



Transportation Advisory Group

Paul Schultz - Chairman, Keith Larson - Vice-Chairman, Alan Reeves,
Brian Bartel, Amanda Toronto, Blake Hayes, Patrick James, Jonathan Miller

Meeting Agenda

May 27, 2025 | 6:00 PM
Community Room, 153 Willowbend Road

- 1. Call to Order**
- 2. Public Comment**
- 3. Minutes**
 - A. May 13, 2025 Minutes
- 4. Local and Regional Transportation Project Status Review**
- 5. Old Agenda Items**
 - A. Multi-Use Path System Master Plan Council Review - conclusion
 - B. City Ordinance Update #1- Golf Cart Registration Location Discussion
 - C. Golf Cart Parking Space Size, ADA-Compliant Cart Parking Space Size and Ration of Cart Parking to Vehicle Parking Spaces and Who Should Do This Work
 - D. Recommendation on Location of Bicycle Racks at City Facilities
 - E. Placing TAG Ordinance Items into an Annual Calendar for Review
- 6. New Agenda Items**
 - A. Street Pavement PCI Analysis and Selection Process
- 7. Upcoming TAG Meetings Date and Time**
 - A. June 10, 2025
 - B. June 24, 2025
- 8. Adjourn**

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Transportation Advisory Group of Peachtree City
Abbreviated Meeting Minutes
Tuesday, May 13, 2025
6:00 PM

Call to Order

The Peachtree City Transportation Advisory Group (TAG) met for its regular meeting on Tuesday, May 13, 2025, in the Community Room at City Hall. Chairman Paul Schultz called the meeting to order at 6 p.m. Other members present were Vice Chair Keith Larson, Patrick James, Alan Reeves, Brian Bartal, and Blake Hayes, along with ex-officio member Public Works Director Jonathan Miller. Amanda Toronto was absent. Assistant Public Works Director DeMarcus Hunter also attended.

Public Comment

None

Minutes

A. April 22, 2025, Tag Minutes

Larson moved to approve the April 22, 2025, meeting minutes. Bartal seconded. Motion carried unanimously.

Local and Regional Transportation Project Status Review

A. Multi Use Bridge B18/Cedar Croft Path Fencing Replacement

Larson said he had sent them all information on the replacement of the fence along the SR 74 path bridge, which Council would take up at its next meeting.

B. Huddleston Road Path & Sewer

Larson also sent out information on the Huddleston Road project, which Miller said was in the request for proposal (RFP) stage. Details wouldn't be known until a firm had been selected. TAG could review the project once conceptals had been submitted, he stated.

Miller found it challenging to submit items to TAG for review before the meetings where Council addressed them, and asked if they wanted to move the meetings to the same week as Council. Larson recommended they keep the schedule they had decided on for at least the next six months, and the other members agreed with that. They decided to keep to the schedule in the summer, too, but cancel meetings if necessary.

C. 2025 Street Paving Bid Award

Schultz asked if TAG should review the paving plan before it came to Council. Miller acknowledged that was in the ordinance, and it could come to TAG for a preliminary review before going to Council in the future. Meeting scheduling this year meant there had been no time for that this year.

Miller explained the process of how the paving list was devised, using road condition ratings provided by a third party. The concept was to catch roads before

they dropped into a condition where rehab was more costly. Most of the roads on the paving list would be these less costly jobs, with a few really bad roads included if there was funding remaining. He said the pavement condition index (PCI) had improved from 65 to 87 since they had been using this evaluation system. Miller said he had a presentation explaining this that he had made to Council, and the TAG members asked him if he would present it at their next meeting.

Later in the meeting, Miller said Atlanta Paving and Concrete was once again the low bidder. He noted that all paving funds came from the Special Purpose Local Option Sales Tax (SPLOST) and Local Maintenance Improvement Grant (LMIG) funds from the Georgia Department of Transportation (GDOT).

He showed the paving map and explained the different categories of paving, such as full-depth reclamation and full-width mill. The type used depended on the road's condition. He again stressed that it was not "worst first" and said they tried to pave streets in the same general area.

Larson said citizens would like to see a long-range forecast, but Miller remarked it was difficult to make a priority list more than a year out. He was hesitant about setting expectations because of factors beyond his control. Larson said a list would show people that their neighborhoods were not forgotten. Hayes suggested the City do a better job at publicizing the process, maybe through The Slice newsletter, the Public Works website, or the weekly Mondays with the Mayor program on YouTube.

Schultz requested they think about this outreach as homework for the next meeting. Hayes volunteered to produce a memo with his ideas to share with the group.

D. Fayette County Safe Streets and Roads for All (SS4A) 2025 Action Plan and Implementation Award Application

Larson said Council heard a presentation on the Fayette County Safe Streets for All 2025 action plan, highlighting safety issues along the roads and paths. Council was asked to accept the recommendations of the plan, then participate in the implementation award application to help fund the proposed bridge over SR 54 on the east side. Peachtree City would have to provide a 20% match, which it would take from the SPLOST money already earmarked for this. Another project would be an automated signal at Kelly Drive. Larson proposed they make a recommendation to the City Manager that these actions be pursued.

Larson moved to recommend that Council proceed with pursuing the grants to construct a multi-use bridge across SR 54 and install crossing alerts at Kelly Drive and MacDuff. Bartal seconded. Motion carried unanimously. This recommendation from TAG would be forwarded to the City Manager.

Old Agenda Items

A. Multi-Use Path System Master Plan Council Review

This was on the agenda at Council's May 15 meeting. Miller said he would introduce the topic, then members could tag team the presentation to Council. They discussed who would review which sections at the meeting.

B. City Ordinance Update #1 - Golf Cart Registration Location Discussion

Homework for this meeting had been to consider if decals should be only on the back of a golf cart or on both the front and back. The members agreed that both front and back would be best and wouldn't incur any additional cost since two decals currently were required for each side. They discussed issues such as placement on windscreens, the lack of tag brackets on many carts, and obstruction from rain covers.

Schultz noted that they didn't have to answer all the questions. They could put together a loose concept for required front and back decals and ask City staff to work out the details. They decided to work on a presentation at their May 27 meeting and present it to Council at its June 5 workshop. It would then be up to Council to decide if they wanted to follow through with a change in the ordinance.

New Agenda Items

A. Golf Cart Parking Space Size, ADA-Compliant Cart Parking Space Size, and Ratio of Cart Parking to Vehicle Parking Spaces and Who Should Perform This Work

They had previously discussed making a recommendation to the Unified Development Ordinance (UDO) Committee that there be a requirement for Americans with Disabilities Act (ADA)-compliant golf cart parking. The UDO Committee wanted to include language that would require golf cart parking at all new developments, Larson said, but there were no ADA standards for golf cart parking. Miller suggested they should decide on an acceptable size, keeping the five-foot stripe-out required for other ADA parking. They went on to talk about other parking requirements, such as the minimum number of spaces and allowing trade-offs for golf cart spaces.

Their homework, Schultz said, would be to decide what they would recommend as a suitable size for ADA golf cart spaces. Larson had some information he offered to share.

B. Placing TAG Ordinance Items Into An Annual Calendar For Review

Schultz suggested Miller create a calendar of recurring items such as reviewing the paving plan and the path master plan, and Miller agreed.

C. Solicitation and Receipt of Gifts, Bequests and Donations Process Review

Larson said this was mentioned in the ordinance creating TAG. Many times,

community groups made donations to the City, such as the Rotary Club's directional signs on paths. Some of these items were at the replacement point. TAG members might know of something that needed to be done, and Larson offered to take that information back to these organizations. Council would then have to accept the gift. Miller said he believed the City Manager had mentioned TAG could look into new village signs, and he would ask him about it.

Upcoming TAG Meetings Date and Time

A. May 27, 2025

The next TAG meeting would be May 27.

B. June 10, 2025

They discussed meetings in the summer and decided to keep with the schedule and hold the first meeting in June on June 10.

Adjourn

Thirty new bicycle parking racks had been ordered, and Larson said TAG had been asked to make recommendations of where to put them. Schultz said that could be on their May 27 agenda. Larson then noted that May was National Bike Month and handed out the City's brochure about the rules of the path, noting that it incorrectly said all e-bikes were allowed, when Class 3 bikes were not. There might be other things they should correct. He also shared printed information on how to pass a bicycle on a street or path.

There being no further business, Larson moved to adjourn at 8 p.m. Bartal seconded. Motion carried unanimously.



Transportation Advisory Group
City Ordinance Update #1
Golf Cart Registration Location Discussion

May 21, 2025

Current Cart Registration Decal Dimensions



Resident (Blue Tag)
Non-Resident (Red Tag)

Potential Future Cart Registration Decal Designs

VALID THRU 2028

1

VALID TO 1-31-2026

17260

Resident (Blue Tag)
Non-Resident (Red Tag)



Example Window Placement Option

Front Window Cart Registration Decal Option

Advantages

- Allows for standard front location placement
- Near-vertical position for maximum visibility
- Can be seen even with rain covers
- Facilitates tag reading devices year round
- Does not obscure driver's forward path view
- No front bumper mount or drilling required
- Does not displace front mounted vanity plates

Disadvantages

- ?



Example Rear Bumper
Placement Option with
Decal on Standard
License Plate

Rear Cart Registration Decal Plate Mount Option

Advantages

- Many cart designs have no location for a rear facing decal
- Flexible rear location plate placement
- Plates can use existing standard license plate mounts
- Plates can be added to rear golf bag mounts or deck
- Facilitates tag reading devices when cart is without rain covers
- Cart dealers will offer plate mounting services

Disadvantages

- May cost some cart owners for installation assistance
- May not be seen with rain covers – but that is the case with any side or rear decals
- Some cart models may require drilling a plate mount point
- May displace some rear mounted vanity plates

Cart Registration Update Way Ahead

City Council decides to table the discussion and not proceed

OR

City Council issues guidance for the City Manager to prepare a revision to the City Ordinance [Chapter 78/Art. III Sec. 78-92]

City Council approves change to the City Ordinance

City Staff prepares for the cart registration change in 2026

City begins public outreach and education including dealers

City Staff ready to begin new procedures in October 2025.

BACK-UP SLIDES

Draft TAG Milestones

✓ March 11th – TAG Meeting

Golf Cart Decal Location & Implementation Strategy – ***research presented***

✓ March 25th – TAG Meeting

City Ordinance Updates #1 - TAG proposals for golf cart registration decal positioning on rear of golf carts – ***extended discussion***

✓ April 8th – TAG Meeting

City Manager comments - City Ordinance Updates #1 - TAG proposals for golf cart registration decal positioning on rear of golf carts

✓ April 22^{dn} – TAG Meeting

City Ordinances Update #1 - Review of Golf Cart Registration presentation to City Council Workshop – ***continued discussion – consider front and rear decals***

✓ May 13th – TAG Meeting

City Ordinance Update #1 - Golf Cart Registration Location Recommendation

• May 27th – TAG Meeting

City Ordinance Update #1 - Golf Cart Registration Location Presentation Review

• June 5th – City Council Workshop

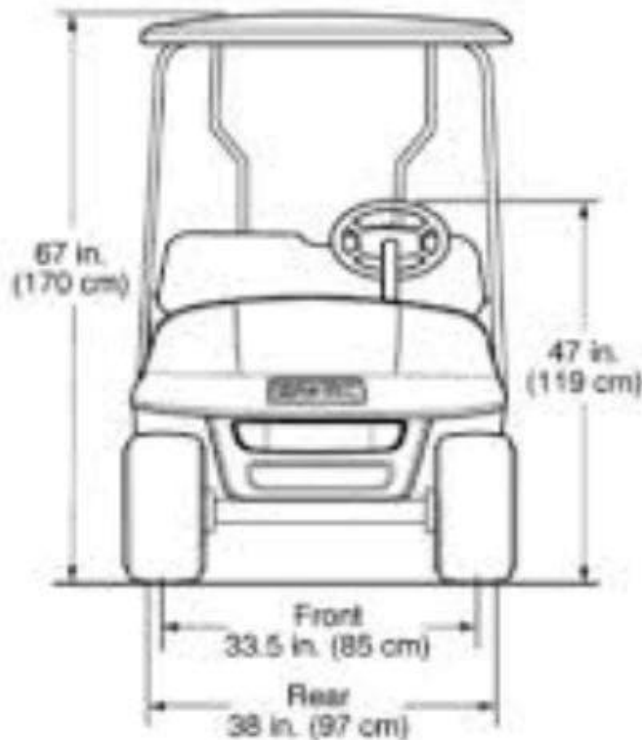
TAG presentation of proposed Golf Cart Registration Revisions



Transportation Advisory Group

Golf Cart Parking *Background Information*

May 21, 2025



**WHAT SIZE
IS A GOLF
CART
PARKING
SPACE?**

TYPICA CART SIZES

Seats	Length	Width	Height
 2 Seat	~ 92 inches (7ft 8in)	~ 48 inches	~ 70 - 80 inches
 4 Seat	~ 110 inches (9ft 2in)	~ 48 inches	~ 70 - 80 inches
 6 Seat	~ 144 inches (12 ft) (13ft+ w/extensions)	~ 48 inches	~ 70 - 80 inches





