaro continued that an 18-member task force would evaluate the branding companies that submitted proposals. The Request for Proposals (RFPs) had been sent out the day prior to the meeting. The goal was to have something to present in the 4th quarter of 2016. The cost estimate was based on a target of \$90,000. If the RPFs came in for less, the remaining funds would be used for implementation of the plan. Since it would be a County-wide project, there

had been a County-wide request, and Fayette County had provided \$25,000. Fayetteville had committed \$7,500, Tyrone had given \$3,000, and the FCDA had put in \$10,000. The Chamber had also approved \$10,000 from their budget. They were asking the City to contribute \$10,000, and were also asking the Convention & Visitors Bureau for \$4,000, and \$350 each from Brooks and Woolsey. The fees were based on the pro rata share of population. The total was approximately \$20,000 short, and Ungaro said she had started asking some of the larger industries in the County. She had not gotten any affirmative confirmations yet, but she had gotten positive feedback from the companies.

Once the campaign was done, Ungaro said the FCDA would manage the economic development piece while the Chamber would take on talent attraction in concert with the Atlanta Chamber of Commerce's "Choose Atlanta" campaign. Enhancing the County's appearance on Atlanta's website would help the County a great deal, Ungaro said. She said she would report to Council on certain milestones.

King said he did not think Council should say no. Prebor said the City and County needed this, and they could all work together. King moved to approve New Agenda Item 06-16-06 the Participation in County-wide Branding Initiative not to exceed \$10,000. Prebor seconded. The motion carried unanimously.

Council/Staff Topics

There were no Council/Staff topics.

Executive Session

Learnard moved to enter executive session for the potential acquisition or disposal of real estate and pending or threatened litigation at 8:46 p.m. King seconded. Motion carried unanimously.

Learnard moved to reconvene into regular session at 9:03 p.m. King seconded. Motion carried unanimously.

There being no further business, King moved to adjourn the meeting. Learnard seconded. Motion carried unanimously.

The meeting adjourned at 9:05 p.m.


Pamela Dufresne, Deputy City Clerk


Vanessa Fleisch, Mayor

2016 SPLOST PROGRAM- City of Peachtree City (Attachment A)

Project Number	Project	Public Safety Project Description	Estimated Project Cost
1	Public Safety Vehicle	Replacement of Medic/Ambulance	\$246,000
2	Personal Protective Equipment	FD-Self Contained Breathing Apparatus Replacements	\$270,000
3	Radios	P25 Compliant Digital Radio Replacements for Police, Fire and Public Works	\$494,100
4	Public Safety Vehicle	Replacement of Fire Department Aerial Apparatus	\$1,000,000
5	Personal Protective Equipment	Police-Mobile Coban Camera Replacements- 20 @ \$6,000	\$120,000
Public Safety Estimated Total Cost			\$2,130,100

Project Number	Project	Parks and Recreation Project Description	Estimated Project Cost
6	Lake Peachtree Island	Development and addition of new passive park to enhance access to Lake Peachtree	\$200,000
7	All Children's Playground	New Bridge/Causeway to ACP to Drake Field	\$250,000
8	Glenloch Recreation	Addition of "Splash Pad" feature to Glenloch Recreational Pool	\$330,000
9	Line Creek Park	New restroom facility at Line Creek Nature Area Park	\$150,000
		10% Project Contingency	\$93,000
Parks and Recreation Estimated Total Costs			\$1,023,000

Project Number	Project	Road Resurfacing/Maintenance Project Description	Estimated Project Cost
10	Resurfacing	Milling, patching, leveling, and resurfacing of approximately 7+ additional miles of roadway per year based upon the PACERS Rating System.	\$16,435,000
11	Maintenance	Seal Coat 8 Miles per year based upon the PACERS Rating System	\$1,680,000
		10% Project Contingency	\$1,811,500
Road Resurfacing/Maintenance Estimated Total Costs			\$19,926,500

Attachment A

Project Number	Project	Safety and Operational Intersection Improvements Project Description	Estimated Project Cost
12	Crosstown @ Peachtree Parkway	Add right turn lanes to facilitate efficient all four way stop intersection.	\$550,000
13	SR 54@ Planterra Way	Intersection improvements to facilitate side street traffic movement and eliminate split-phase signal to increase traffic flow along 54 corridor	\$650,000
14	SR 54@ MacDuff Parkway	Intersection improvements to facilitate side street traffic movement and eliminate split-phase signal to increase traffic flow along 54 corridor	\$650,000
15	SR 74@N. Kedron Dr.	Extend left turn lane capacity of N. Kedron Dr.	\$300,000
		10% Project Contingency	\$215,000
Safety and Operational Intersection improvements Estimated Total Costs			\$2,365,000