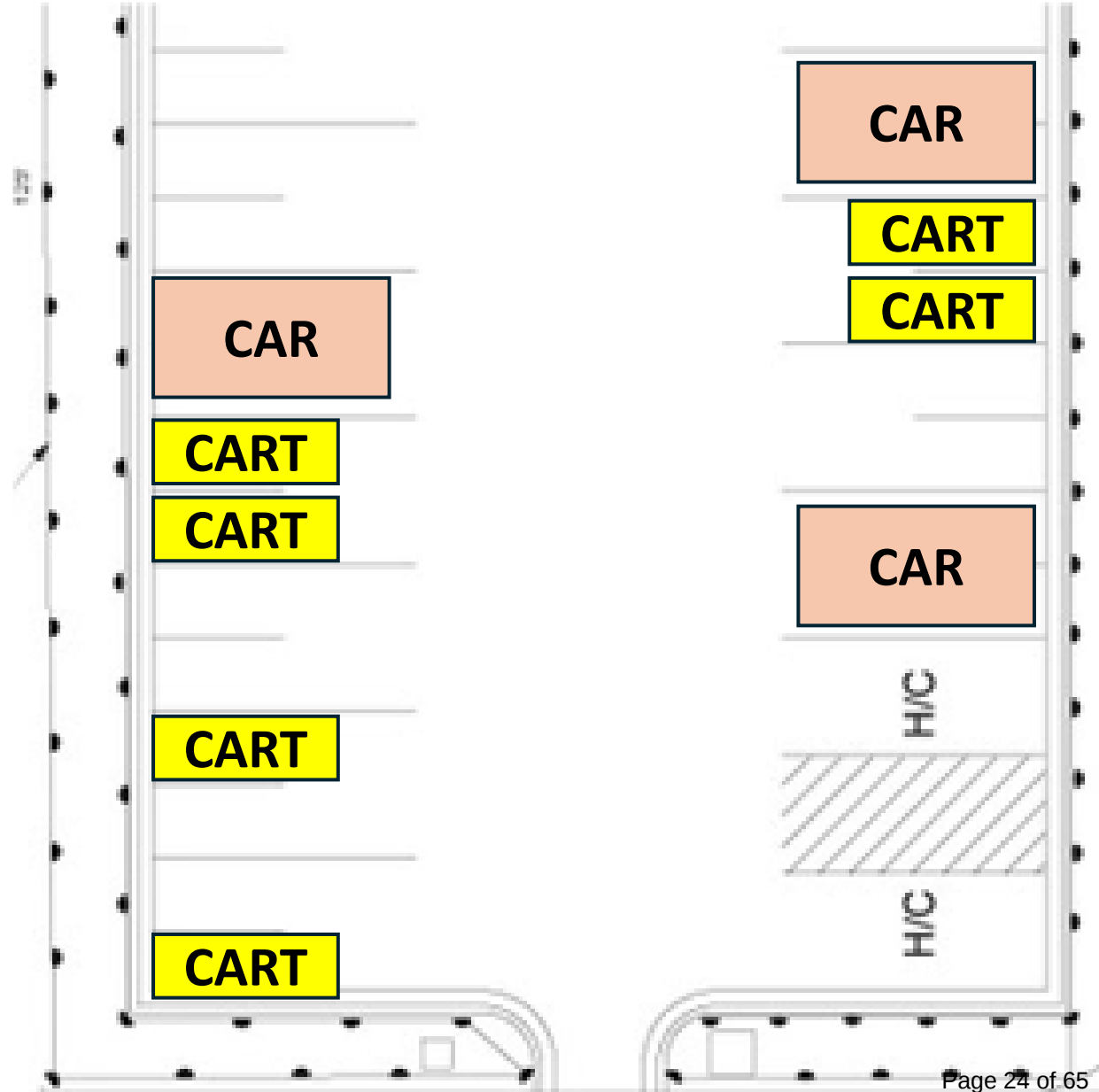








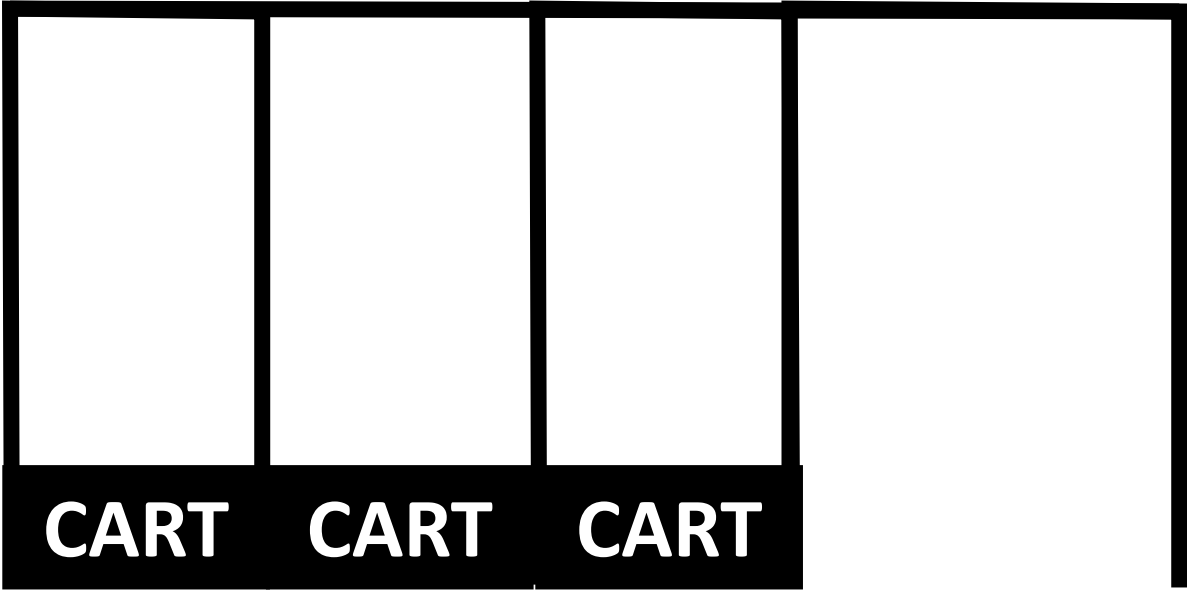
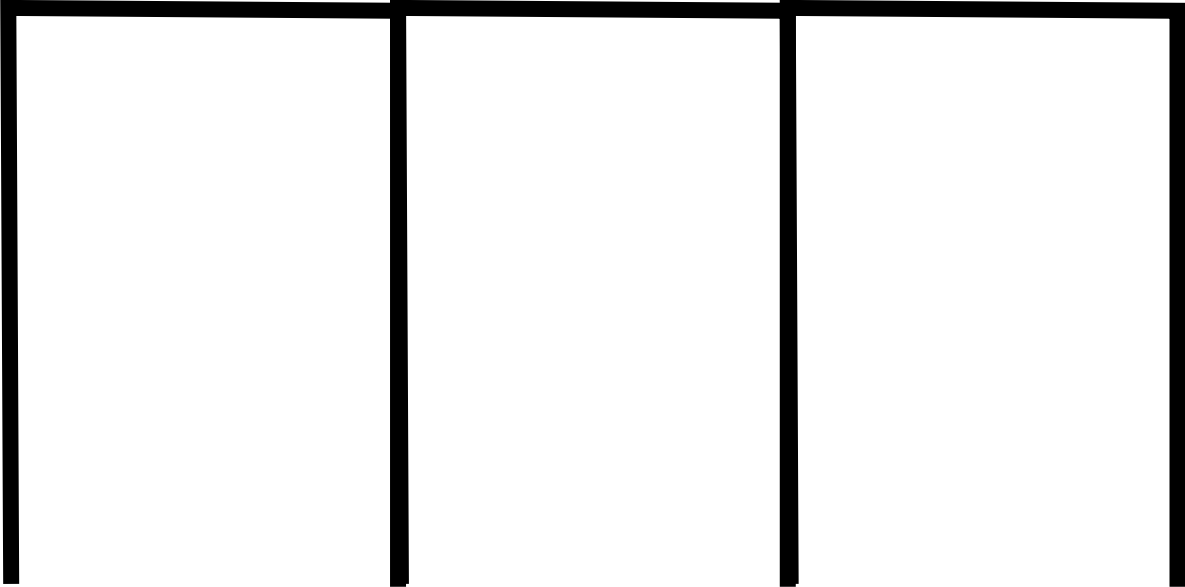
North Myrtle Beach Hybrid Parking Lot



North Myrtle Beach Hybrid Parking Lot



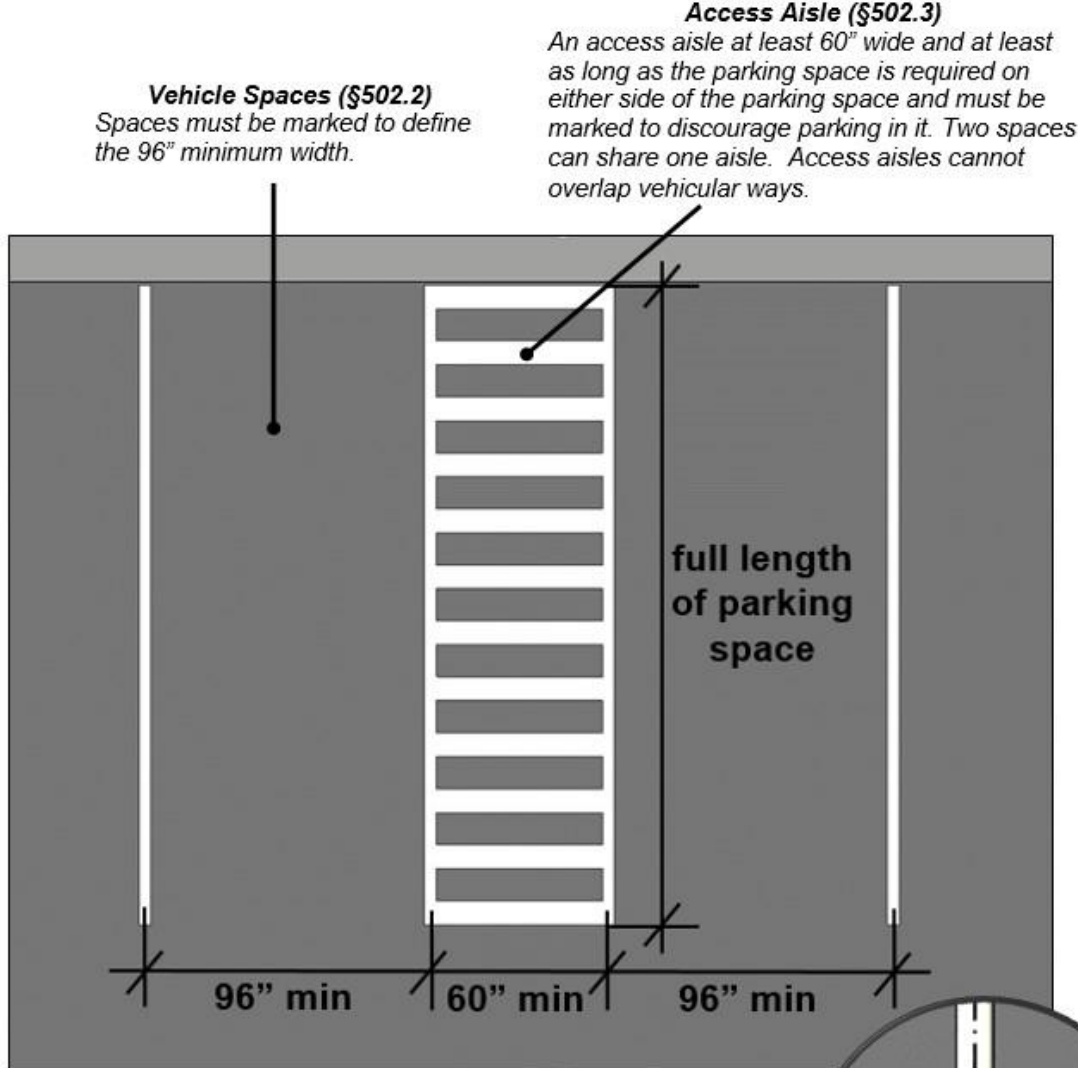
**CAR TO CART
TRADING SPACES**



Accessible Parking Space

Only defined for motor vehicles

U.S. Access Board does not have an ADA guideline for motorized carts and
Would like to hear from Peachtree City on a possible standard to serve as a national benchmark



Vehicle Spaces (§502.2)
Spaces must be marked to define the 96" minimum width.

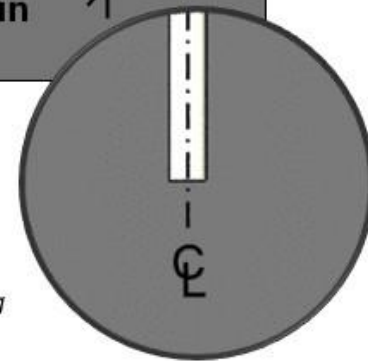
Access Aisle (§502.3)
An access aisle at least 60" wide and at least as long as the parking space is required on either side of the parking space and must be marked to discourage parking in it. Two spaces can share one aisle. Access aisles cannot overlap vehicular ways.

Surfaces (§502.4)

Parking spaces and access aisles must meet requirements for floor and ground surfaces (§302) and cannot have changes in level other than slopes not exceeding 1:48.

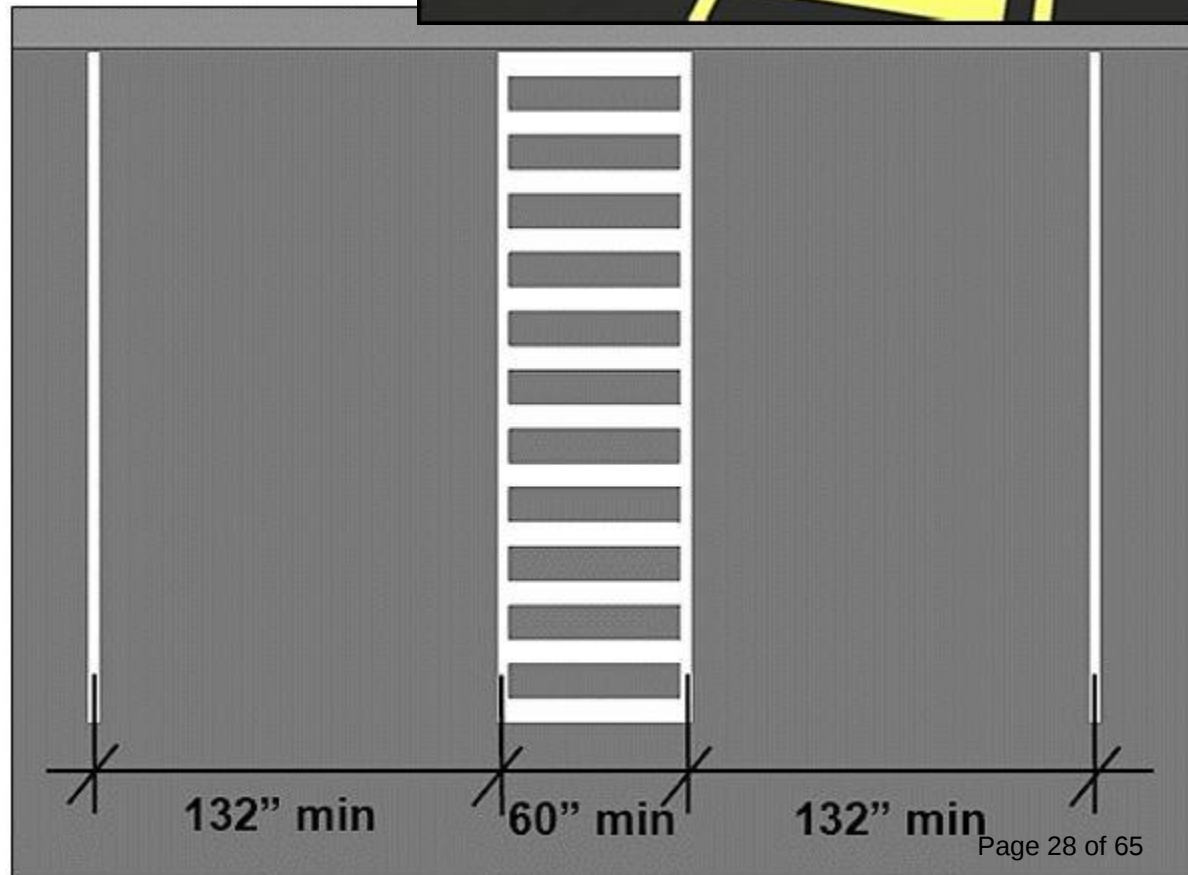
Markings (§502.1, §502.2, §502.3.3)

Both the parking space and access aisle must be marked. The marking method and color is not specified in the Standards, but may be addressed by state or local codes or regulations. The width of spaces and aisles is measured to the centerline of markings (but it can include the full width of lines where there is no adjacent parking space or aisles).



Van Accessible Parking Spaces

At least one space for every 6 or fraction of 6 accessible spaces must be van accessible. Van spaces provide an additional 3 feet of width to accommodate vehicles equipped with ramps or lifts. This extra space can be added to either the parking space or to the access aisle. A wider access aisle saves space since two spaces can share one aisle, but wider spaces can help prevent misuse of the access aisle as a parking space.



Electric Vehicle Charging Stations

The Standards do not include specific provisions for electric vehicle (EV) charging stations.

However, it is advisable to address access to EV charging stations so that they are usable by people with disabilities. If provided, accessible spaces at EV charging stations cannot count toward the minimum number of accessible car and van parking spaces required in a parking facility.

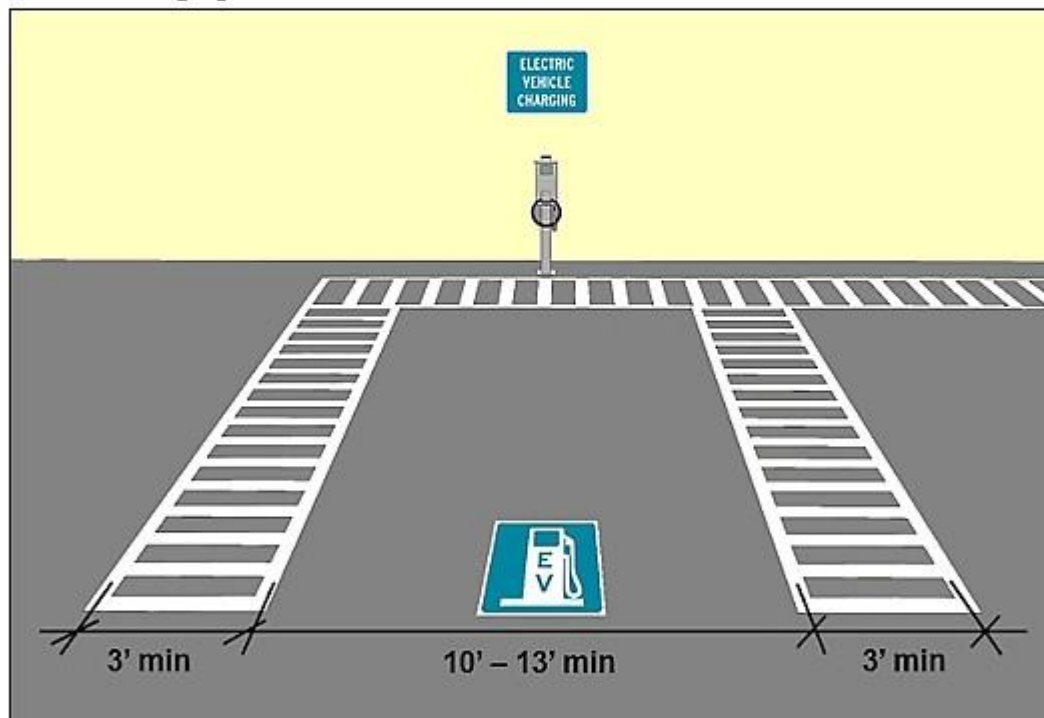


Recommendations: Provide access to a reasonable number of spaces serving EV charging stations or use the scoping table in §208.2 to determine an appropriate number. (The number of accessible spaces serving EV charging stations must be determined separately from the required number of car and van parking spaces.)

Accessible EV Charging Stations

Accessible Route

Provide an accessible route on both sides of the vehicle space that connects to the charging station for easier access.



Vehicle Space

A vehicle space at least 10' - 13' wide is advisable. A 10' width offers an extra 2' that effectively provides a 5' aisle on one side when paired with the accessible route; a 13' wide space will allow an 8' aisle. This flexibility is helpful since the parking direction is determined by the location of the charging station and the vehicle connection. Use the International Symbol of Accessibility only where spaces are reserved exclusively for people with disabilities.

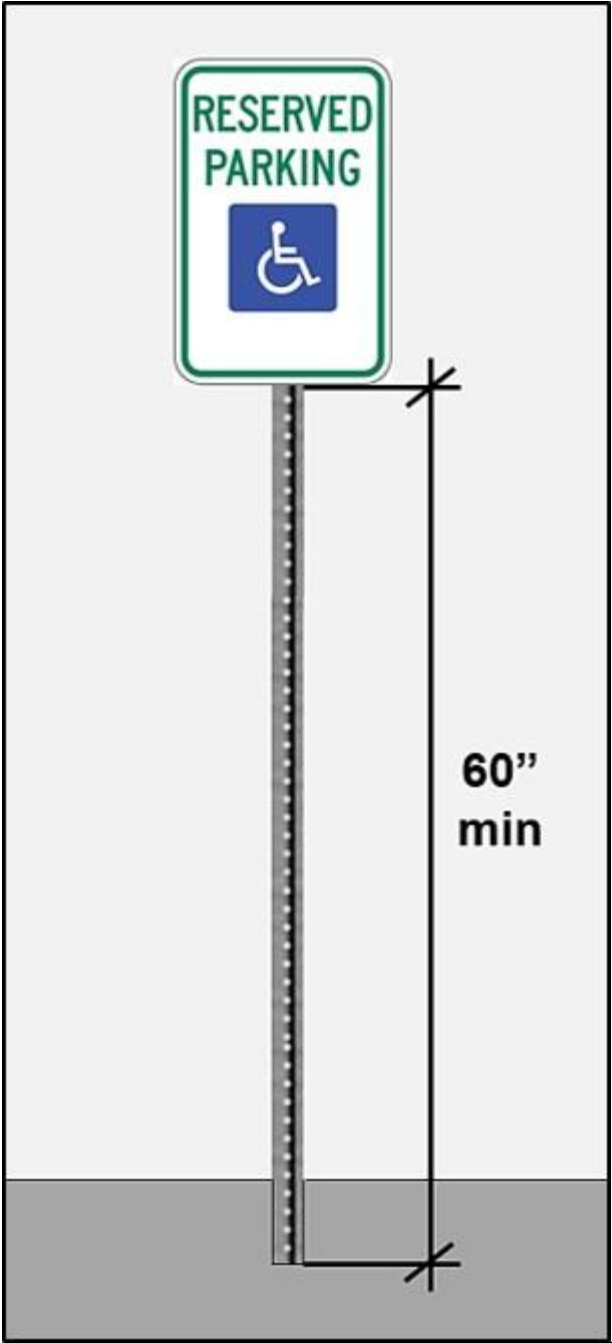
ADA Parallel Parking - Kiwanis Park – Bend OR



Identification



The van accessible designation is informative, not restrictive, in identifying spaces suitable for vans since such spaces are not limited to vans only. It can be included on the main designation sign or provided on a separate sign.





Transportation Advisory Group

New City Bicycle Parking Rack Location Proposal Development *Background Information*

May 21, 2025

Purpose

Develop recommendations for the City Manager to locate 30 new bike parking racks at City facilities.

Notes

The City Manager will make the final decision on locations for installation.

The City Manager has procurement authority and could potentially order additional racks in the future if more than 30 are recommended.



New City Bike Parking Rack – May 8, 2025



POCKET GUIDE TO BIKE PARKING

WHAT MAKES A GOOD BIKE RACK?

At a minimum, a good bike rack will allow both the frame and at least one wheel of the bike to be secured with a u-style lock.

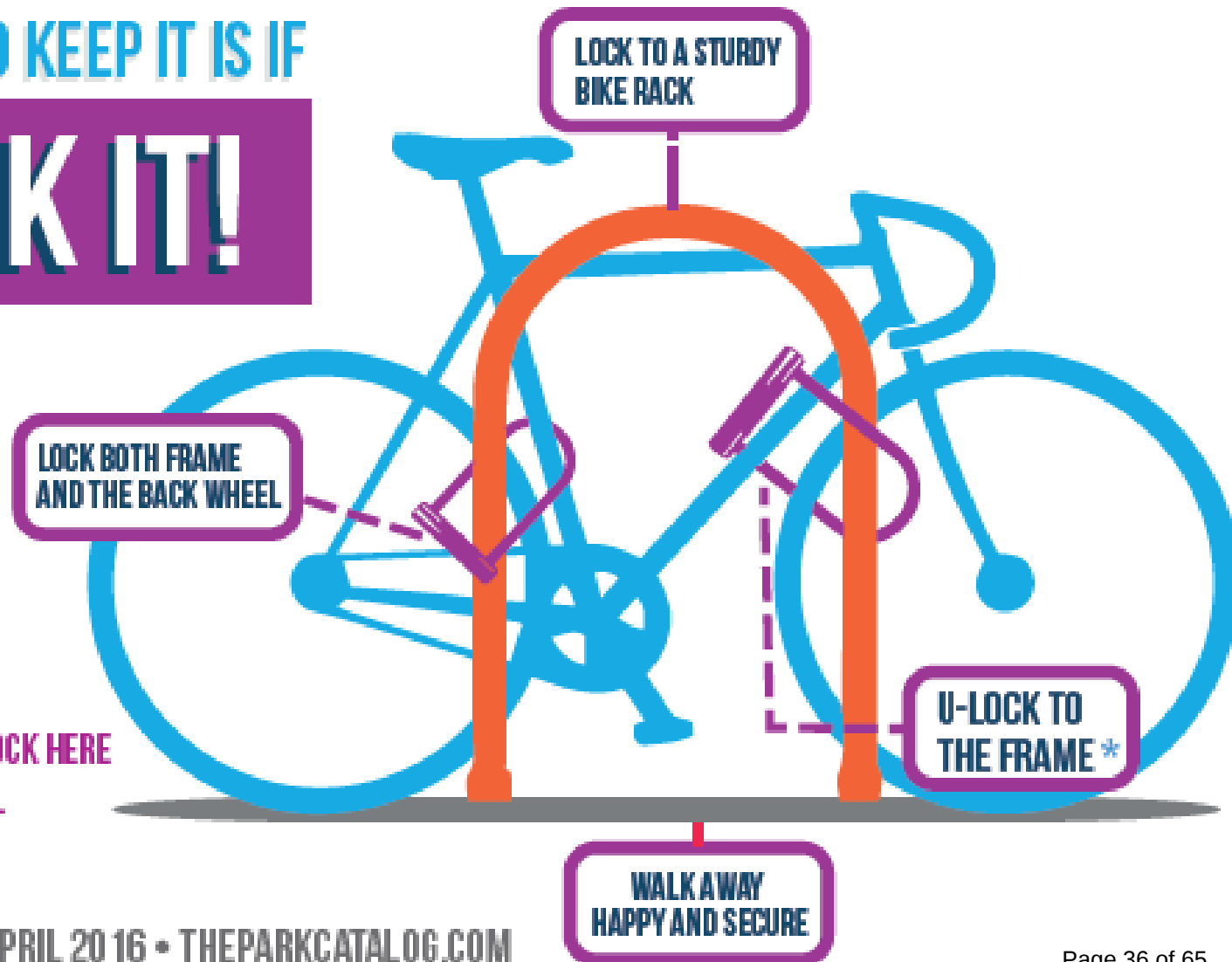
For orderly parking, the rack should make at least two points of contact with the bike.



STOP BICYCLE THEFT BEFORE IT CAN START

THE ONLY WAY TO KEEP IT IS IF

U-LOCK IT!



* YOU CAN ALSO USE A CABLE LOCK HERE
IF YOU ONLY HAVE ONE U-LOCK.

What Makes a Bad Bike Rack?

ESSENTIALS OF

BIKE PARKING

Selecting and installing bicycle parking that works



BICYCLE RACK SELECTION

RACKS TO AVOID

Because of performance concerns, APBP recommends selecting other racks instead of these.

WAVE
also called undulating
or serpentine



Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.

SCHOOLYARD
also called
comb, grid



Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

COATHANGER



This style has a top bar that limits the types of bikes it can accommodate.

WHEELWELL



Racks that cradle bicycles with only a wheelwell do not provide suitable security; pose a tripping hazard, and can lead to wheel damage.

BOLLARD



This style typically does not appropriately support a bike's frame at two separate locations.