Project Number	Project	Multi-Use Path Access and Connectivity Enhancements Project Description	Estimated Project Cost
16	New Path	SR 54 E (Peachtree East to PTC United Methodist Church)	\$88,000
17	New Bridge	SR 54 W multi-use bridge and gateway feature	\$1,971,000
18	New Path	N Peachtree Parkway Path	\$215,000
19	New Path	Flat Creek Nature Area (PAC/ MOBA to Crosstown Drive	\$217,227
20	New Path	North Peachtree Pkwy (Flat Creek Rd connection)	\$42,712
21	New Path	Crosstown Dr. crossing	\$26,993
22	New Path	Robinson Road - Whitfield Farms connection	\$132,000
23	New Path	Crosstown Drive (Wendy's connection)	\$7,080
24	New Path	Paschall Rd	\$42,260
25	New Path	Huddleston Road	\$206,000
26	New Path	Cedarcroft to 74 Bridge Path via long drainage easement adjacent to MacDuff	\$200,000
27	New Path	Walt Banks and N. Peachtree Pkwy to Kedron Crossing	\$300,000
		10% Project Contingency	\$344,827
Pathways Access and Connectivity Enhancements Estimated Total Cost			\$3,793,099

Attachment A

Project Number	Project	Multi-Use Paths Annual Repair and Maintenance Project Description	Estimated Project Cost
28	City Wide	Resurface an additional 3 Miles per year based on resurfacing schedule allowing all paths to be resurfaced approximately every 8 years.	
		<i>Equipment Purchases</i>	
		750 Dump	\$90,000
		350 Dump Truck	\$60,000
		Asphalt Spreader	\$165,000
		S-Bobcat	\$60,000
		Root Cutter Machine	\$70,000
		<i>Supplies/Materials</i>	
		Additional Supply Costs: Gravel and Asphalt (\$73,000 per mile X 3 Miles x 5 Years)	\$1,095,000
		<i>Labor</i>	
		1-Equipment Operator, 1-Truck Driver, and 3- Maintenance Techs x 5 Years	\$1,500,000
		10% Project Contingency	\$304,000
Pathways Tunnel and Bridge Maintenance Estimated Total Costs			\$3,344,000

Project Number	Project	Multi-Use Paths Tunnels and Bridge Maintenance Project Description	Estimated Project Cost
		Costs Based on 2016 Competitive Bid Process	\$700,000
29	Pathway Bridges	Repairs and Maintenance for eleven (11) Pathway Bridges: B14, B17, B28, B23, B19, B24, B26, B03, B08, B21, and B27	
30	Pathway Tunnels	Repairs and Maintenance for seventeen (17) Pathway Tunnels: T19, T06, T10, T11, T16, T05, T02, T03, T04, T08, T13, T20, T22, T24, T26, T28, T29	
		10% Project Contingency	\$70,000
Pathways Tunnel and Bridge Maintenance Estimated Total Costs			\$770,000

Project Number	Project	Lake Peachtree Spillway/Dam Enhancements Project Description	Estimated Project Cost
31	Lake Peachtree Dam	Upgrade Dam to meet Category 1 Standards	\$1,000,000
32	Lake Peachtree Spillway	New 2-way Multi-use Bridge over Category 1 Spillway replacement	\$500,000
		10% Project Contingency	\$150,000
Spillway/Dam Estimated Total Cost			\$1,650,000

Attachment A

Tier 2		
	Transportation	Estimated Project Cost
SR 54 @ Commerce Drive	Add left turn lane extension and restrict left turn movements into and out of Commerce Drive.	\$150,000
SR 74 @ S.Kedron Dr	Convert to right-in and right out only from S. Kedron Drive	\$30,000
	Additional Road Resurfacing/Maintenance	\$2,000,000
	Multi-Use Path Access and Connectivity Enhancements Project Description	
New Bridge	HWY 54/74 Gateway Bridge (Longhorn to West Park)	\$1,971,000
New Bridge	Hwy 74/Crosstown Bridge/Tunnel	\$1,971,000
New Path	Police Station	\$51,523
New Path	Kedron Village retail path relocation	\$18,195
New Path	Robinson Road (Camp Creek Estates connection-	\$80,926
New Path	North Kedron Dr Extension	\$25,523
New Path	SR 54 E/Lake Peachtree multi-use bridge replacement	\$539,000
New Path	Robinson Road (Crosstown Dr connection	\$125,850
New Path	Crosstown Business Park	\$72,628
New Path	Holly Grove Road	\$69,282
New Path	Robinson Road (The Summit connection)	\$70,357
New Path	Line Creek Nature Area	\$44,233
	Cultural/Performing Arts	
	Peachtree City supporting share for the performing arts center based on six(6) year term	\$2,494,000
Total Tier 2 Cost Estimate		\$9,713,517