SPIRAL



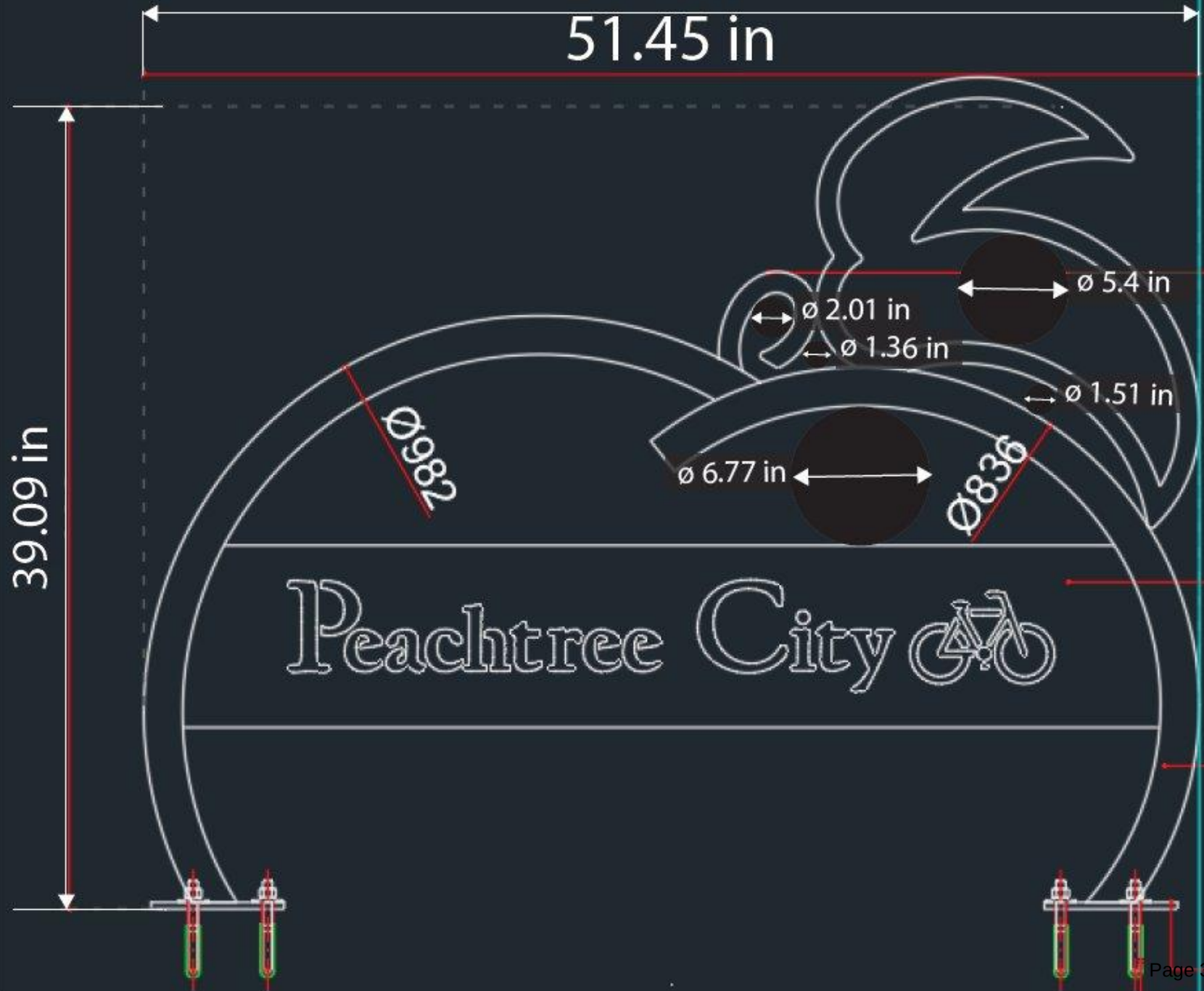
Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.

**SWING ARM
SECURED**



These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

Any City bike rack *of these designs* should be replaced with a new rack.





POCKET GUIDE TO BIKE PARKING

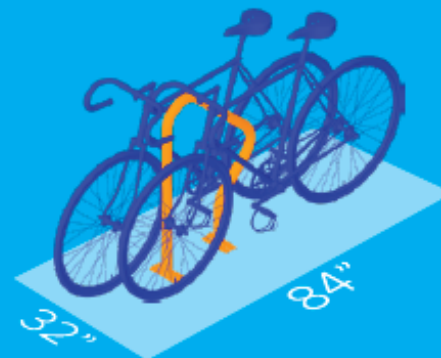
SHORT-TERM PARKING

Short-term bike parking is defined as unsheltered, unenclosed bike racks with an intended parking duration of less than two hours. The majority of public bike racks are considered short-term parking.



CAPACITY AND SPACE USE

These diagrams illustrate the amount of space used by average sized bikes parked in various ways. Be sure to contact your city government and confirm any minimum ordinances or mandates applicable.



Horizontal

2
Bikes



POCKET GUIDE TO BIKE PARKING

CHOOSING A SITE



IDENTIFY CURRENT PROBLEMS

Notice where bicyclists tend to park now and locations where bike parking is clearly inadequate.

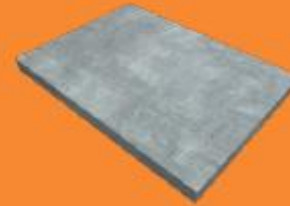
When no bike racks are provided, people improvise and lock their bicycles to anything that seems secure.



POCKET GUIDE TO BIKE PARKING

***SOME LOCATIONS MAY REQUIRE
A CONCRETE PAD TO INSTALL***

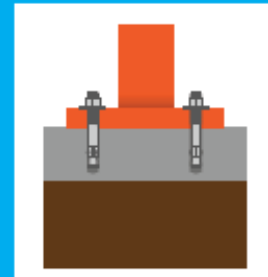
INSTALLATION SURFACES



CONCRETE

Concrete is the best and least expensive surface material for a variety of rack types and installation methods. Both in-ground and surface mounts work well on concrete and are easy to install.

MOUNTING OPTIONS



SURFACE MOUNT

The metal flange is anchored to the ground with appropriate hardware. Tamper-proof options are available for greater security.

CHOOSE A PROMINENT LOCATION

If people can't find your rack, they won't use it. Placing bike racks near entrances and other areas with high pedestrian traffic will also help deter theft.

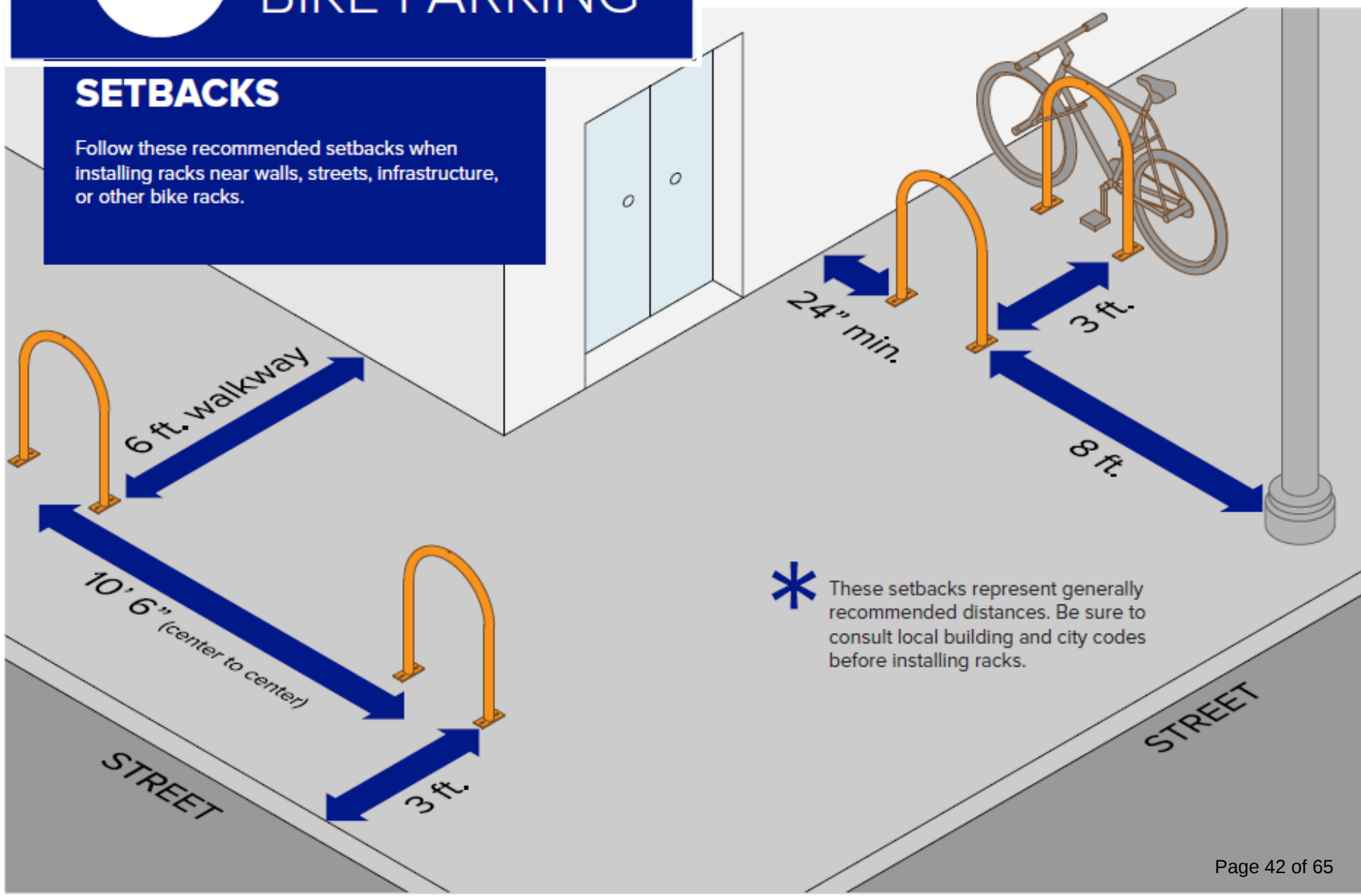
***SOME LOCATIONS MAY REQUIRE
MORE THAN ONE RACK***



POCKET GUIDE TO BIKE PARKING

SETBACKS

Follow these recommended setbacks when installing racks near walls, streets, infrastructure, or other bike racks.



* These setbacks represent generally recommended distances. Be sure to consult local building and city codes before installing racks.



Library Bike Rack



Drake Field Bike Rack



Kedron Field House Bike Rack

Candidate Bicycle Parking Rack Locations

City Hall Area

- City Library
- City Hall (downstairs)
- Drake Field
- Picnic Park
- Village Green

McIntosh Trail Rec Complex

- CVB Visitors Center
- The Fred / The Bridge
- Flat Creek Boardwalk
- Kelly Drive Veteran's Park
- Lake Peachtree Spillway

Numerous Tot Lots

- Braelinn Recreation Complex
- Glenloch Recreation Complex
- Kedron Field House
- Peachtree City Athletic Center
- Tennis Center
- Battery Way Park / Spyglass Island
- Luther Glass Pond
- Huddleston Pond
- Pebblepocket Park
- Mead Field
- Riley Field
- Line Creek Nature Area
- Somerby Woods Nature Area
- Lake Kedron Dock
- Landrum Mill
- Tinsley Mill

City Bicycle Parking Rack Milestones

- May 13th – TAG Meeting Homework Assignment
- May 14th – Email - Background Information for TAG Review
- May 27th – TAG Meeting Initial Discussion
- June 10th – TAG Meeting Recommendations Review
- June 11th – Transmit Recommendations to City Manager

CITY OF PEACHTREE CITY

TRANSPORTATION ADVISORY GROUP

MEETING AGENDA ITEM MEMORANDUM

MEMO TO: Jonathan Miller, Director of Public Works
FROM: Blake Hayes, TAG Member
DATE: May 21, 2025
SUBJECT: City Outreach on the Selection of Streets for Paving

Recommendation:

The Transportation Advisory Group (TAG) should recommend to the City Manager and Mayor that the City leverage the communication resources that it has, including “Mondays with the Mayor,” the Slice, and other avenues to provide a quick explainer video on the process of selecting City streets for repaving.

Discussion:

At our May 13 meeting, the TAG discussed the 2025 Street Paving Bid Award. As part of this discussion, the TAG was shown a presentation on the Pavement Condition Index (PCI) scores that were used as part of the selection process of what roads to repave. The selection process was explained to be based on catching roadways that were at a tipping point of needing a more expensive remediation prior to those roadways falling into the more expensive group.

As part of our group discussion, several TAG members noted that residents of their neighborhoods were not aware of this selection process. People in the community just saw that the roads in their neighborhoods were in poor condition and were concerned that those roadways were not the ones being selected for repaving.

The TAG group suggested that we could develop some talking points for the City to leverage to explain this process, so that citizens of the City might have a better understanding of why the worst condition roadways are not necessarily the ones that are selected for repaving. The City could then utilize these bullet points to develop an outreach message through various communication channels, such as the “Mondays with the Mayor” videos and the Slice. The TAG also discussed methods to provide this information to citizens online (discussed at the end of this memorandum).

A summary of the key points that the TAG discussed are as follows:

- The selection of roadways is not directly related to how bad the roadway condition is, but rather about “catching” roadways before they fall from a cheaper remediation to a more expensive remediation.
 - The group provided an analogy of having a tooth cleaning before a cavity formed; but if a cavity formed, having it filled before a root canal was necessary; and if a root canal was necessary, then having that performed before tooth extraction was required.
 - Similarly, the City attempts to do edge mills with a thin overlay before a full width mill is necessary; but if a full width mill is required, with no patching before 10% or 20% patching; and finally if patching is required before full depth reclamation is necessary.
 - Note: specific terms are not necessary to be communicated, just the idea that each level is more costly than the previous.
- The purpose of catching roadways before they fall into the more expensive treatment is to be good stewards of taxpayer dollars. The City gets more miles paved by catching roadways before they become more expensive to fix, even if it means that the worst roadways may take longer to be repaved.
 - Roadways that are in the worst condition will still cost the same amount (other than inflation) in a future year, whereas roadways that fall from a cheaper treatment to a more expensive treatment will see a cost increase.
 - As the City gets more roadways up to a higher level, there will be expanded capacity to treat the worst roadways with the same pot of funds.
- Sometimes the City selects roadways in the same area if one of the roadways in the area meets the selection process noted above, even if they aren’t all at the same condition level.
 - This is again to reduce taxpayer expense. The City has to pay the contractor to get the equipment where it needs to be. Paying for the equipment to be moved around the city is less effective than paving in a smaller group of spots.
 - In addition, the equipment is heavy, which can damage the roadway. Therefore, it makes sense to pave from the outside “corners” (i.e., dead ends and branches) and do the main thoroughfare last. This way the equipment is

not being moved in and over a main thoroughfare that has just been repaved. This is similar to mopping or sweeping in a sense – you get the corners first so that you don't have to step over where you just mopped or swept.

- Another point that the City may wish to connect is that no general funds are used for the repaving process. All repaving is funded through SPLOST or other non-property tax sources such as LMIG (from GDOT). Thus, when people ask what they get for the SPLOST? Paving is part of the answer.

The final means of communication that was discussed included posting the planned repaving schedule for 3-5 years out. A concern was brought up that citizens may see this as a “promise” to repave those areas, but conditions could change such that this would not happen, leading to those citizens being upset. The TAG group mentioned that the posting could show a rolling 3-5 year period without identifying specific years. Therefore, if a road needed to be moved from Year X to Year X+1, that change could be hidden for a few years at least, because it would not be known if the roadway was originally planned for Year 1 or Year 5 or a year in-between.



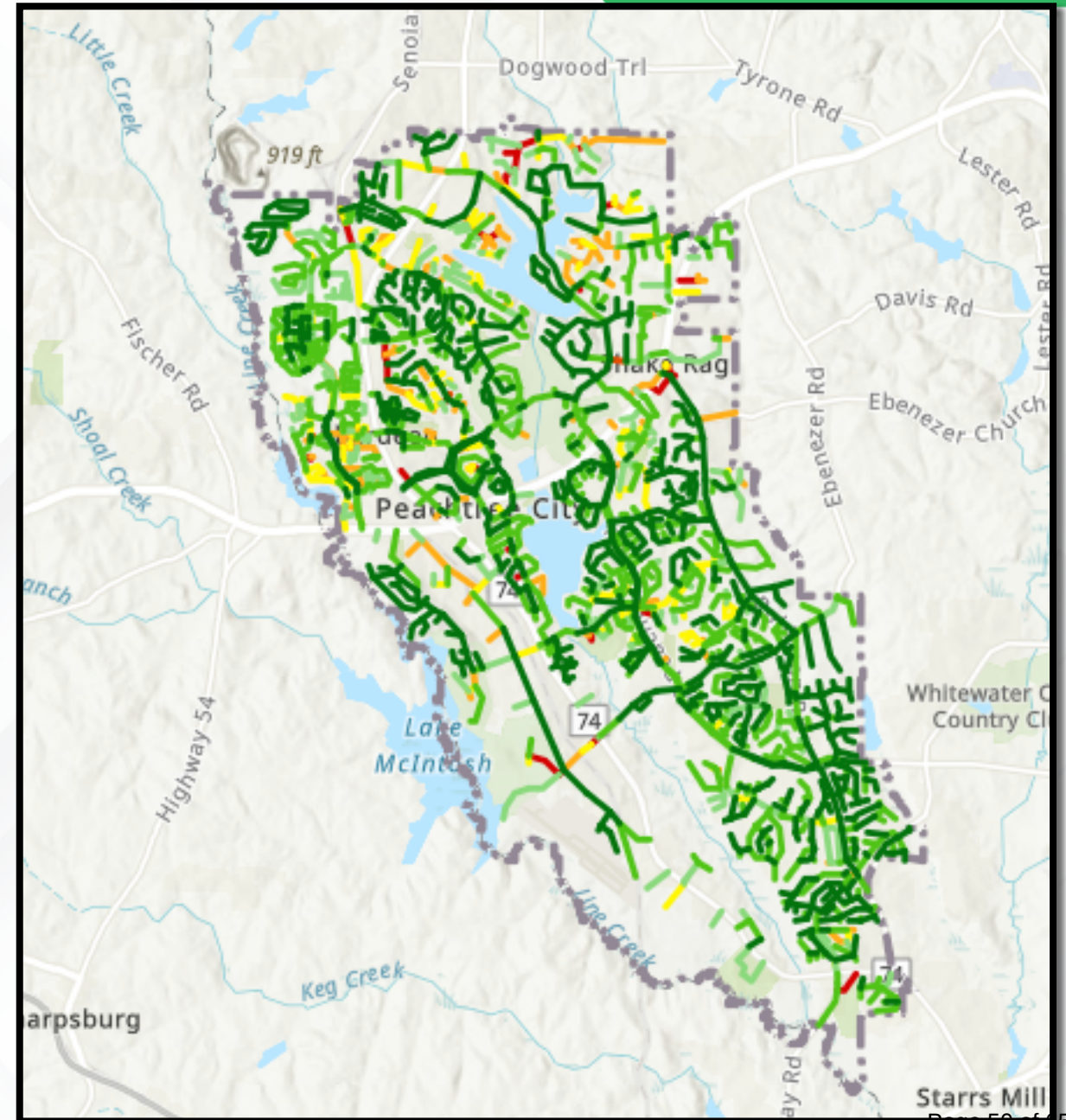
Pavement Condition Index Update

November 16, 2023

Presented by _____

Jonathan Miller
Public Works Director

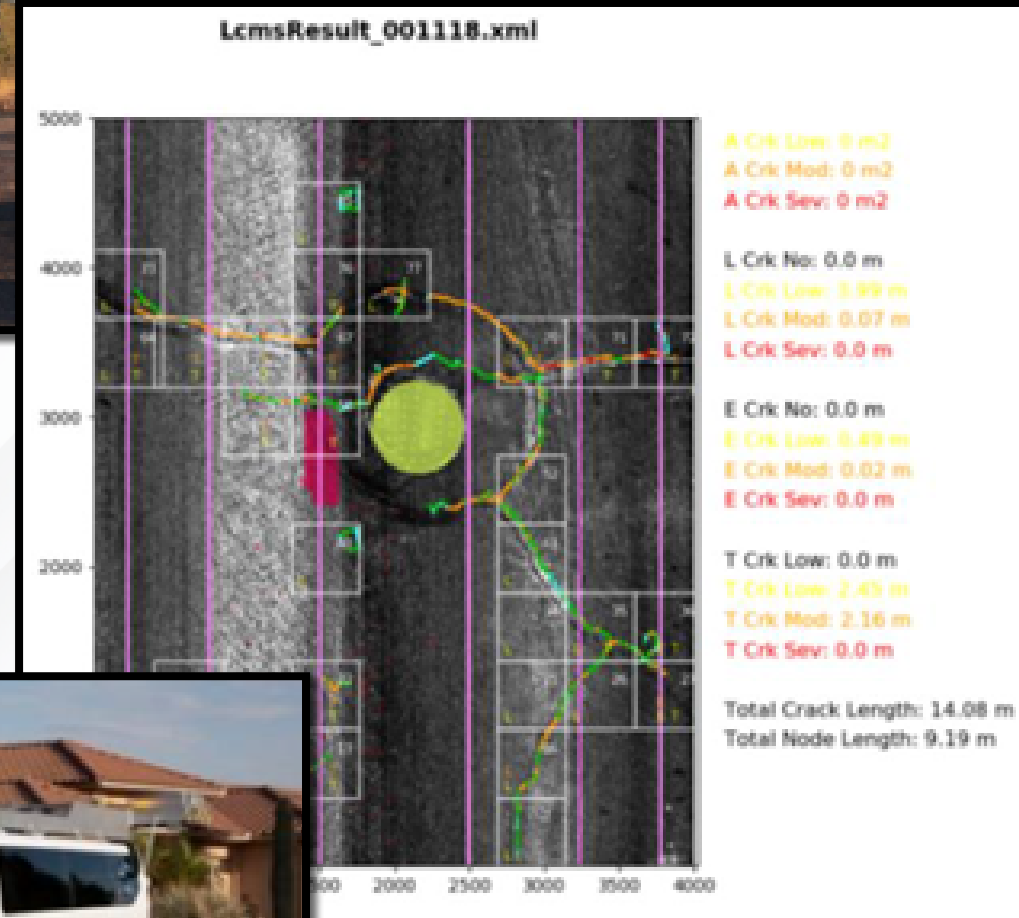
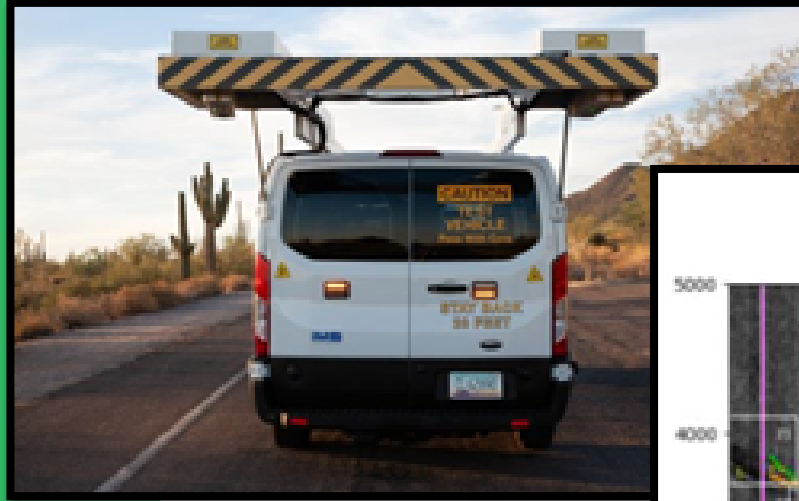
Uncompromised Excellence



2022 IMS Pavement Evaluation

Uncompromised Excellence

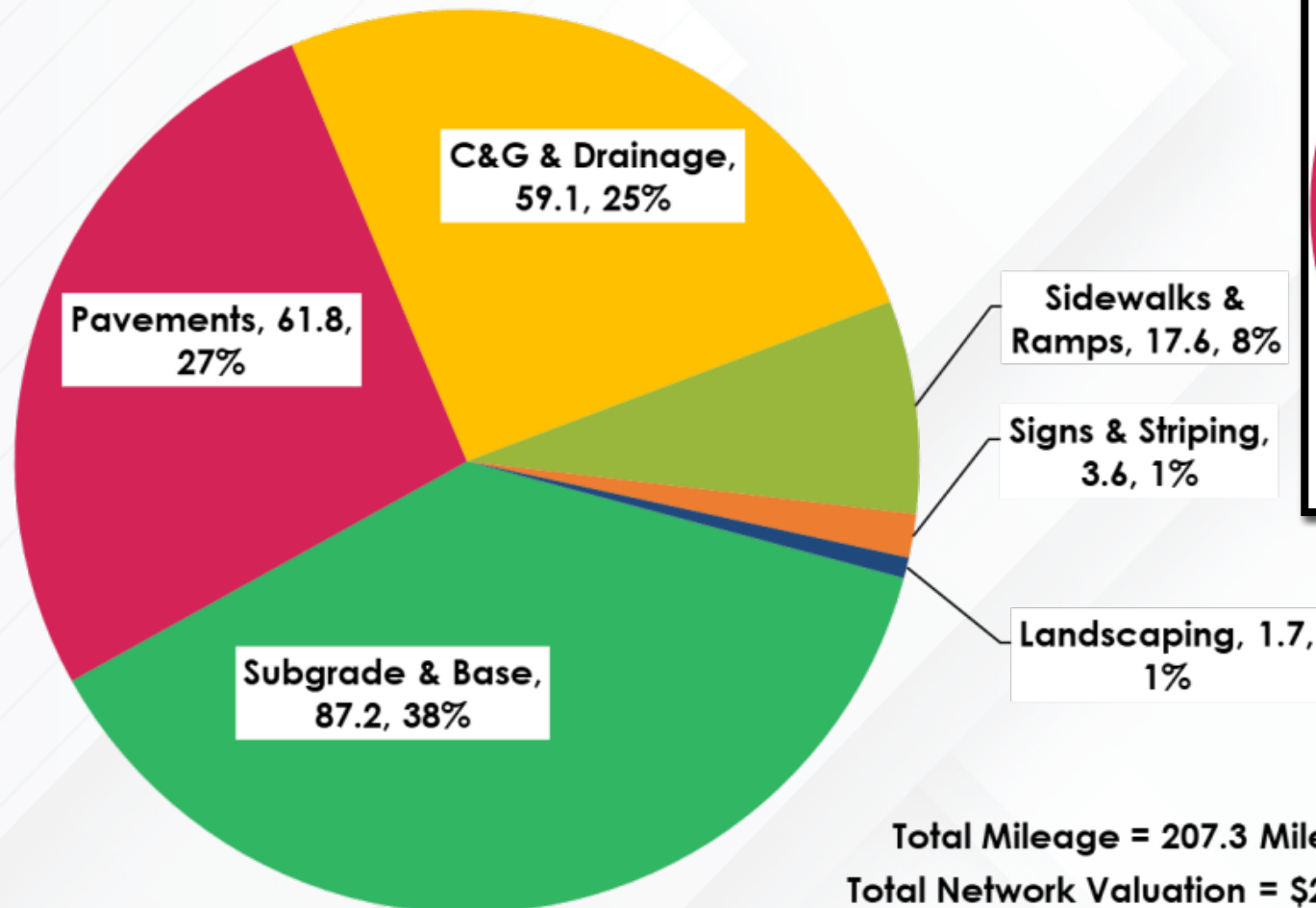
- Council approved IMS Street Rating Proposal on March 17, 2022, for \$113,861.00
- IMS collected GIS information from the City and began Field Testing in August of 2022.
- Data processing and the QA/QC process resulted in a deliverable to the City in August of 2023.



2022 Evaluation

City of Peachtree, GA

Network Valuation (Asset, \$M, %)

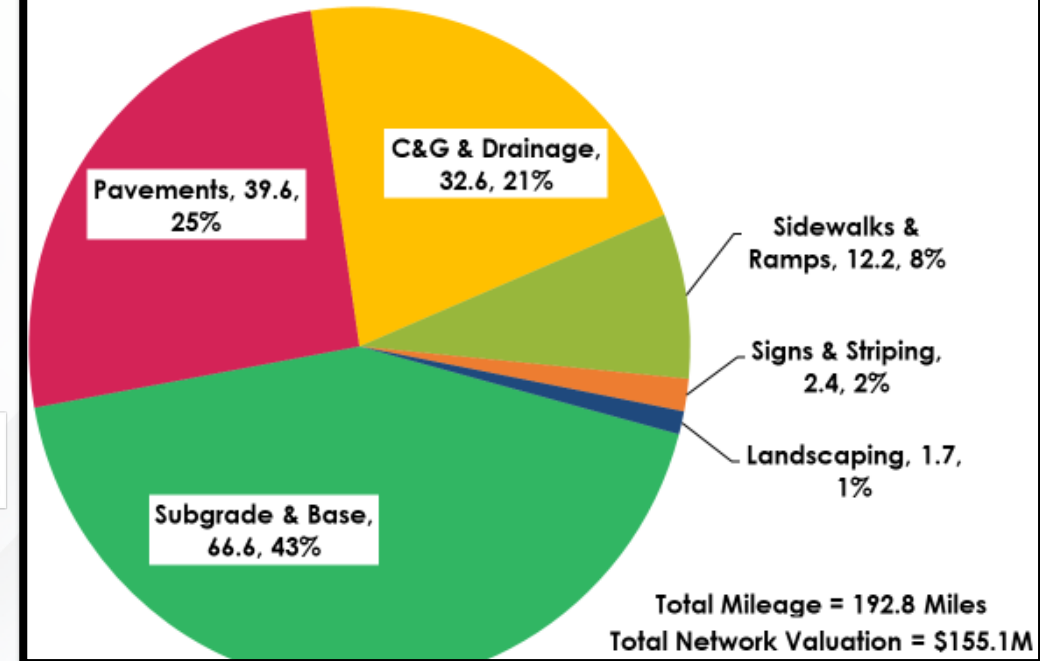


Total Mileage = 207.3 Miles
Total Network Valuation = \$231M

2017 Evaluation

City of Peachtree City, GA

Network Valuation (Asset, \$M, %)



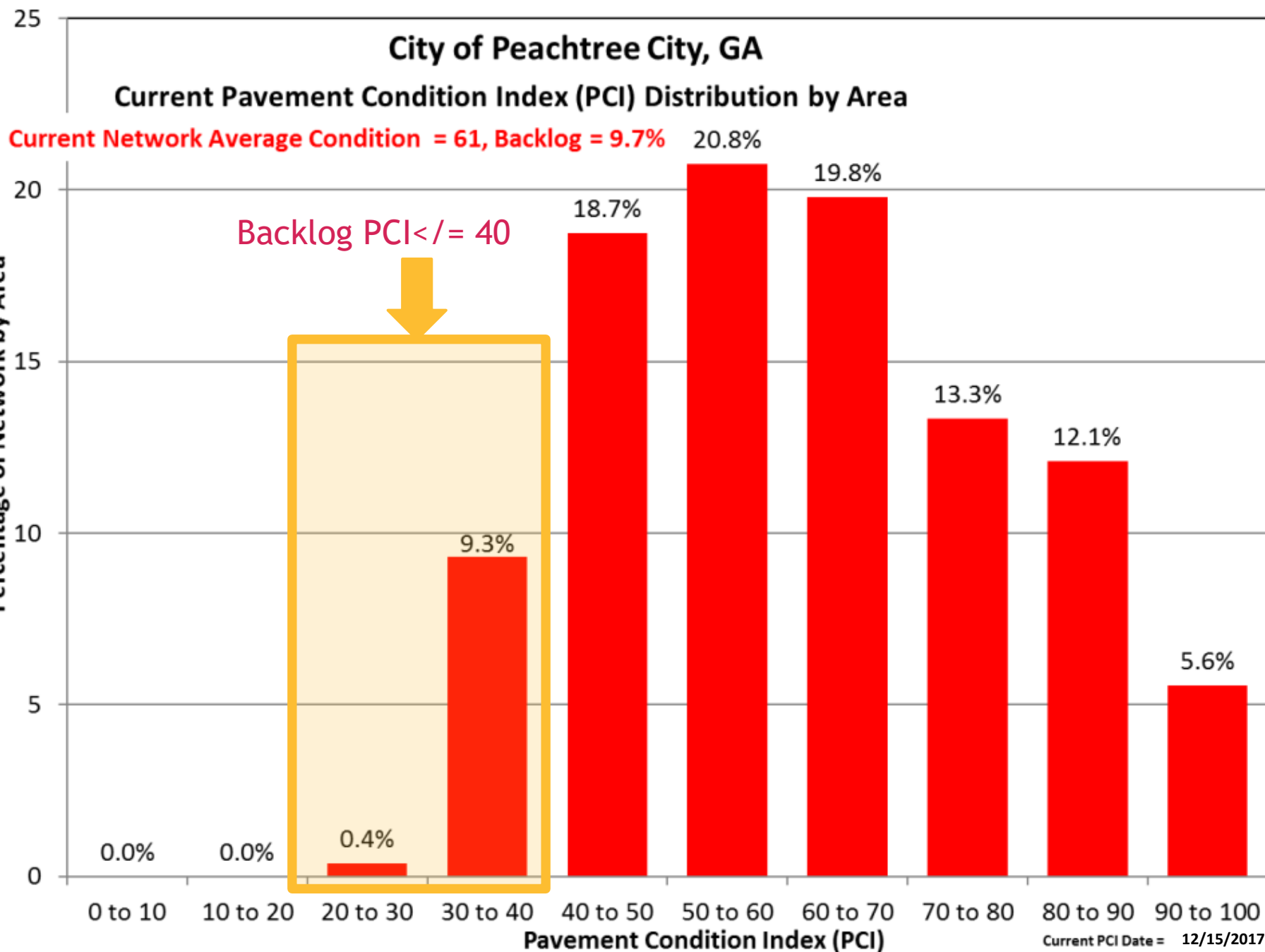
Total Mileage = 192.8 Miles
Total Network Valuation = \$155.1M



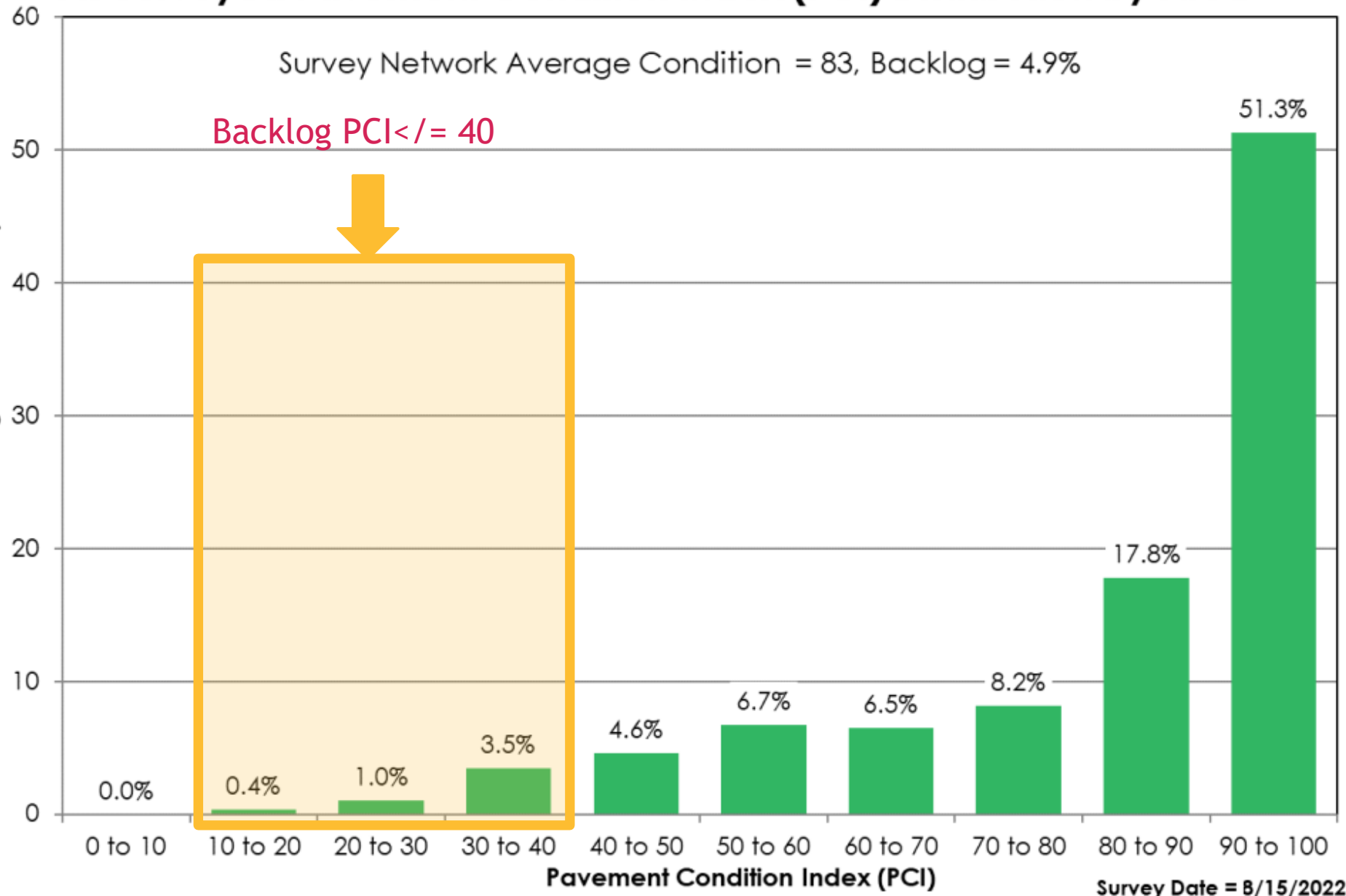
2017 IMS Pavement Survey

- Average PCI= 61
- Backlog= 9.7%
- 49.2% of Network Below PCI=60
- Steady State Cost was 2.87 Million/Yr

Percentage of Network by Area



As Surveyed Pavement Condition Index (PCI) Distribution by Area



2022 IMS Pavement Survey

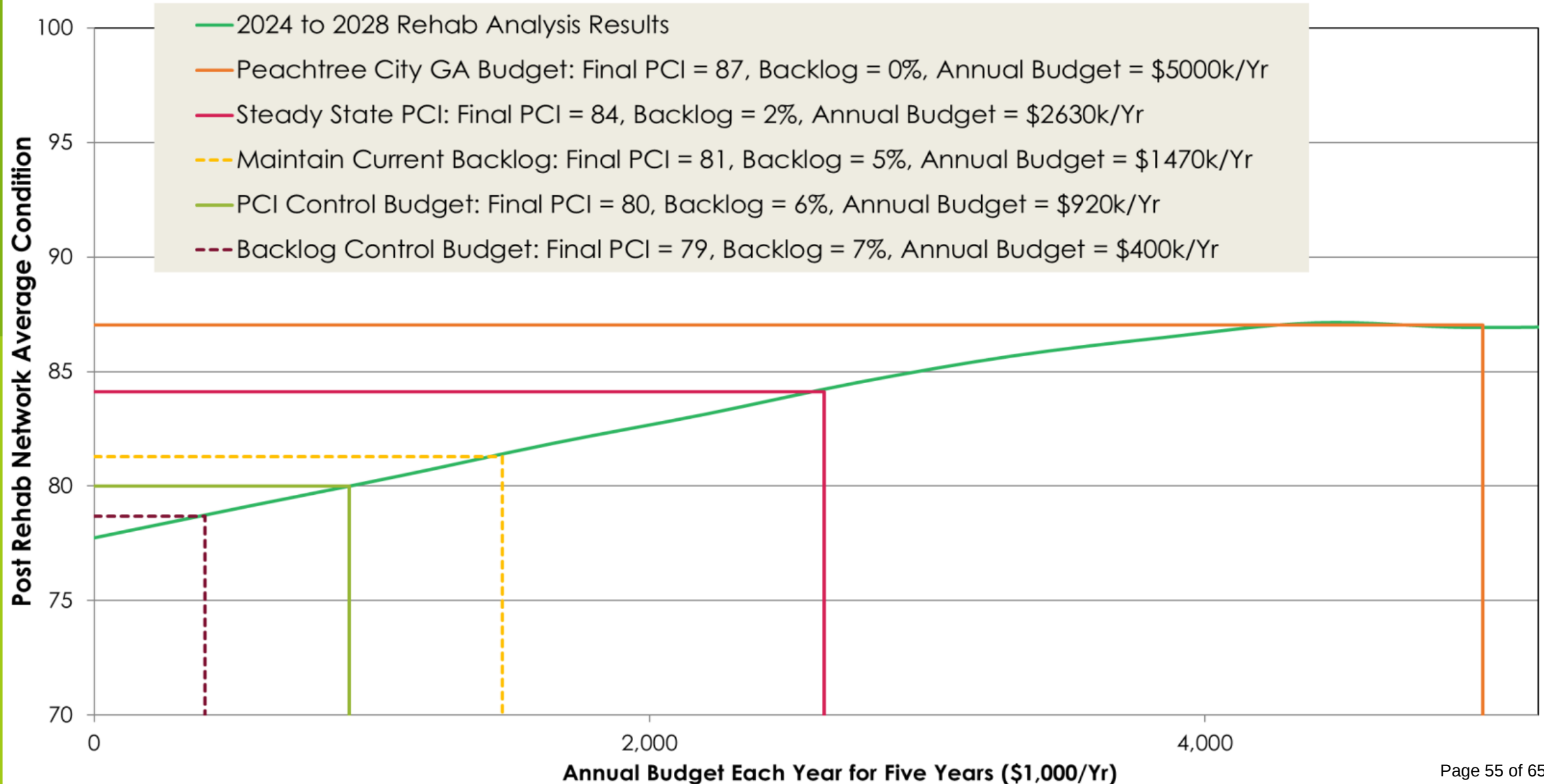
- Average PCI= 83
- Backlog= 4.9%
- 16.2% of Network Below PCI=60
- Steady State Cost is 2.63 Million/Yr



City of Peachtree City, GA

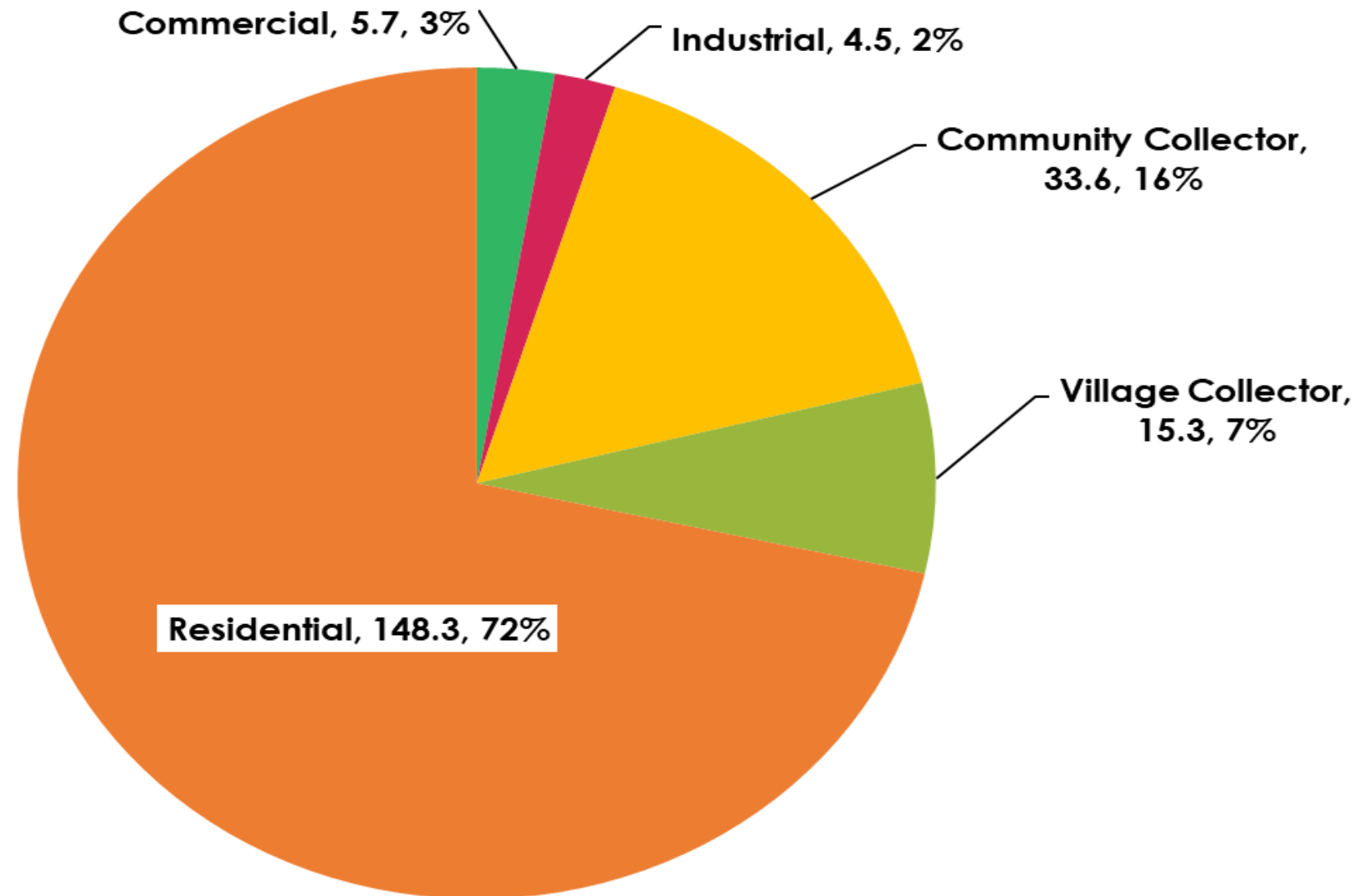
Five Year Post Rehab PCI Versus Annual Budget

Analysis Start Date = 1/1/2024 Analysis Period 2024 to 2028



City of Peachtree City, GA

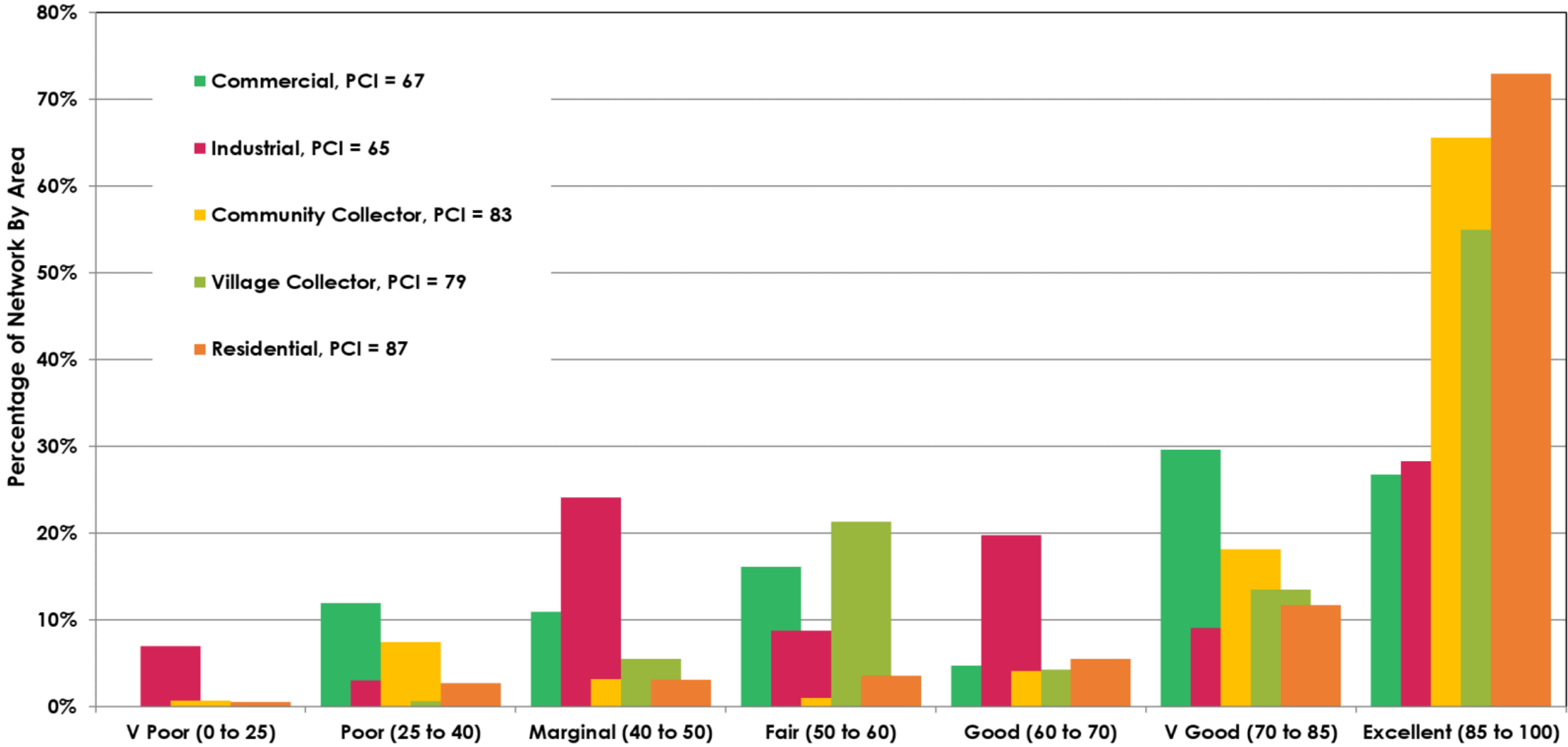
Functional Classification Distribution By Length (FunCL, Miles, %)



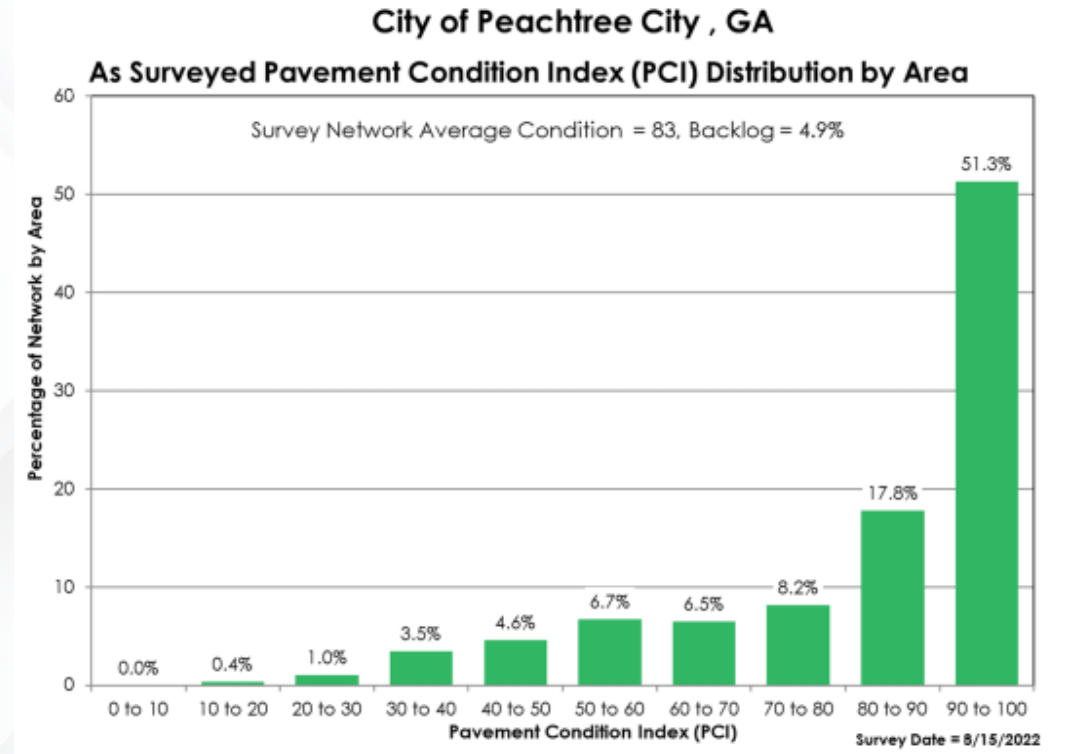
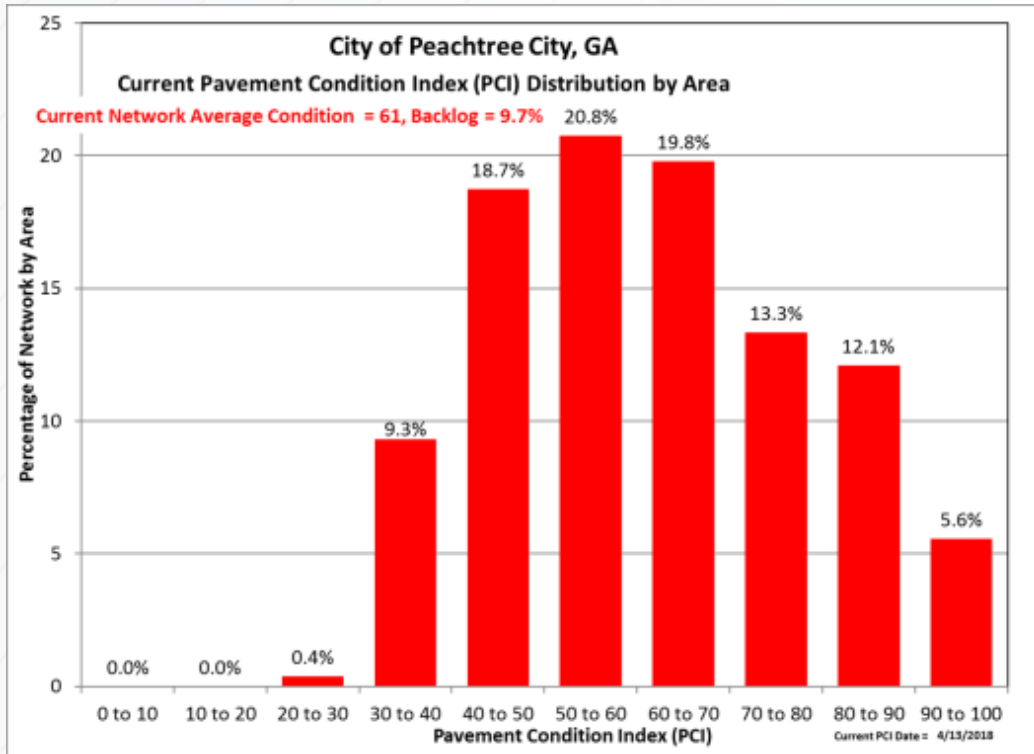
Total Mileage = 207.3 Miles

City of Peachtree City , GA

Current Pavement Condition Rating Using Descriptive Terms By Functional Class



Paving Summary 2017-2022



- Approximately \$25 Million Spent
- 45.57 Miles Completed
- +/- 50% Full-Depth Reclamation

Agency	State	Year	Miles	PCI	Backlog
Watkinsville	GA	2022	21	65	5.0%
Hampton	GA	2019	40	57	13.0%
Doraville	GA	2022	51	59	18.0%
Powder Springs	GA	2016	79	67	9.0%
Canton	GA	2017	110	72	2.0%
Peachtree Corners	GA	2023	112	67	3.0%
Brookhaven	GA	2023	126	62	11.0%
Dunwoody	GA	2019	152	67	19.0%
East Point	GA	2021	164	59	13.0%
Fulton County	GA	2016	165	65	10.0%
Milton	GA	2022	166	71	4.0%
Peachtree City	GA	2023	207	83	4.9%
Bryan County	GA	2023	218	75	2.0%
Marietta	GA	2022	219	65	5.0%
Johns Creek	GA	2023	257	77	0.0%
Valdosta	GA	2021	285	64	4.0%
Morgan County	GA	2020	355	72	1.0%
Chatham County	GA	2023	382	70	5.0%
Oconee	GA	2022	384	78	1.0%
Athens-Clarke County	GA	2020	620	67	7.0%
Henry County	GA	2022	1159	66	4.0%
Atlanta	GA	2021	1392	61	10.0%
Average			302.9	68	6.9%

PCI Ranking

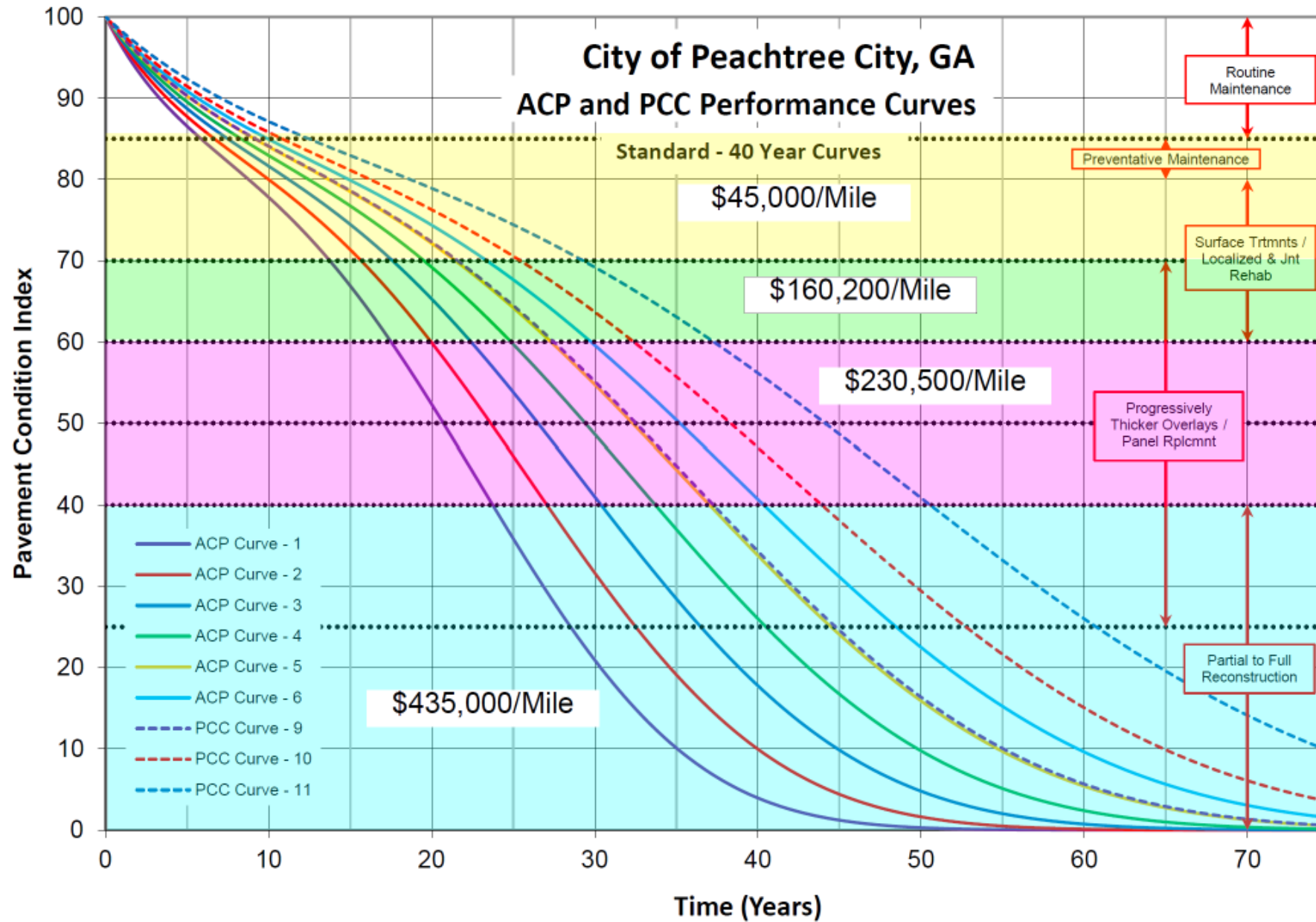
Agency	State	Year	Miles	PCI	Backlog
Peachtree City	GA	2023	207	83	4.9%
Johns Creek	GA	2023	257	77	0.0%
Bryan County	GA	2023	218	75	2.0%
Milton	GA	2022	166	71	4.0%
Dunwoody	GA	2019	152	67	19.0%
Fulton County	GA	2016	165	65	10.0%
Marietta	GA	2022	219	65	5.0%
East Point	GA	2021	164	59	13.0%

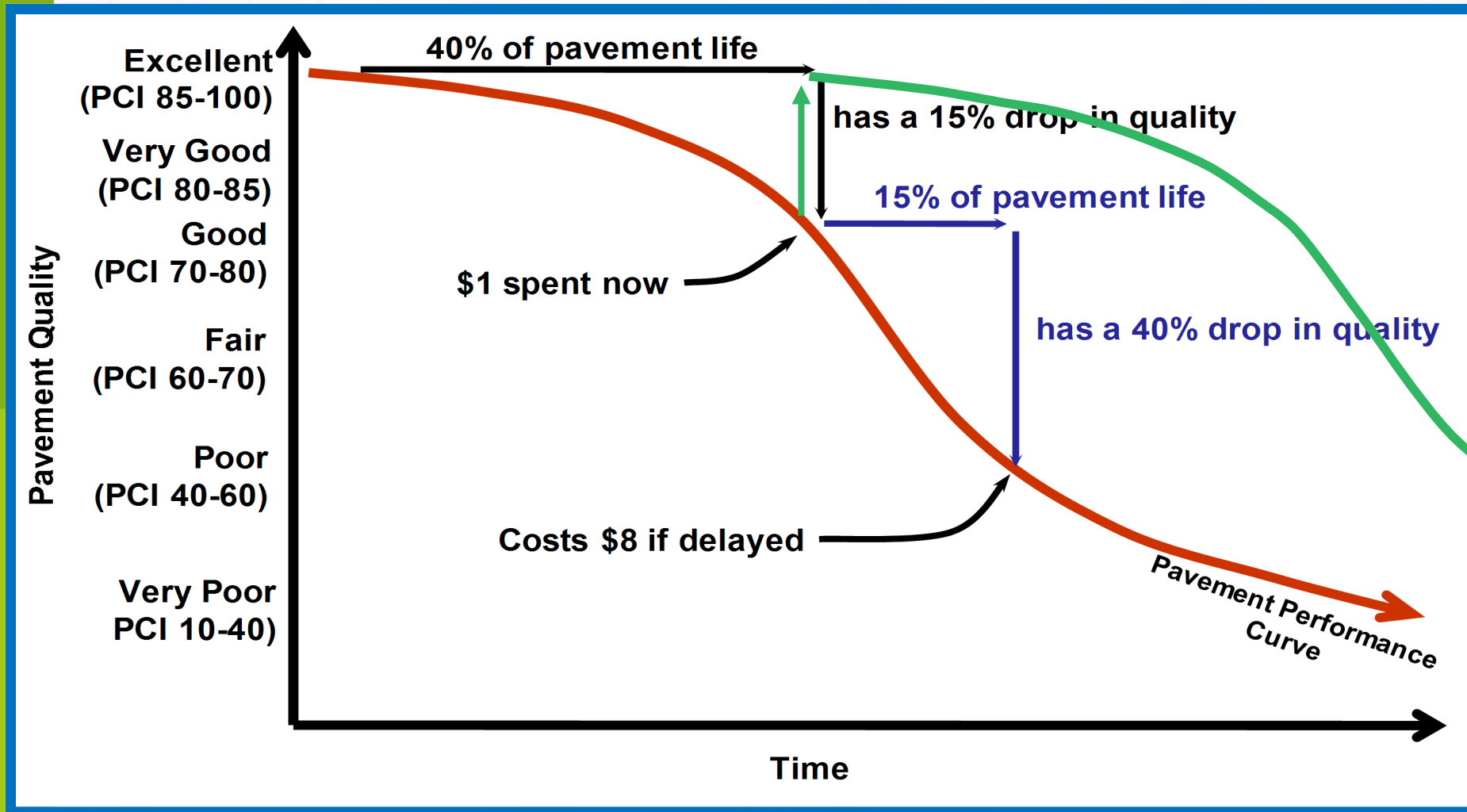
Average			193.5	70	7.2%
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Backlog Ranking

Agency	State	Year	Miles	PCI	Backlog
Johns Creek	GA	2023	257	77	0.0%
Bryan County	GA	2023	218	75	2.0%
Milton	GA	2022	166	71	4.0%
Peachtree City	GA	2023	207	83	4.9%
Marietta	GA	2022	219	65	5.0%
Fulton County	GA	2016	165	65	10.0%
East Point	GA	2021	164	59	13.0%
Dunwoody	GA	2019	152	67	19.0%

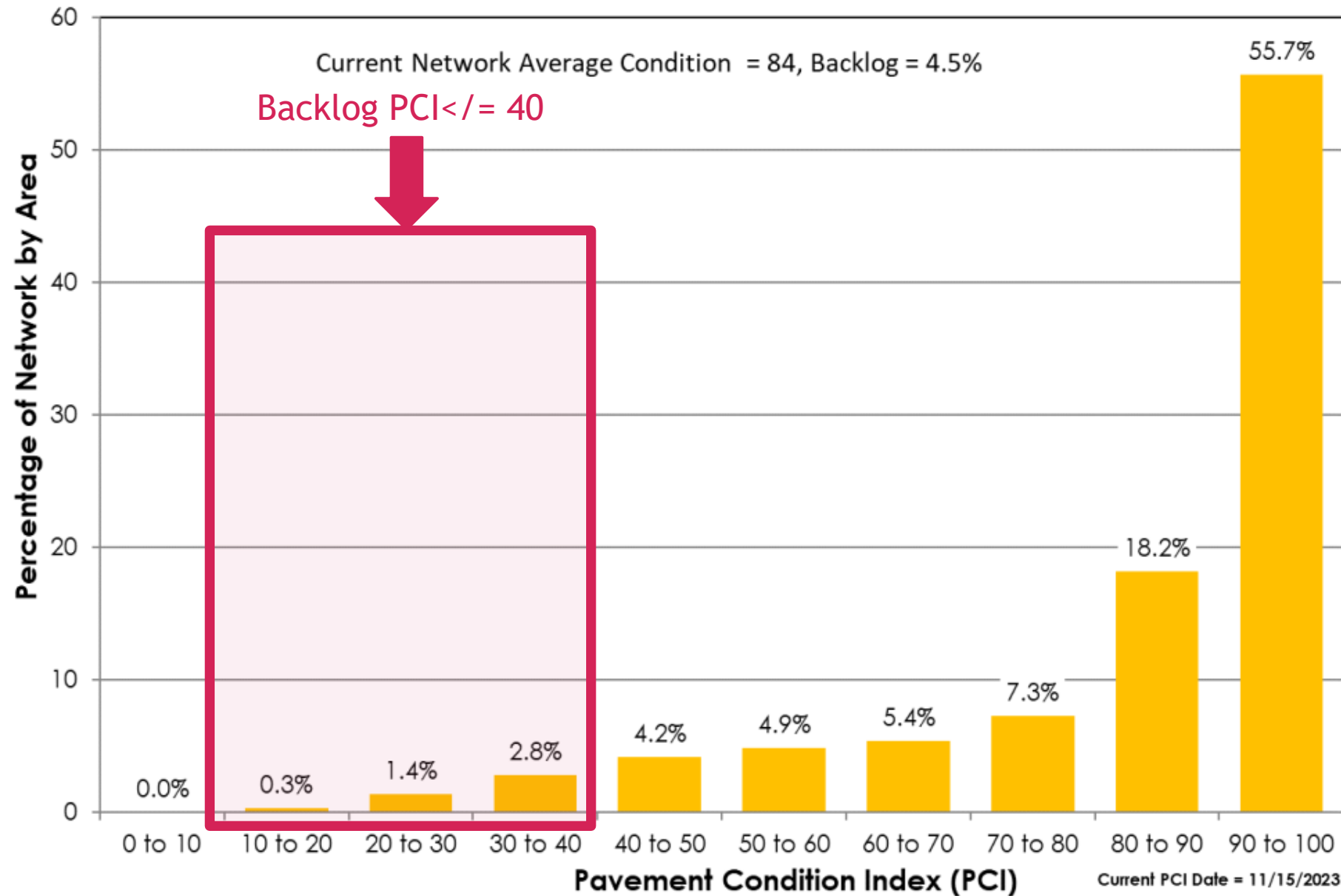
Average			193.5	70	7.2%
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City of Peachtree City, GA

Current Pavement Condition Index (PCI) Distribution by Area



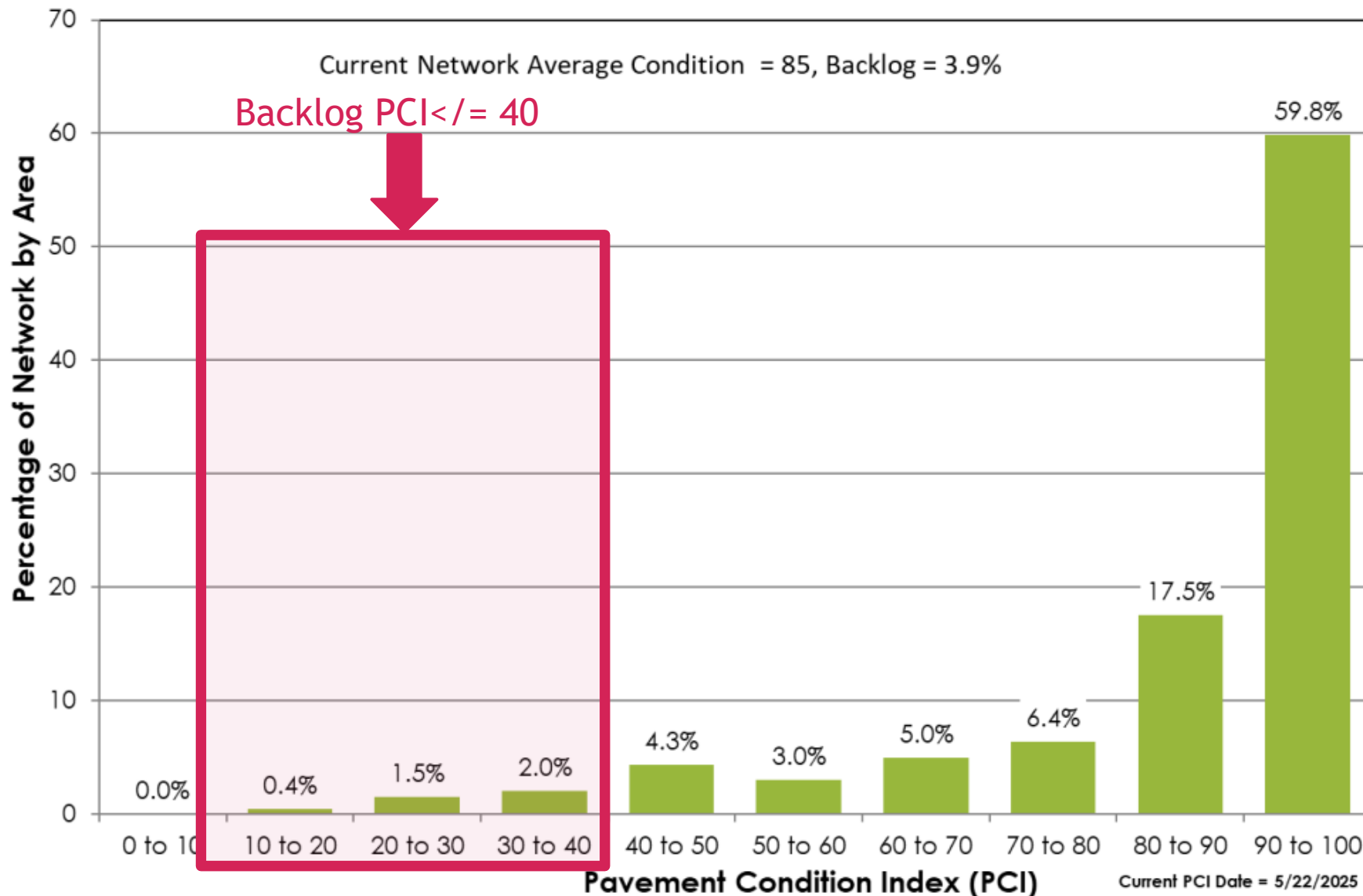
2023 Current PCI

- Average PCI= 84
- Backlog= 4.5%
- 9.1% of Network Below PCI=60



City of Peachtree City, GA

Current Pavement Condition Index (PCI) Distribution by Area



Current PCI

- Average PCI= 85
- Backlog= 3.9%
- 7.3% of Network Below PCI=60

A large, stylized leaf graphic in a lighter shade of green, positioned on the left side of the slide. The leaf has a prominent central vein and several smaller veins branching off. The overall shape is elongated and tapers towards the top.

Questions?

Street Paving Completed (2018-2024)

